

BRANDS HATCH SIX-HOURS

AUTOSPORT

AUTOSPORT

JULY 12, 1963

2/-

EVERY FRIDAY
Vol. 27 No. 2

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

MARTINI SILVERSTONE MEETING : BRUCE McLAREN—FROM THE COCKPIT : AUSTIN SEVEN RALLY
CLUB RACING AT OULTON PARK AND SNETTERTON : JOHN BOLSTER TESTS THE DOVE GTR4



First sports car of its class to lap in luxury! The TRIUMPH TR4

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

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July 12, 1963 Volume 27 Number 2

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EDITORIAL

VINTAGE AND VARIETY

THE big crowds which flocked to last Saturday's Aston Martin O.C. Martini Trophy meeting certainly had full value. Few will forget the sight and sound of the Hon. Pat Lindsay thundering round with 24 litres of Napier Railton, and securing second place to John Taylor's modern Cooper-Ford, in a field which included Marsh's 2.5-litre B.R.M., Summers's Cooper-Chevrolet, Eyre's Cooper-Buick, a couple of E.R.A.s, Burton's fast Bentley, Charnock's powerful Alvis and many others. It was indeed a pity that most of the meeting was run in a rainstorm, but nevertheless, everyone seemed to stay till the end, and they were rewarded with a perfect display of fast driving under the worst possible conditions by Mike Parkes (GTO Ferrari), to win the Martini Trophy. A very pleasant touch was to be found in the well-produced programme, in which tribute was paid to the 300 or so marshals and officials who gave their services without payment to ensure the success of the meeting. **AUTOSPORT** endorses everything that was said concerning these enthusiastic ladies and gentlemen, and would also add its congratulations on the efficiency of that excellent organization, the British Motor Racing Marshals Club. Since its inception, it has gone from strength to strength, and it cannot be denied that the influence of its members has contributed in no small measure to the organization of motor race meetings in this country, which has earned admiration from every other nation. Saloon car enthusiasts were catered for at Brands Hatch, where dreadful weather was also experienced for *The Motor Six-Hour Race*.

SIGNS OF THE TIMES

IT is heartening that, at last, the Ministry of Transport has admitted that the standard of British road signs requires improvement. This must rank as the understatement of the year, for, in general, our road signs must rank as the most confusing in Europe, if not in the whole world. It is obvious that there has never been any central planning, and that many local authorities have simply carried on with the sort of finger-posts that were originally designed to let the drivers of stage-coaches know roughly in which direction they were going. As for traffic signs, they are so bewildering that visitors from abroad must be excused for believing that they have been erected as some kind of intelligence test. The adoption of International signs will greatly assist in solving the ever-increasing traffic problems, but it is to be hoped that the siting of these will be done with infinite care. In hundreds of cases, existing signs are completely obscured by others, or even by trees and shrubbery. The holding of a church bazaar, garden fete, cricket match, horse show or other similar event appears to encourage an outbreak of sign-posting, often obscuring the proper route directions. After all, the keynote to better sign-posting is simplicity.

OUR COVER PICTURE

GRAND VETERAN. Holder of the Brooklands Outer Circuit record in the hands of the late John Cobb, the veteran 24-litre Napier Railton makes a splendid and nostalgic sight as it is skilfully driven in the wet by Patrick Lindsay during last Saturday's Martini Trophy meeting at Silverstone.

Photo: George Phillips

CASTROL WINS



IN

INTERNATIONAL 6 HOUR SALOON CAR RACE

BRANDS HATCH

CLASS 'D' 1001-1300 c.c.

1st Austin Mini-Cooper 'S' J. Whitmore/P. Hopkirk

2nd Morris Mini-Cooper 'S' J. Rhodes/R. Slotemaker

3rd Morris Mini-Cooper 'S' Miss C. Carlisle/Miss D. McCluggage

CLASS 'E' 851-1000 c.c.

1st Austin Mini-Cooper

J. Aley/R. Aaltonen

(Subject to official confirmation)



—using IMPROVED CASTROL Balanced Multi-grade Oils

GAS TURBINE RACE AT SILVERSTONE Four Rovers in Special Four-lap Handicap Event

FOR the first time in the history of motor racing, gas-turbine-powered cars will meet in an organized event—at the B.R.D.C. British Grand Prix meeting on 20th July, sponsored by the *Daily Express*. Four of these interesting machines will participate, the epoch-making Le Mans Rover-B.R.M., Jet 1, T3 and T4. The first-named will be driven by World Champion Graham Hill, and the three others have been allocated to Richie Ginther and, two factory test-drivers. This will be a demonstration race, over four laps of the G.P. circuit, run on a handicap basis. Jet 1 is the original open car with rear-located turbine; T3 is the hard-top version, and T4 is a 4-5-seater saloon with front drive and modern bodywork, on which, it is said, future Rovers will be styled.

MIKE HAILWOOD FOR SILVERSTONE

WORLD Champion motor-cyclist Mike Hailwood will make his first appearance in Formula One racing, at the British Grand Prix. He will drive a Lola-Climax entered by Reg Parnell Racing, in support of New Zealander Chris Amon. Parnell's Lotus-Climax will be driven by Masten Gregory.

Scuderia Ferrari are in trouble as regards drivers, with Mairesse, Vaccarella and Scarfiotti all on the injured list. It is, therefore, likely that John Surtees alone will represent Maranello, although Italian circles have mentioned Pedro Rodriguez as a possible. Lorenzo Bandini's contract with Ferrari is for sports-car racing only, and he will be at the wheel of the Centro-Sud B.R.M.

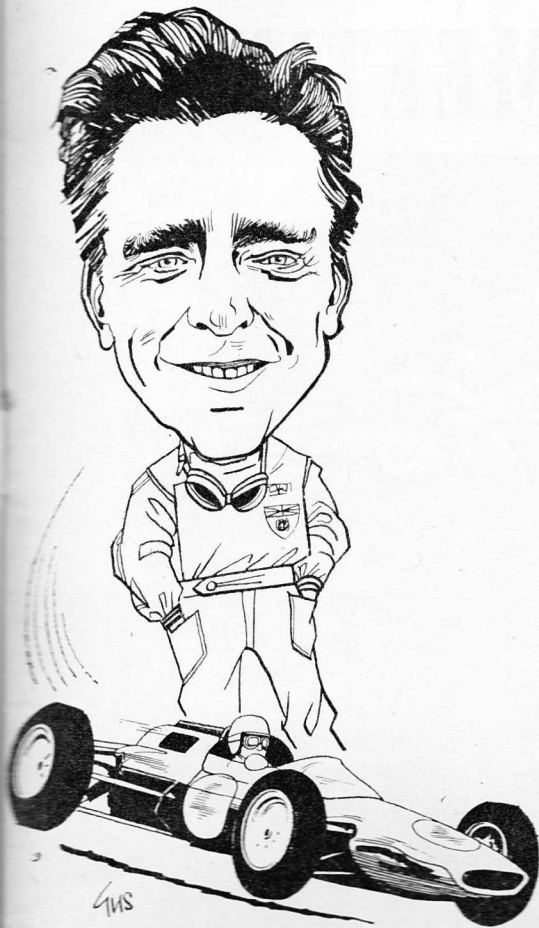
Despite rumours that Carel Godin de Beaufort would be seen in a British V8, his entry of a Porsche has been accepted by the B.R.D.C. Phil Hill and Giancarlo Baghetti represent A.T.S., whose cars have been considerably modified since they last appeared at Zandvoort. The former's will probably have fuel injection.

LINE LOTUS is the latest division in the Group, which has recently been formed to design, develop and market an entirely new range of Contract furniture. First in the range is the tri-chair, which combines three back-to-back seats with three useful side tables in one compact unit. There are no joints to fatigue and the entire shell is moulded in one piece from self-coloured glassfibre.

LORENZO BANDINI, in a works Ferrari, won the sports and G.T. prototype race at Clermont-Ferrand, France, last weekend. He was followed by Tony Hegbourne (Lotus 23B) and Carlo Abate (Ferrari). Jo Schlesser in the Ford-France Brabham conquered the might of Team Lotus in the Formula Junior race by beating Mike Spence and Peter Arundell. A full report of this meeting will appear in next week's issue.

A GREAT many motor sporting personalities were at the reception in the Park Lane Hotel, Mayfair, on Tuesday afternoon following the wedding of Eric Carlsson and Pat Moss at Caxton Hall, Westminster.

GERMAN driver Eugen Böhringer, the European Rally Champion, won the recent Weisbaden German Rally in a Mercedes-Benz 330SE. Second was Dieter Glemser in a 220SE and third Gunnar Andersson in a Volvo 122S.



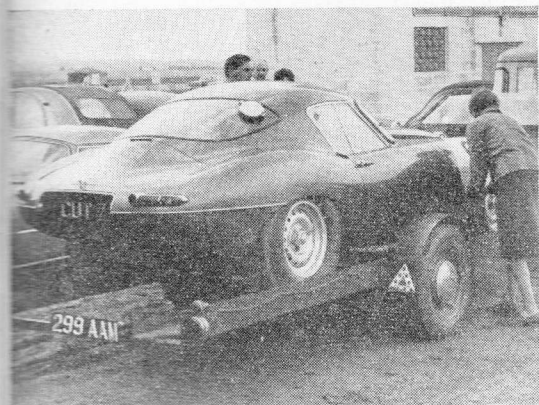
AUTOSPORTSMAN by Gus
No. 10: Trevor Taylor

ALFA ROMEO directors are seriously considering re-entering full-scale International racing in 1964.

BOB HOLBERT, driving a Porsche, won a 188-mile race at Watkins Glen recently, thus clinching the fourth U.S. Road Racing Championship for Drivers.

THE first Austrian Grand Prix will be held on the 2-mile Zeltweg circuit on 19th August. The race will be over 80 laps (159 miles) for Formula 1 cars.

AT the recent Trio Brands Hatch meeting, Ken Costello's Morris Mini was officially timed at 66 secs., this being 0.4 sec. better than John Fitzpatrick's 850 c.c. saloon car record. Costello's Mini is prepared by Neal Davis Racing.



HANDSOME coupé body on Dick Protheroe's new E-type Jaguar, which was second overall at Rheims, and winner of the G.T. category.

PIT and PADDOCK

GRAND PRIX OF U.S.A.—1964 To Be Held Again at Watkins Glen

APPARENTLY the announcement that the 1964 Grand Prix of the United States will be held at Indianapolis Raceway was premature. The Automobile Contest Board for the United States has confirmed that the venue will definitely be Watkins Glen, and the date 1964. It is possible that the Indianapolis organizers will seek to run a Formula 1 race on another date.

ENTRIES for the B.A.R.C. Members' Meeting at Oulton Park on 13th July include Roy James, Norman Surtees, Mick Cave and Chris Barber.



NEW HOME of Austin-Healey, the International Sports Car Centre, at the Cape, Warwick. The company, controlled by Donald Healey, holds the franchise for Austin-Healey, M.G. and Austin in this district.

FAST RACING AT AVUS

ON 30th June at the ultra-fast Avus track in Berlin, German driver Peter Nöcker, driving Peter Lindner's rapid E-type Jaguar, won the Grand Touring car race after a protracted duel with Hermann Cordes (Ferrari GTO). Nöcker won at an average speed of 132 m.p.h. and lapped at 137 m.p.h. German Herbert Linge was third in a 2-litre Porsche Carrera.

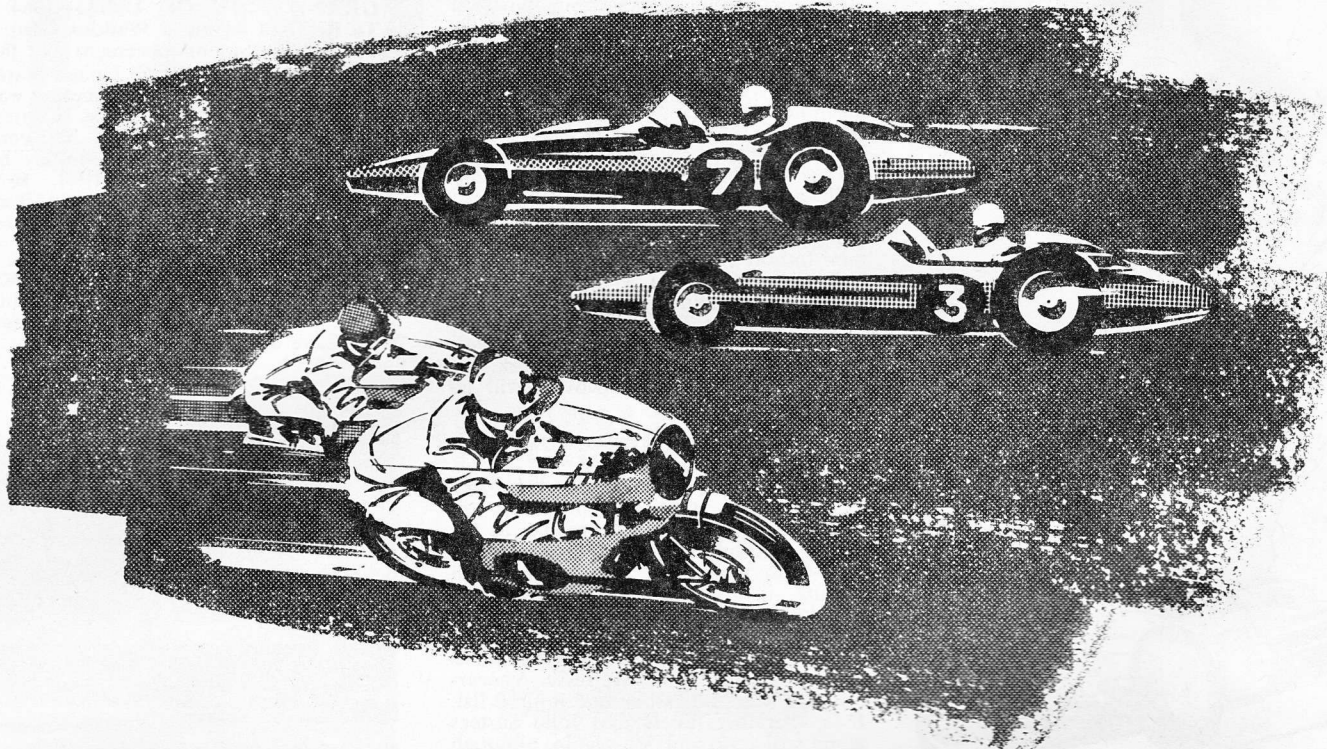
In the touring car event, Nöcker drove one of Lindner's 3.8 Jaguars, but had to give best to the Abarth-modified Fiat 2300 coupé of Finetti.

HOLLAND BIRKETT

THEIR many friends were shocked to learn that Holland and Margaret Birkett lost their lives when their Auster aircraft crashed last Monday taking off from Le Touquet to Deauville. "Holly" Birkett was a familiar figure in post-war motoring sport, with a decided preference for Bugattis and early Austin 7s. He was one of the guiding lights behind the Seven-Fifty Motor Club, and was one of the main instigators of the "Cat's Eyes" type of night navigation rally, which became the model for all similar events.

Holly was also a prominent member of the Vintage S.C.C. and had a flair for organization, which was seen in the success of such popular fixtures as the Eight Clubs meetings. A veterinary surgeon, Holland Birkett was 47 years old.

WEEK-END RACING MEETINGS



MALLORY PARK—INTERNATIONAL

See World Champion GRAHAM HILL, John Surtees, Roy Salvadori, Mike Parkes in the Grovewood Trophy G.T. Jaguar v. Ferrari battle, also Guards Trophy Sports Car races, Slip-Molyslip Touring Car Events.

SATURDAY
JULY 13th — 2 p.m.

and at 10 a.m.
EUROPEAN CHAMPIONSHIP
'THE MOTOR' 3-HOUR SALOON CAR RACE

Admission 10/- only Children 2/6 Car Park free New covered Grandstand 10/- extra

A day out for all the family. Pleasant parkland, Speedboat rides, Donkey rides, Rowing Boats, Drive yourself Go Karts.

Advance Bookings: MALLORY PARK, KIRKBY MALLORY, LEICESTER • Tel: Earl Shilton 3306 • Just off A47, A447, A5

SNETTERTON Sunday, July 14th—2.30 p.m.

NATIONAL MOTOR RACING MEETING

Innes Ireland—Lotus Monte Carlo

Jack Sears—fabulous Ford Galaxie

also Senior Service Trophy Sports Car Race and the Scott Brown Memorial Trophy.

Car Park 25/-

Motor Cycles 10/-

No other charge for all occupants

SNETTERTON CIRCUIT • 9 miles East of Thetford on the A11 London to Norwich Road

BRANDS HATCH Sunday, July 14th—12 noon

MOTOR CYCLE RACING

See TT Winners Jim Redman (if fit) and Hugh Anderson with Tommy Robb, Frank Perris, Mike Duff and sidecar stars Bill Boddice, Chris Vincent, Pip Harris, Colin Seeley and Owen Greenwood.

Reserved enclosures 5/- and 7/6. Children 1/- and 2/6. Grandstand 10/-. Car Park 5/-. Motor Cycles 2/6. On the A20 route near Farningham. Buses 478, 21; Green Line 703 or by Southern Railway to Swanley Station—thence by bus to the circuit.

BRANDS HATCH CIRCUIT LIMITED, FAWKHAM, Nr. DARTFORD, KENT. • Tel: West Ash 331

NEW SMALL PEUGEOT?

IT is rumoured in France that Peugeot are to produce a new small car. In appearance very much like the Morris 1100, it shares the features of front-wheel drive and a transverse engine with that car.

The engine of the Peugeot is a five-bearing four-cylinder and the head and block are of light alloy. The valves are said to be inclined in hemispherical combustion chambers, the single overhead camshaft being driven by a toothed belt, as in the Goggomobil. The unit is inclined forward at 45 deg.

It is expected that the transmission to the front wheels will be not unlike the arrangement of the Mini-Minor. Independent suspension of all wheels is a certainty but details are still obscure. Peugeot have for many years built front-wheel-drive vans, formerly under the name of Chenard et Walcker but recently under their own name.



THE SCOT that got away! Graham Hill doubtless discussing Rheims with Jack Brabham at the outing of the Doghouse Owners' Club to "Pop" Lewis-Evans's estate at Herne Bay. Also seen is Geoff Brabham.

SNETTERTON NATIONAL

THERE will be two saloon car races at this Sunday's National British Snetterton meeting, which, organized by the Snetterton M.R.C., commences at 2 p.m.—one for Group 2 cars and the other for cars suffering from unlimited modifications. Jack Sears is driving the Willment Ford Galaxie in both races, taking on the 1,650 c.c. Anglias of Chris Craft and John Young, the 1,650 c.c. Cortina of Jeff Uren and the Lotus Cortina of Doc Merfield in the latter event. Sears is also to race the Galaxie in the G.T. race—against the E-types of Dick Protheroe and Peter Sutcliffe.

The 15-lap race for 1,600 c.c. single-seater racing cars sees Mike Hailwood in his familiar Brabham, but entered by Reg Parnell—this sounds like the beginnings of a promising partnership. Brian Hart will drive a Lotus 22 fitted with an experimental high-revving 1,100 c.c. Cosworth-Ford engine. Graham Eden has his Arden-engined flat-four F1 Cooper, Jack Pearce his 1½-litre Alexis-Ford and the field is completed by many more well-known names.

SPORTS NEWS

FOR THE RECORD

IN the hurly-burly of getting reports through as quickly as possible, it is understandable that there are a few slips and omissions. For example, at Le Mans, it is now revealed that the G.T. Aston Martins both suffered from breakage of pistons just below the gudgeon pin, and did not throw rods as was at first believed. Also, Bill Kimberly was not mixed up with Wagstaff's Lotus Elite, but, coincidentally, pulled into the pits on the same lap. His trouble was the peculiar one that a fly had been sucked into the air-intake of the Weber carburetters!

The piston breakage throws new light on the accidents following Bruce McLaren's mishap. The slippery road surface must have been produced by oil vapour ejected via the exhaust pipes, just as the piston collapsed. At the judicial enquiry, it was proved that there were still 11 litres of oil in the system.

Misleading information issued by the Dutch officials gave Graham Hill as having suffered a chassis breakage on his B.R.M. at Zandvoort. In point of fact, he retired with cylinder liner ring failure, and it was Brabham who suffered a chassis fault.

The Rheims organizers maintain that de Beaufort (Porsche) was not invited to compete in the Grand Prix de l'A.C.F., and that he arrived, more or less, on spec. However, one feels that he should still have been given an entry, particularly as he had collected a Championship point.

Bonnier's frequent pit stops were due to a faulty transistor unit, which at times appeared to function normally—a trouble most difficult to diagnose. Phil Hill's initial stop was when the extra petrol tank in the scuttle split at the seams on his Lotus-B.R.M.

Jim Clark's misfiring and loss of revolutions was due to a weak mixture, leading to severe pre-ignition. It says a great deal for modern sparking plug design that these essential units continued to function without burning out the electrodes completely.

GREGOR GRANT.

IN Patrick McNally's article on the Nürburgring Six-Hour race reference was made to oil deposited on the circuit by a D.K.W. This was, in fact, caused by the transmission splitting the gearbox final drive casing and the contents of the gearbox sump were let loose on left-hand corners.

IN last week's issue we inadvertently gave the fuel consumption of the Ford Zodiac Mk. 3 as 28 m.p.g. This should have read 18-20 m.p.g.

THE Maidstone and Mid-Kent Motor Club's Driving Tests meeting scheduled to have been held on 10th July will now take place on Wednesday 17th July at 7 p.m.

A SWISS watch manufacturer has recently introduced a new electronic digital time display for television. Named the "Omega-Scope," it was employed with great success for commentaries at Le Mans.

A TEAM of Anglias consisting of Rod Mansfield, Anita Taylor, Harry Worrel and Mike Costin is entered for the Seven-Fifty Motor Club's National Six-Hour Relay Race.

VAN DER VYVER'S LOTUS-CLIMAX BURNT OUT

SYD VAN DER VYVER, South African champion driver in 1960-61, watched his V8 Lotus-Climax 24 go up in flames on 28th June. The fire, which lasted 15 minutes, reduced the car to a tangled skeleton of twisted, blackened tubing. Extinguishers were used, but to no avail, and the blaze was only put out when the fire brigade arrived.

The car, which van der Vyver had bought for £9,000 for last year's Springbok Series, belonged formerly to Jack Brabham. Brabham had used this car for the early World Championship events last year, while his Brabham-Climax was under construction.

At the time of the fire, the car was on its trailer, which was hitched to a tow car, in van der Vyver's workshop. The car was to be taken to the Roy Hesketh circuit near Pietermaritzburg, from van der Vyver's home in Durban, the next day, for a track tuning session in preparation for the Border "100" in East London on 8th July.

Van der Vyver was standing next to the car, after having started the engine, when there was an explosion and flames leapt from the cockpit. Van der Vyver jumped into the tow car, which was scorched, and backed out into the street, where extinguishers and finally the fire brigade got the flames under control.

It had taken van der Vyver months of painstaking rebuilding to get the car back on the track after it had been badly damaged during the Natal Grand Prix last year, and Syd scored his first victory in it when he won the Royal Show Trophy on 22nd June.

Van der Vyver sunk almost everything he had into this car, and he estimates that it has cost him about £15,000 altogether. He had planned to take it overseas sometime in the future, where it would have been driven in major races in Britain and on the Continent by the well-known Rhodesian John Love. Van der Vyver had hoped to recover some of the money he had spent on the car in this way.

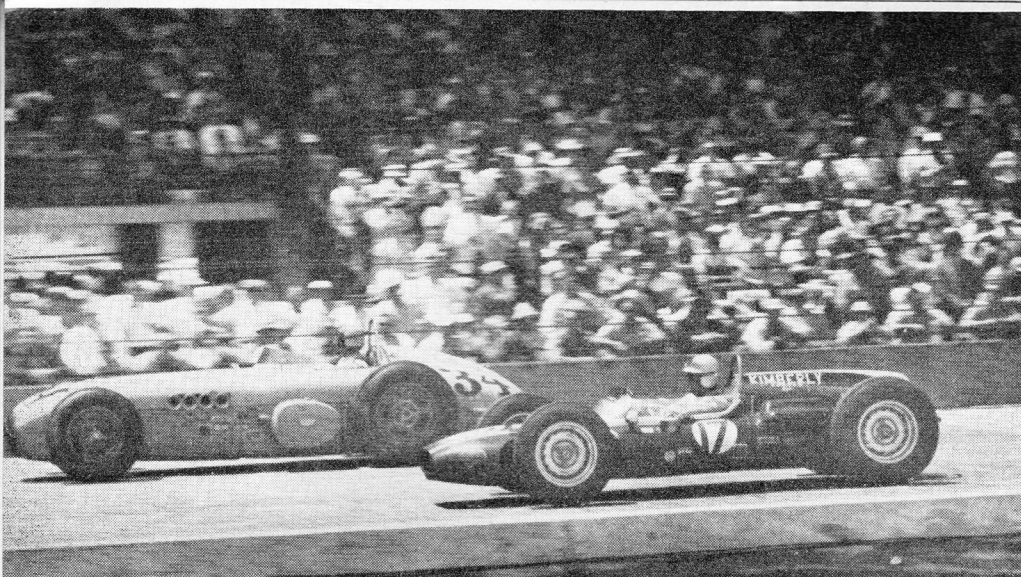
It remains to be seen if he will rebuild it again after this fire disaster.

ROGER HOUGHTON.



MIKE HAWTHORN'S *Champion Year* has now been published in pocket form at 2s. 6d., by Thorpe & Porter, Ltd., East Street, Oadby, Leicester.

More Sports News overleaf



PROGRESS—BACKWARDS

By GREGOR GRANT

SOME American racing-car owners have strange views on the future of the Sport. For instance, Mr. Joseph Granatelli, who runs and part-owns three of the very powerful, supercharged Novis, has been trying to persuade the United States Contest Board, through U.S.A.C., to impose a minimum weight limit which would be well above that of the successful Lotus-Fords. Mr. Granatelli says that he is talking on behalf of the 50-60 owners of Indianapolis machines, who are dismayed at the thought that the appearance of Chapman's Lotus will make their expensive equipment obsolete overnight.

For years American designers have had their heads in the sand as regards modern racing car practice. Jack Brabham's Cooper-Climax ought to have spelled a warning, but the performance of this admittedly underpowered car on the Hoosier Bowl was virtually ignored by all the regular "Indy" builders. Mickey Thompson, who was not in the "Offy" hierarchy, did pay heed, but his creations have had nothing like the sensational success of the Lotuses powered by Ford.

What must be even more galling to Mr. Granatelli is that he has spent years and hundreds of thousands of dollars attempting to oust the four-cylinder "Offys" with his V8, supercharged cars. The Novis go like rockets, but never

seem to last the distance. Now along comes Colin Chapman with his modified Lotus 25, sticks in a souped-up version of a stock Ford V8 unit, and at his very first attempt wallops the entire Offy circus with the exception of Parnelli Jones's machine. None of the Novis managed to finish. What is more, a large percentage of Speedway aficionados say that Jones ought to have been black-flagged for spilling oil onto the track, which would have given Jim Clark a thoroughly deserved victory.

In attempting to persuade organizers to outlaw lightweight cars, the Novi chief seems determined to keep automobile racing in U.S.A. as the entirely specialized business it has been for many years. He cannot become reconciled to the fact that any racing car can be made obsolete by the appearance of something much better. If automobile design were to remain as stagnant as apparently Indianapolis machinery has, then we would still be driving around in the motor cars of the 1930s.

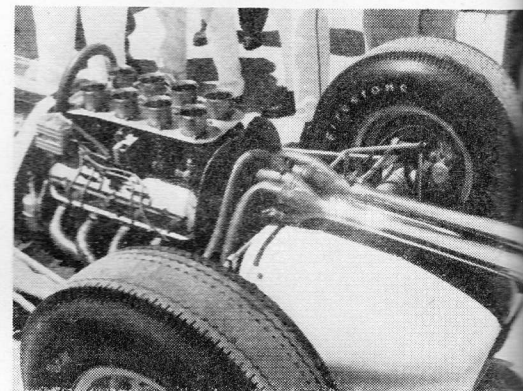
Everyone learns, not only by experience, but by the ideas of others. Ferrari has abandoned his "battleship" chassis in Formula 1 in favour of a much lighter car, and is said to have a monocoque in process of construction. B.R.P. and B.R.M. have, of course, also produced their monocoque machines, so it is fairly evident that Chapman has instituted a

START of the modern trend, the Jack Brabham Indianapolis Cooper-Climax looks very small compared to the "traditional" "Offy" just ahead of it.

revolution as regards the construction of single-seater Grand Prix cars. Indy builders have concentrated on producing robust chassis, with suspension as a secondary consideration. The retention of solid axles and so on has meant that structural strength has been attained by a lavish distribution of metal, leading to heavy cars. Chapman's principle is that if a design is sound enough to stand up to the rigours of Grand Prix road racing, it should hold together on a comparatively smooth track.

No, the Indianapolis regulars must accept the fact that, at last, European racing car design has shaken their close world to the core. Anyway, according to the organizers of the 500 Miles Race, it is extremely unlikely that any minimum weight scale will be introduced for 1964.

Long before the shouting had died down, there were serious conferences between owners and constructors in the sheds around the Speedway. There is every reason to suppose that in 1964 a new flock of cars will make their appearance, and the betting is that the majority will have multi-cylinder engines, behind the driver!



LIGHTWEIGHT Lotus 29 for Indianapolis is powered by a 4.2-litre V8 Ford engine—a "stock" unit compared to the highly tuned Indy engines which run on special brews.

Sports News—continued

THE London Branch of the Ecurie Ecosse Association has arranged a visit to the Montagu Motor Museum on 21st July. Combined with the visit is a *Concours d'Elegance*. Anyone interested should write to W. D. Cormie, 5 Sumner Place, London, S.W.7.

MARK FIELDEN

FOLLOWING a distressing accident during practice at Silverstone last Friday, 21 years old Mark Fielden lost his life whilst seated in his Lotus. Only son of Air Vice-Marshal Fielden, former Captain of the Queen's Flight, he first raced in 1960 with a Buckler. The crash was due to another car which got out of control at Woodcote, and collided with Mark Fielden's car which, along with others, was stationary at the pits. Injured, but not seriously, were two other drivers, John Dawnay and Bill Weston.

Mark Fielden was well known to AUTOSPORT, having reported the Easter Monday Silverstone race meeting. Only a few weeks ago he won a handicap race at Goodwood at the wheel of a borrowed TR4, but he was best known for his driving of a Sprite.

TIDDLERS' THREE HOURS

STARTING at 10 a.m. tomorrow is a Three-Hour race for 850 c.c. saloon cars at the B.R.S.C.C.'s Mallory Park International. Most of the foreign cars entered are rarely seen in this country, so practically anything might happen!

Christabel Carlisle heads the entry list in a John Moore Morris Mini, but Roy Salvadori might provide a surprise in the Tony Crook-entered and Radbourne Racing-prepared Fiat-Abarth 850TC. Other Minis will be driven by Peter Clarke/John Alev, John Thurston, Sheridan Thynne/Martin Ryan, John Barrett and John Fitzpatrick/Ralph Broad, the latter in a Broadspeed-tuned car. Backing up "Salvo" in the Abarth camp are Frank Ruata/J. Lobry, Peter Scherrer and Peter Clarke, while rapid Saab 96s have been entered by Gösta Karlsson and Björn Rothstein and a D.K.W. 700 by John Seabrook.

The 700 c.c. class includes no fewer than six B.M.W. 700s and they are to be driven by Peter Therstappen/Christian Schmarje, Ulrich Therstappen/Jürgen Grässner, Dutchman Leo Hans Baron von Veh, J. Grahser, "Miss Timaro"/

Rona Galliford and Ken Coffey. Completing the field are the diminutive 600 c.c. N.S.U. Sport Prinz entries of Hans Braun/Josef Krämer and Joachim Komusin/Siegfried Müllers.

Later on in the day there are two sports car races (both with a 2-litre limit), a race for G.T. cars over 2,000 c.c. and a saloon car race for cars up to 1,300 c.c.

Mike Parkes, Chris Kerrison, Tommy Hitchcock, David Piper and possibly Graham Hill will be driving Ferraris against Roy Salvadori, Dick Protheroe, Peter Sutcliffe, Les Fowler, Jack Lambert, David Howard, John Dean and Graham Hill (if not Ferrari-mounted) in E-types and Brian Hetreed in a lone Aston Martin.

JOHN DUNN

WE regret to report the death of John Dunn in an accident during a Formula Junior race at Silverstone last Saturday. A regular competitor in club events, he began racing in 1960 with a Lotus Elite, and for 1963 acquired a Brabham-Ford. John Dunn was 25 years of age.



THREE GREAT JUNE VICTORIES!

BELGIAN GRAND PRIX

1st Jim Clark

**LOTUS
COVENTRY
CLIMAX**

DUTCH GRAND PRIX

1st Jim Clark

**LOTUS
COVENTRY
CLIMAX**

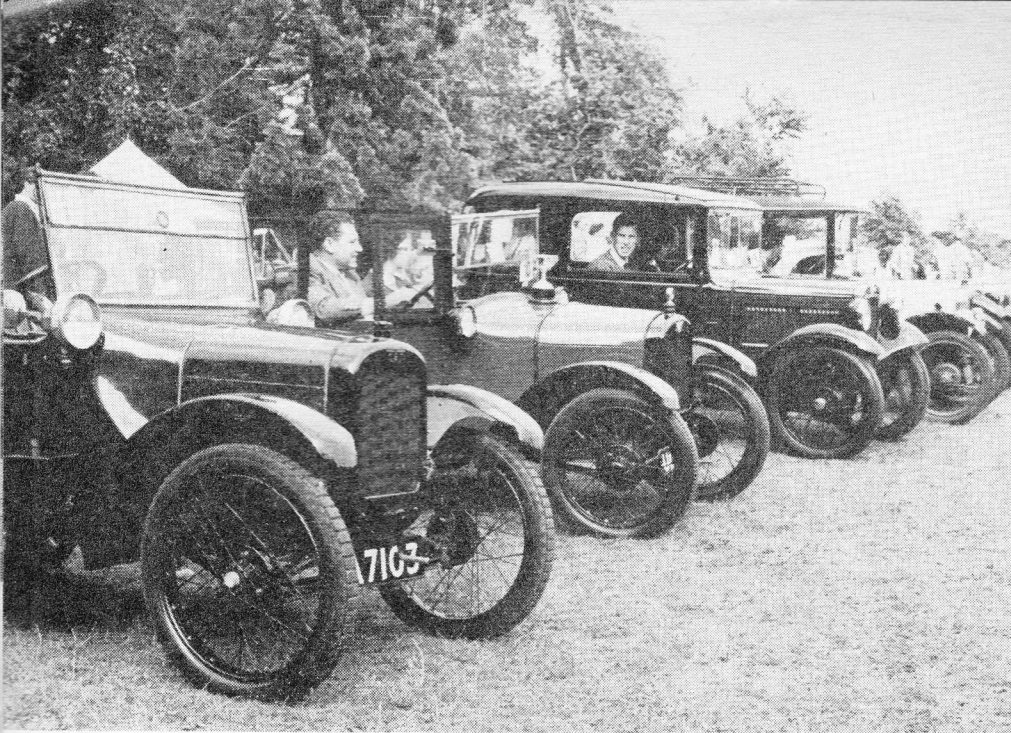
FRENCH GRAND PRIX

1st Jim Clark

**LOTUS
COVENTRY
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(Subject to official confirmation)

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



Austin Seven Rally

Seven-Fifty Motor Club Invade Beaulieu!

LAST Sunday the Seven-Fifty Motor Club ran its first all-Austin 7 rally at Beaulieu, at the Montagu Motor Museum. This rally was truly national, in fact, international, because as well as the 185 entries from the British Isles there were two Dixis from Frankfurt. There were about 135 Austin 7s in the spectators' enclosure, so in all (taking out non-starters), there were over 300 Austin 7s grouped together—what a fine sight! Not forgetting, of course, no fewer than six single-seater Austins. The Austin Motor Company had brought their side-valve and twin-cam cars, plus the Maclachlan, an ex-Bill Williams Brooklands single-seater, and Jack Broadhead's "Dutch Clog" car.

Austin 7s arrived at Beaulieu from all over the country: from Newton Abbott to Cromer, from Newcastle to Dover. Singly and in convoy, they converged on the New Forest, and I am sure there must be quite a lot of upset "tinware" drivers about, as some of the 7s weren't as slow as they might appear!

With an entry this size it would be almost unfair to pick out cars for mention, there being so many interesting machines present. A car which caused the greatest interest was the special of V. F. Topham from Slough. This is a 1930 chassis with a replica veteran car bodywork on it! This is something you either like or hate, but in all fairness it was carried out very well indeed and looked and sounded right—it came second in the specials class. It was very interesting to see again the Dixi saloon of Heinrich Dichtl from Frankfurt, and the judges were able to award this a prize. Also from Frankfurt was the open Dixi of Otto Hepp. Both these cars came over just for the rally, and the drivers thoroughly enjoyed themselves: they have six Dixis between them in Ger-

many. The judges of the two main classes (showroom condition classes A and B) were E. C. Gordon England, Leslie Ballamy and Ronald Barker. These judges settled down to their task with great gusto, and afterwards said they had really enjoyed themselves. Gordon England presented the prizes to the winners. In some classes there were so many entries that the awards went down to tenth place.

The Car Components Cup, presented to the club by Mr. Gibbons, was for the best car in Classes A and B, and was won by A. F. Albon with his 1927 Chummy. This car was rescued from a Birmingham scrap yard four years ago and has been completely restored. It has won many awards, but I would imagine Sunday's was its most exciting test. There were so many Chummies that appeared to be immaculate—how the judges separated them will never be known. The second car in this class, from Salisbury, was the oldest in the rally, being a 1923 Tourer owned by J. A. Harris. In Class B the most original car as judged was the 1934 saloon of C. C. Kempster from Kingsbury. This car had its first rebore in 1963 and was immaculate. It is very encouraging to see people keeping post-vintage 7s in first-class order. Second in this class was E. T. Dames-Longworth's 1933 saloon which has done only 23,000 miles from new! When he bought the car from its first owner five weeks ago he also bought a brand-new unused A7 engine and four wheels still in maker's wrappings! Third was the beautiful Dixi saloon.

Moving down into the "Pride of Ownership" classes, the judges were senior club members, including the late Holly Birkett and club scrutineer John Moon. In the open class a car from Sheffield came out on top in the form of J. A. Flower's Nippy sports, second was the 1928 Tourer of R. and M. Longland from Fawley. In Class D for closed cars another long-distance traveller was rewarded with top place, Mr. and Mrs. G. Howard from Pontefract with their 1927 saloon. In the specials class E. J. Minter with his beautiful road special won the class with the aforementioned replica veteran second.

As well as the types of car mentioned, there were other interesting motors to be seen, a genuine W.D. scout car, and two other ex-W.D. cars, a Gordon England cup model, two Boyd Carpenters, a number of Ulsters, etc. A regrettable non-arrival, due to minor disasters, was a grasshopper Austin. An unusual point was that there were no Austin 7 vans to be seen—surely someone must have one?

There were plenty of other things to see and do. At the top of the field was the club stand doing a roaring trade in new members, badges and souvenir photographs. Next door Viv Orchard was running a "bring and buy" stall for Austin 7 parts, which was very popular indeed and the tent was always packed. People were seen walking away with very good sets of wings, radiators,

crankcases, crankshafts and rods and even a Ford 105E manifold! By four o'clock this stall was sold out. John Coleman had on show the Austin 7 in which he travelled single-handed from Buenos Aires to New York. He was autographing copies of his book. The rally closed soon after the prize-giving at 4.30. Southern Television had filmed John Miles spinning the Maclachlan on the damp grass, and everyone wandered off home slightly suntanned and with Austin 7s before their eyes.

MICHAEL WARE.

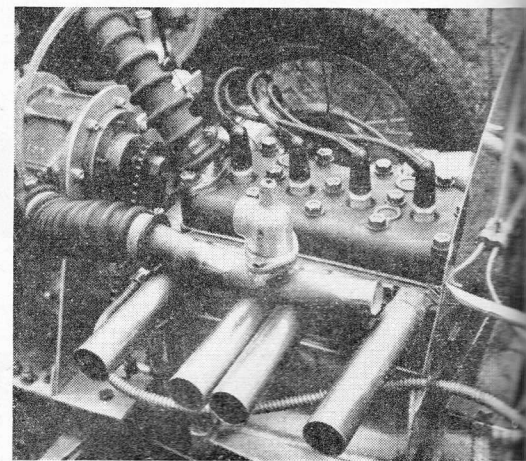
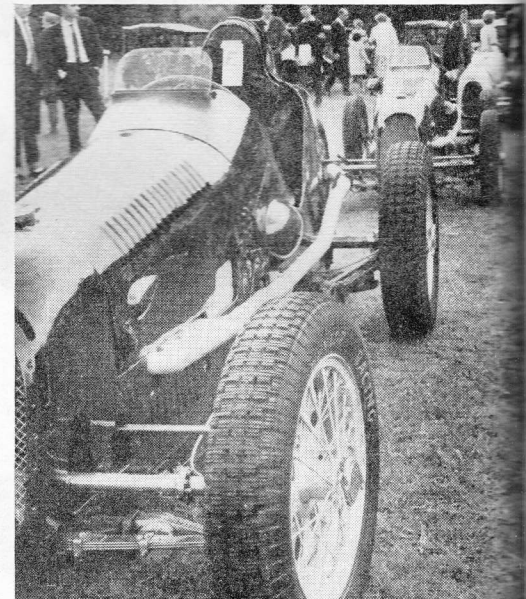
RESULTS

Best Showroom Car: A. F. Albon (1927 Tourer).
Class A: 1, J. A. Harris (1923 Tourer); 2, C. J. Eschbacher (1924 Tourer); 3, Mrs. A. M. Owens (1926 Tourer). **Class B:** 1, C. C. Kempster (1934 Saloon); 2, E. T. Dames-Longworth (1933 Saloon); 3, H. Dichtl (1927 Dixi Saloon). **Class C:** 1, J. A. Flower (1936 Nippy); 2, R. and M. Longland (1928 Tourer); 3, A. W. Lees (1936 2-seat Tourer). **Class CS:** 1, E. J. Minter (Special); 2, V. F. Topham (Special); 3, J. Knight and B. R. Beale (Special). **Class D:** 1, Mr. and Mrs. G. Howard (1927 Saloon); 2, R. K. Sugg (1933 Saloon); 3, Miss B. R. Neck (1929 Saloon).

LINE-UP of some of the winners (left): J. A. Harris is in the foreground, with the winner next and then the saloon of C. C. Kempster, which won the Showroom closed class.

PART of the line-up of the single-seater Austin Sevens (below), with the twin-cam from the Austin Motor Co.

THE ENGINE of the Brian Villers single-seater, which was built by Bill Williams in 1937 (bottom).





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BELGIAN GRAND PRIX

1st Jim Clark

**LOTUS
COVENTRY
CLIMAX**

DUTCH GRAND PRIX

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COVENTRY
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FRENCH GRAND PRIX

1st Jim Clark

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CORRESPONDENCE

A New Grand Prix Formula

I WOULD like to propose a new racing formula based on the concept of "corrected bore area".*

If it is assumed that one of the limits of engine development is that of piston inertia it can be shown that

mean piston speed \times (stroke : bore ratio)² = a constant.

Now in any piston engine, assuming a constant brake mean effective pressure

b.h.p. = a constant \times mean piston speed \times bore area \times number of cylinders

\therefore b.h.p. \propto bore area \times number of cylinders \times (stroke : bore ratio)².

This is the basis proposed by Dr. Lanchester in 1907 for an engine horse power rating.† Thus I propose that instead of the capacity of an engine being limited the "total corrected bore area", T.C.B.A. (bore area \times (stroke : bore ratio)² \times number of cylinders) should be limited.

In order to show some of the advantages of this formula I have prepared the following table from that given in AUTOSPORT recently.

Make	Capacity c.c.	Bore mm.	Stroke mm.	B.H.P.	T.C.B.A. cm. ²	B.H.P. T.C.B.A.	B.H.P. litre
Coventry Climax	2,500	95	90	240	269	0.891	96
Matchless	500	90	78	52	59	0.880	104.5
A.J.S.	350	75.5	78	42.5	45½	0.938	121
Mercedes (1955)	2,500	76	68.8	290	342	0.840	116
Ferrari	1,500	72	58.8	190	229	0.830	127
Coventry Climax	1,500	63	60	185	240	0.770	123
B.R.M.	1,500	68.5	50.8	197	246	0.800	131
Java	350	59	63.5	49	56½	0.865	140
N.S.U.	500	53	56.4	70	90½	0.775	140
Ducati	250	55.5	52	38	46½	0.822	155
Honda	250	44	41	42	58½	0.717	168

It can be assumed that these engines have been designed and developed to an approximately comparable level, yet the b.h.p./litre values range from 96 to 168, a maximum of 1.75 times the minimum. Also those engines with the higher outputs on this basis are the more complex and expensive types such as the V8s and the four-cylinder motor-cycle engines.

Now the b.h.p./T.C.B.A. varies from 0.717 to 0.938, a maximum of only 1.30 times the minimum. Those engines with the higher outputs on this basis are the simpler types because it is easier to obtain high b.m.e.p.s with slower engines. Finally the A.J.S., which was chosen by Jack Williams‡ for its high level of development as a standard with which to compare the other engines, has by far the highest b.h.p./T.C.B.A.

Therefore the advantages of the T.C.B.A. formula are: (1) Reduction of costs as the more complex type of engine now in use would have no inherent advantage over the simpler cheaper types. (2) Closer control

of power output and hence vehicle speed than has hitherto been obtained. (3) More freedom for the engine designer. (4) The popularization of a valid expression for specific power output—b.h.p./litre and b.h.p./uncorrected bore area can both be shown to be invalid.

Possibly the only disadvantage is that there is no way of including gas turbines.

ORPINGTON, KENT.

P. E. WATERS, B.Sc.(Eng.), S.I.Mech.E.

References

*F. R. B. King, "Engine Specific Output," *Automobile Engineer*, April, 1963, pp. 136-147.

†F. W. Lanchester, "The horsepower of the petrol motor: its relation to bore, stroke and weight." Appendix III, *Proc. of the Institution of Automobile Engineers*, 1907.

‡Jack Williams, "Where does the advantage lie?" *AUTOSPORT*, Vol. 25, pp. 818-819 and 846-848.

Scottish Rally, 1963

I FEEL compelled to comment on your correspondent J. E. B. Skelding's letter, which appeared in your edition of 28th June.

First, I must place on record that Logan Morrison's car did not roll because of a rough surface, and it is both unfair and inaccurate to suggest the Scottish Rally was designed "with the intention of wrecking as many perfectly good motors as possible".

Michael Durbin's report of the rally was, I think, accurate and without prejudice, and this is adequately supported by the many letters I have received from competitors. For your correspondent to suggest the "Scottish" was "superb" because of rough roads is really stretching things rather too far.

In 22 special stages there were probably three which could be considered "rough", and the magnificent weather with which the rally was favoured in the four key days had much to do with it. A broad view must be taken of all factors which contributed to the success of the Scottish Rally and I would suggest but a few:—

- (i) The weather was well nigh perfect Monday/Thursday.
- (ii) Scotland's scenic beauty in the Highlands was at its best.
- (iii) Not one timing snag was encountered.
- (iv) All marshals and officials worked tremendously hard with complete enthusiasm for the success of the rally.
- (v) The spirit in which competitors tackled each day was quite outstanding.
- (vi) Driving was brilliant.

The rally was tough, let there be no doubt, because of "tight" sections and various other contributing factors, but please let it not be suggested—as Mr. Skelding does—it was a successful rally because the roads were rough and the club set out to break cars.

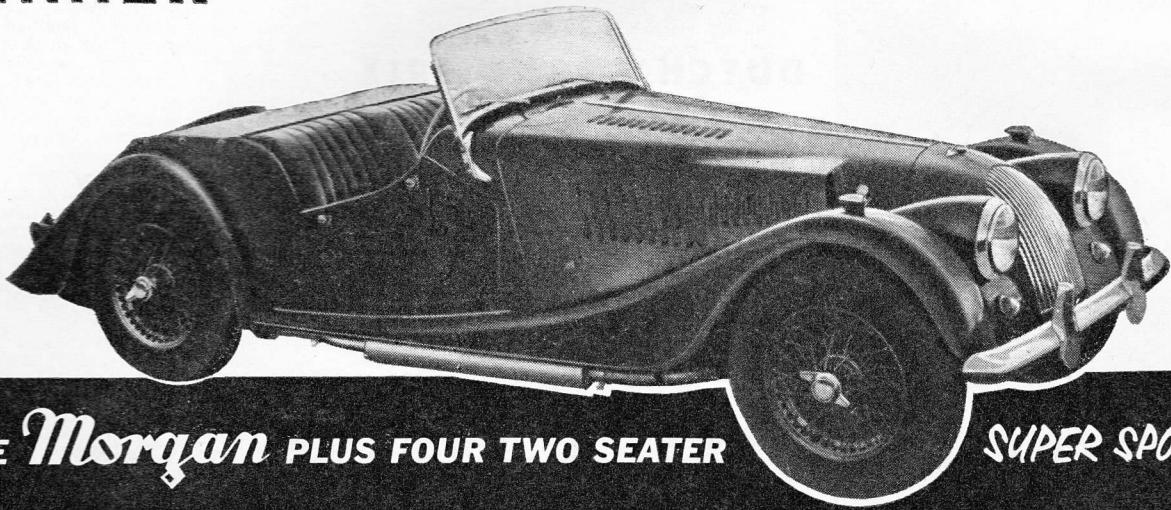
Mr. Skelding, I am sure, would be interested to know that every competitor in the restricted class completed the rally and I very much doubt if the total damage in this class exceeded £5 or £10 at the most.

ROYAL SCOTTISH AUTOMOBILE CLUB,
GLASGOW, C.2.

R. TENNANT REID,
Secretary.

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

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MODIFIED FRONT-END treatment is to be found on the Triumph TR3 of David Lawrie, which here leads the Lotus Super Seven of Graham Richards at Esso Bend during the opening High Speed Trial.

(Lotus 7) who had been passing and repassing all the way, crossed the line together, the verdict going to the former by a gnat's whisker!

Closed cars came next with classes up to 900 c.c. and up to 1,800 c.c. and once again an A40, in the hands of Mike Cave, was too much for the Mini-Cooper "S" of Harry Ratcliffe, 24 seconds down, and the 1,132 c.c. Austin-Cooper of M. Knight a further three seconds in arrears. Class A was taken by the Rev. Rupert Jones from E. F. Smith, both driving Minis.

Last race on the card was for *Formule Libre*—this time over 10 laps. In pouring rain, complete with lightning and thunder, a glorious exhibition of driving was given by Rodney Bloor in the Lotus 23B and Bill Belcher in his North Star Junior, who finished at high speed less than a second apart! Third, but some distance in arrears, came the smaller Lotus 23 driven by Alistair Welch.

So ended a great day's club sport in which, though there were many spins and excursions to the undergrowth, the driving was up to standard and no one was hurt.

MIXED BAG at Esso Bend. D. Walker's very low 1172 Ladybird Mk. 3 leads D. R. Yates (Austin-Healey Sprite) and Graham Richards (Lotus Super Seven).

THUNDER AT OULTON!

Weather Bad at Mid-Cheshire M.C. Race Meeting

By FRANCIS PENN

SATURDAY, 6th July, saw an entry of 150-plus competitors at the Mid-Cheshire Motor Club's big restricted race meeting at Oulton Park. The day started fine and sunny, but slowly deteriorated to the usual full treatment of rain, rain and more rain—on this occasion accompanied by forked lightning and loud thunder claps. But even this did not damp the enthusiasm of a large crowd of spectators who enjoyed to the full a real day's club sport, perfectly organized and finishing well ahead of time.

The meeting commenced with a couple of 12-lap high-speed trials, the first for open cars which allowed only six to obtain target figures and the second over a similar distance for saloons. This latter event realized double the qualifiers, even if it was enlivened by a rather hectic Mini roll-over at Deer Leap.

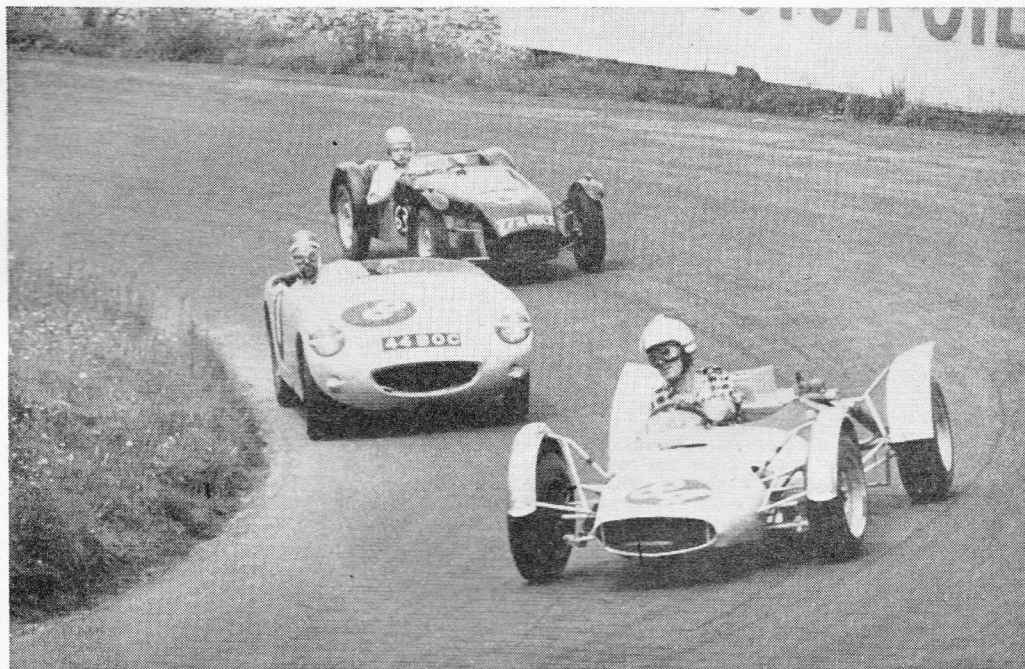
So on to racing proper with all events bar the *Formule Libre* over seven laps. Sports cars up to 1,000 c.c. and those engined by 1,172 c.c. Ford provided a fairly easy win by some 11 seconds for a Mallock U2 driven by David Wragg from David Eva's Lotus, with Bill Belcher's Terrier trailing a further five seconds down.

Next came closed cars over 1,800 c.c. and G.T. cars in which Roger Mac's E-type proved too much for David Rees (Marcos) and David Lomas (Elva Courier). For the first six laps these two last named were engaged in fierce battle with Dick Crossfield's Daimler SP250 and Grahame John's Marcos. The Daimler remained in front for most of the distance—one of the day's best races. The larger class went to C. Bridges (Jaguar 3.8)—the only finisher!

Event five took in 750 Formula cars who made quite a scrap of it, the leader for three laps being J. F. Bishop. He retired and in came D. Berry, who ran out some 30 seconds in front of J. L. White and Keith Vickery, who crossed the line almost as one—all were driving variations of Austin 7 specials.

Sports cars in classes up to and over 1,350 c.c. were next—overall it was Rodney Bloor (Lotus 23B) who was never headed, winning by some 18 seconds from Alistair Welch (Lotus 23). Third man home was A. Smyth (Lister-Jaguar).

The 1172 Formula cars now made their appearance; for the first two places there was no doubt, Arthur Mallock's U2 taking the flag nearly 40 seconds ahead of Howard Milborrow's Milmor Mk. 3, but for third place the judges' decision was called for: A. R. Gould (Dingo) and D. Goodwin



RESULTS

Sports Cars up to 1,000 c.c. and 1,172 c.c. Ford-engined Cars (7 laps): 1, D. L. Wragg (U2-Ford), 82.18 m.p.h.; 2, D. Eva (Lotus-Ford 7); 3, A. P. Belcher (Terrier-Ford Mk. 2). **Fastest lap:** Belcher, 1 m. 58.8 s., 83.67 m.p.h. **Closed Cars Over 1,800 c.c. and G.T. Cars (7 laps). Overall Winner:** R. S. Mac (Jaguar E). **Closed Car Class:** 1, C. Bridges (Jaguar 3.8), 75.79 m.p.h. **Fastest lap:** Bridges, 2 m. 9.6 s., 76.69 m.p.h. **G.T. Class:** 1, R. S. Mac (Jaguar E), 79.66 m.p.h.; 2, D. A. T. Rees (Marcos-Ford); 3, D. E. J. Lomas (Elva Courier). **Fastest lap:** Mac, 2 m. 1.2 s., 82.01 m.p.h. **750 Formula (7 laps):** 1, D. Berry (Austin Special), 68.52 m.p.h.; 2, J. L. White (Whico-Austin); 3, K. Vickery (Jomo-Austin). **Fastest lap:** Berry, 2 m. 21.4 s., 70.29 m.p.h. **Sports Cars (7 laps). Overall Winner:** R. J. Bloor (Lotus-Ford 23B). **Up to 1,350 c.c. Class:** 1, A. J. Welch (Lotus-Ford 23), 84.34 m.p.h.; 2, R. Ashcroft (W.R.A.-Ford Mk. 3); 3, Miss N. Goodwin (Lotus-Ford 7). **Fastest lap:** Welch, 1 m. 54 s., 87.19 m.p.h. **Over 1,350 c.c.**

Class: 1, R. J. Bloor (Lotus-Ford 23B), 86.20 m.p.h.; 2, A. Smyth (Lister-Jaguar); 3, E. A. Worswick (Lotus 7). **Fastest lap:** Bloor, 1 m. 52.6 s., 88.27 m.p.h. **1172 Formula (7 laps):** 1, A. M. R. Mallock (U2 Mk. 3), 70.90 m.p.h.; 2, H. J. Milborrow (Milmor Mk. 3); 3, A. R. Gould (Dingo). **Fastest lap:** Small, 2 m. 17 s., 72.55 m.p.h. **Closed Cars up to 1,800 c.c. (7 laps). Overall Winner:** M. H. Cave (Austin A40). **Up to 900 c.c. Class:** 1, Rev. R. Jones (Austin-Mini), 64.36 m.p.h.; 2, E. F. Smith (Morris-Mini); 3, E. Johnson (D.K.W. Junior). **Fastest lap:** Jones, 2 m. 29.8 s., 66.35 m.p.h. **901-1,800 c.c. Class:** 1, M. H. Cave (Austin A40), 72.58 m.p.h.; 2, H. W. Ratcliffe (Mini-Cooper S); 3, M. Knight (Austin-Cooper). **Fastest lap:** Cave, 2 m. 13.8 s., 74.29 m.p.h. **Formule Libre (10 laps):** 1, R. J. Bloor (Lotus-Ford 23B), 78.23 m.p.h.; 2, A. P. Belcher (North Star-Ford); 3, A. J. Welch (Lotus-Ford 23). **Fastest lap:** Bloor, 2 m. 5 s., 79.52 m.p.h.

MIKE PARKES (GTO Ferrari) won the Martini International Trophy Race after a superb drive in the wet. Mike lapped no fewer than five cars on his second lap and finished off by lapping everyone!

Sid Lawrence's Bentley which expired after half a lap. For the next two laps the lead changed constantly all round the circuit, but then George Burton seemed to get the edge over his rival, and attention was focused on the four cars, albeit a long way astern of the first three, who were hotly disputing the succeeding places; they were the 8-litre Bentley of Frank Morley, the Frazer-Nash of P. H. Giddings, the Aston Martin of Bill Elwell-Smith, and the Alfa Romeo of Patrick Lindsay, and there was never much more than a car's length between each though they seldom appeared in the same order. This battle lasted right up to the chequered flag and was great value, but it steadily lost ground to the three leaders, although John Williamson's Bentley slowed towards the end when the water pump let go. The other two, however, tore on round at a tremendous speed, still with Burton in front until, two laps from home, Tony Charnock seemed to find a little bit extra under his right foot and took the lead once more to win a fine race, with a fastest lap at just on 84 m.p.h. Included in this race was a sealed handicap which went to a

NOT SUCH A DRY MARTINI!

Mike Parkes (Ferrari GTO) Wins Main Event in Deluge—Potentially Good Meeting Ruined by the Weather — Two Tragic Accidents

By DAVID PRITCHARD

Photography by GEORGE PHILLIPS

THE Aston Martin Owners' Club took over the Grand Prix circuit at Silverstone last Saturday in an effort to give an enjoyable day's racing to owners of anything from an Ulster Austin to a GTO Ferrari but, through no fault of theirs, the day was shrouded in gloom. The weather was indescribably awful, so bad that the main event was curtailed from 52 laps to 30, and from this cause alone no one could honestly say that the day had given them any pleasure. However, real tragedy was to cast its shadow in the shape of two serious accidents which cost the lives of two drivers. The first occurred during practice on the Friday, when a car got out of control on Woodcote Corner and spun into the pit area. At the point of impact, young Mark Fielden was sitting in his stationary car, and he was fatally injured in the collision. In the treacherous conditions of Saturday, during the Formula Junior race, John Dunn lost his life as the result of an accident at Abbey Curve; no other car was involved in this tragic incident.

Although the skies were already threatening, the first race of the day was run on a dry track. This was a seven-lap scratch race for Vintage and Venerable sports cars and in pole position on the grid was Tony Charnock's well-known 4.3 Alvis Special. At the fall of the flag the car made a beautiful getaway and was still leading comfortably at Stowe, but at Woodcote George Burton got his 3/4½ Bentley through on the inside to be first across the line. Hard on the heels of the leading pair came Jack Williamson's Bentley, ably driven by his son, with the rest of the field of 22 in good order except for R. S. Silbeck's F.N.-B.M.W. which refused to leave the grid and

JOHN TAYLOR (Cooper-Ford), winner of the Formule Libre race, chased by **Tony Marsh (2.5 B.R.M.)** on the opening lap (above, right).

REMARKABLE DUEL between **Bill Aston (Jaguar 3.8)** and **Chris Craft (1.6 Anglia)** was a feature of the saloon car race (right).





SECOND MAN Frank Gardner (Ian Walker Brabham-Ford) and P. T. Woolgar (Aston Martin DB3S) at Stowe during the Martini race (above).

GEOFF DEMPSEY (A.C. Ace-Bristol) and Jack Pearce (Lotus-Ford 23B)—who has his lights ablaze—at Cope during the main event (right).

very fleet little Austin driven with great skill by S. Rolt; second and third were the Aston Martins of Bill Fowler and Bill Elwell-Smith, and George Burton's Bentley was fourth.

Despite a rival attraction farther south, 22 saloon cars formed up on the grid for the start of a 10-lap scratch race sub-divided into three classes. In pole position was the 3.8 Jaguar of Bill Aston, and next to it Chris Craft's orange Anglia of 1,650 c.c., and these two were to have such an enthralling struggle throughout the race that it was difficult to pay attention to anything else that went on. From the fall of the flag they tore away under the bridge side by side but, just before the braking point for Cope, the Jaguar got its nose in front and won the right to the corner. Surprisingly, the Anglia then shot to the front going up the hill towards Maggots, but at Stowe the Jaguar was leading once more. Round Club and up through Abbey the big car held its advantage, and drew slightly away coming past the farm, but in the braking distance for Woodcote the light Anglia closed right up, and the pair took the long corner only feet apart to start the whole performance over again. This sort of racing lasted for the entire 10 laps, and inevitably overshadowed some other stirring performances back in the field. On lap 2 Rod Embley's "Morris Mini" (as programme!) came into the pits and stayed for some time, but when it re-emerged it motored nearly as fast as the two leaders; the secret of this projectile apparently lies in a power unit of 1,498 c.c. which originates from Dagenham, though quite how this has been arranged is at present a mystery to the writer, who had no chance to see under the lid. With this car's temporary departure from the contest, the order behind the leading pair resolved itself for keeps as: 3rd, Doc Merfield's Lotus-Corina; 4th, Peter Woodroffe's 3.8 Jaguar; 5th, John Fitzpatrick in the Broadspeed Mini-Cooper; 6th, Frank Ward's 3.8 Jaguar; 7th, Terry Nicholls in a Mini-Cooper "S". On lap 3 the cars appeared with their wipers going, and in a short while the rain was falling in earnest. Lap speeds came down with a rush; Dutton's 3.4 Jaguar had an exciting moment over at Stowe, and several cars pitted, but the main pattern of the race was unaffected, and Bill Aston finally took the flag some 60 yards ahead



of Craft's Anglia. These two were also class winners.

Formula Junior cars had a 50-miler which was completely dominated by Frank Gardner in Ian Walker's Brabham, but conditions became so appalling that his lap times as the race progressed almost exactly matched those of Bill Aston in the big saloon. On the opening lap the order behind Gardner was David Prophet (Brabham), Adam Wyllie (Lotus) and John Ampt (Alexis); then Wyllie got his foot right down and shot up to a close second at Stowe on the next lap. For a while it looked as though he might make a real race of it, although Frank Gardner was obviously not going to go any quicker than was absolutely essential, but then the Lotus steadily lost steam and was passed first by John Ampt's Alexis and then by David Prophet's Brabham, despite the fact that this car too was ailing. Into fifth place came Louis Jacobsz, the former sparring partner of Tony Maggs, making a welcome return to British circuits at the wheel of the Anglo-Scottish Cooper. These five were the only drivers to complete the full distance. Jack Pearce's Alexis, which is usually extremely rapid, was right off form, and Bob Burnard's "Miss Veedol", on its maiden voyage, did seven laps on three cylinders or less, visited the pits to look for some more, came out again and, possibly due to an unfamiliar surge of power, went smartly off course at Cope to retire. A notably fine effort was that of Len Gibbs

in his Lotus 20; Len is no longer in the first bloom of youth, and a 20 is now regarded as positively archaic, but he drove a fine race.

The *Formule Libre* race which followed, expressly barred current Formula 1 and Formula Junior cars, and the field which gathered on the grid was an astonishingly varied selection of machinery of all sizes and ages. It was raining push-rods for the entire 10 laps, and no one could use even a whiff of power without getting into a wild slide. Just what happened on the opening lap is something of a mystery, but for a long time it seemed that only two cars were left in the race. First to appear at Woodcote was John Taylor in Bob Gerard's Cooper-Ford; a touch of power, a vicious slide beautifully controlled, and he set off up the straight to be followed, amazingly, by Patrick Lindsay at the wheel of the massive Napier Railton. With the 24 litres of aero-engine just whispering, this very skilful and courageous driver coaxed the huge car through the corner at a tremendous speed, anticipating every attempt by the tail to take charge, an attempt which it seemed to make every time one of the 2-litre cylinders fired. Ages passed, then at last the rest of the field hove into view, headed by Frank Morley's 8-litre Bentley, Chris Summers in the Cooper-Chevy, and Peter Waller's E.R.A.;

Tony Marsh's 2½-litre B.R.M. was down in 11th place. John Taylor sailed serenely on and Patrick Lindsay continued his heroics with the Napier Railton and, by lap 3, Tony Marsh was up to third place which was as far as he could get, but most of the rest of the field had their hands full coping with the dreaded side-slip. It is well known that Bugatti continued to win races after his rivals had found extra speed, purely by virtue of wonderful controllability. A reminder of this came from Pat Carmichael's lovely little Type 37A. Rightly said by its owner to be the slowest car on the circuit, the little Bug climbed steadily past far more modern machinery until it fixed its sights on Hanuman, Bira's famous E.R.A. Losing ground round the rest of the circuit, Pat came through Woodcote as steady as a rock time after time while the vicious power of the E.R.A. sent it snaking all over the place, and not only regained every inch he had lost but finally beat the blown car over the line. After 10 miserable laps, John Taylor in the little Cooper won a splendidly driven race, no praise is high enough for Patrick Lindsay in second place with the Brooklands outer circuit car, and Tony Marsh did his best with the B.R.M. Fourth, and one lap down, came Peter Waller's E.R.A. ahead of the Bentleys of Frank Morley and George Burton, the Cooper-Chev. of Chris Summers, and Pat Carmichael's Bug.

(Continued overleaf)

BRUCE McLAREN:

From the Cockpit

first straight he was over a hundred yards in the lead, and all those that were hopeful had lost the tow from the flying Lotus.

Practice on the Wednesday—just one clear working day after Zandvoort—was remarkable by reason of the number of cars present. There was a rumour that if you didn't appear for a day's practice on any of the three days available, £50 would be cut from the offender's appearance money, so maybe this had something to do with it.

With the works Coopers retired so early at Zandvoort we were ready in good time for the first Rheims practice session. There is always a goodly amount of champagne for gaining fastest lap during each of the sessions, provided it betters the time set the previous day, and we had a sneaking hope that not too many cars would turn up so that we could have a try at some nose-to-tail slipstreaming and win ourselves some "bubbly". But it was not to be—Jimmy was there with the Lotus.

On the Thursday, as most people said, it was most "un-Rheimsonable" weather. Normally you find mechanics cutting holes in the shells of the motor-cars to keep both pilots and engines cool, but we hardly saw the sun for the whole week. On Thursday the paddock area would have been an ideal venue for the R.A.C. Trials Championship!

So it was Friday's practice when the pole-position argument was finally on, and even then it wasn't until after 7.30 in the evening that anyone started getting down reasonably close to Jimmy's times. Surtees' Ferrari and the two Brabhams were going well, and then Graham caused a stir in the last few minutes by turning two very quick laps in the monocoque just as the flag went out. I think that this car, with just a little more sorting out, is going to be very fast.

Mike Parkes had lapped all except Gardner's Brabham and, a lap later, he was out on his own. Tony Lanfranchi had spun the Elva on the first corner, but thereafter he went extremely quickly to reach third place in his class behind Gardner and Pearce, and outstanding among the sports cars (nowadays neither fish, flesh, fowl, nor good red

In the race on Sunday, Graham appeared to be having trouble with the brakes.

Rheims is not the type of circuit to be having trouble with anchors, particularly at the end of the main straight between Muizon and Thillois hairpins, where in something like two miles you lift off only to change gear and then do so as quickly as you can move the lever. Most of the cars were reaching a maximum of around 160 m.p.h.

Stopping was one phase where you could clearly see the improvements in tyres and suspension over the last few years. This year, although going a little bit faster than formerly under the 1,500 c.c. formula, most of us were braking—depending on how brave you were—somewhere between 160 and 200 yards away from the Thillois hairpin. I would say that the speed around the corner itself would be in the region of 40-50 m.p.h., so the deceleration rate of the present G.P. cars would earn a big tick even from Mr. Marples.

Although we were naturally a bit upset when my car dropped out of second place with what seemed to be ignition trouble just 10 laps from the end, Tony Maggs in the other works Cooper was right there to take over the placing.

But even a second or third isn't as good as a first, and this was Jimmy's third G.P. in a row! Unless the rest of us can do something about it, it seems that he has a good chance of equalling Brabham's 1960 run when he won five consecutive G.P.s with the 2½-litre Cooper.

My Kiwi mate, Denis Hulme, is doing to Formula Junior racing what Jimmy Clark is doing to Formula 1! At Rheims he cleared away from the field with his works Brabham and finished a clear 38 secs. in front of Peter Arundell's monocoque Lotus.

BUT for Jimmy Clark, the French Grand Prix would have been one of the best races of the year. For something like 15 laps Jack and Dan in the two Brabhams, Trevor Taylor's Lotus, John Surtees' Ferrari and my Cooper scrapped nose to tail—and it was a pretty fierce scrap, with two old hands like Jack and Dan working away to give each other the utmost help.

The shame of it all was that this monumental tussle was only for second place because Jimmy had run away and left us on the first lap. Rheims is synonymous with slipstreaming, and it was important to Jimmy that on the first lap he should make a good start and open up a lead straightaway, so that Graham Hill (on paper Jimmy's greatest threat with the new monocoque B.R.M.) couldn't slipstream him. This Jimmy did with a vengeance!

He must have really set about those first three corners, for at the end of the

MARTINI SILVERSTONE—continued

By common consent, the main race was cut from 52 laps to 30 in view of the atrocious conditions; someone was even said to have suggested that five would be about right. The field was composed of G.T., sports, and sports-racing cars, and the race is a qualifier for the AUTOSPORT Championship for which a great deal of rearrangement of the classes will be needed. In pole position was Mike Parkes in the GTO Ferrari, and next to him was Frank Gardner in the Brabham. There was so much water lying on the track that two cars spun off on the warming-up lap but, in spite of this, Mike Parkes turned the wick right up on the Ferrari when the field was unleashed and performed the most incredible feat of lapping five cars during his second lap. By the end of his third lap he had devoured exactly half of the strange assortment of 34 cars which had faced the starter. His next circuit put another five in the bag and just over two tours later, when little more than six laps had been completed, there were no more than six cars on the lap. The six at the front were Parkes and Gardner, Jack Pearce (Lotus 23B), Roger Nathan (Lotus Elite), Jack Oliver (Marcos with Classic engine), and Clive Baker unfamiliar in an Austin-Healey 3000 which he was driving for the first time, and with immense skill. The only change of order among these six came on the eighth lap when Jack Oliver got ahead of Roger Nathan's Elite. After 18 laps

herring) was the performance by E. C. Booth's ex-Culpan Le Mans Frazer-Nash, driven on this occasion by his younger brother with tremendous speed and skill. The day must belong, however, to Mike Parkes, who never put a wheel wrong and all but lapped Frank Gardner for the second time.

RESULTS

Vintage and Venerable Sports Cars (7 laps): 1, A. S. R. Charnock (Alvis Special), 15 m. 2.4 s., 81.74 m.p.h.; 2, G. H. G. Burton (Bentley 3/4); 3, J. T. Williamson (Bentley 4½); 4, F. P. Morley (Bentley 8-litre). **Fastest lap:** Charnock, 2 m. 5.6 s., 83.89 m.p.h. **Handicap Section:** 1, S. Rolt (Austin 750), 13 m. 55.4 s. (nett), 70.29 m.p.h.; 2, W. Fowler (Aston Martin Le Mans); 3, D. Ellwell Smith (Aston Martin Le Mans); 4, G. H. G. Burton (Bentley 3/4).

Saloon Cars (10 laps): 1, B. G. Aston (Jaguar 3.8), 19 m. 55.2 s., 88.16 m.p.h.; 2, C. Craft (Ford Anglia); 3, D. Merfield (Lotus Ford Cortina). **Up to 850 c.c. Class:** 1, R. D. Broad (Austin Mini), 20 m. 59.0 s., 75.33 m.p.h.; 2, S. Thynne (Austin Mini); 3, N. J. Parker (Morris Mini). **Fastest lap:** Broad, 2 m. 15.8 s., 77.59 m.p.h. **851-3,000 c.c. Class:** 1, C. Craft (Ford Anglia), 19 m. 56.6 s., 88.06 m.p.h.; 2, D. Merfield (Lotus-Ford Cortina); 3, J. Fitzpatrick (Mini-Cooper). **Fastest lap:** Craft, 1 m. 58.2 s., 89.15 m.p.h. **Over 3,000 c.c. Class:** 1, B. G. Aston (Jaguar 3.8), 19 m. 55.2 s., 88.16 m.p.h.; 2, P. J. Woodroffe (Jaguar 3.8); 3, F. C. Ward (Jaguar 3.8). **Fastest lap:** Aston, 1 m. 57.8 s., 89.45 m.p.h.

Formula Junior (17 laps): 1, F. Gardner (Brabham-Ford), 34 m. 26.8 s., 86.67 m.p.h.; 2, J. Ampt (Alexis-Ford); 3, D. M. D. Prophet (Brabham-Ford); 4, A. Wyllie (Lotus-Ford 27); 5, L. Jacobsz (Cooper-Ford); 6, J. Mastin (Lotus-Ford 22). **Fastest lap:** Gardner, 1 m. 58.4 s., 89.00 m.p.h.

Formule Libre—Historic and Modern (10 laps): 1, J. M. Taylor (Cooper-Ford), 24 m. 16.2 s., 72.36 m.p.h.; 2, Hon. P. Lindsay (Napier Railton); 3, A. E. Marsh (B.R.M.); 4, P. Waller (E.R.A.); 5, F. P. Morley (Bentley 8-litre); 6, G. H. G. Burton (Bentley 3/4). **Fastest lap:** Taylor, 2 m. 21.4 s., 74.52 m.p.h.

Martini International Club Trophy Race—Sports, Sports-racing and G.T. Cars (30 laps): 1, M. J. Parkes (Ferrari GTO), 1 h. 2 m. 35.2 s., 84.41 m.p.h.; 2, F. Gardner (Brabham-Ford); 3, J. R. Pearce (Lotus-Ford 23B). **Sports-Racing Cars over 2,000 c.c. Class:** 1, R. W. de Selincourt (Lotus-Climax 19), 25 laps in 1 h. 3 m. 9.8 s., 69.51 m.p.h.; 2, P. T. Woolgar (Aston Martin DB3S). **Up to 2,000 c.c. Class:** 1, F. Gardner (Brabham-Ford), 29 laps in 1 h. 4 m. 30.4 s., 68.06 m.p.h.; 2, J. R. Pearce (Lotus-Ford 23B); 3, A. Lanfranchi (Elva-Ford Mk. 7). **Sports Cars over 2,000 c.c. Class:** 1, J. Gott (Austin-Healey 3000), 24 laps in 1 h. 3 m. 34.2 s., 66.30 m.p.h. **Up to 2,000 c.c. Class:** 1, E. C. Booth (Frazer-Nash), 25 laps in 1 h. 3 m. 1.8 s., 69.65 m.p.h.; 2, G. Dempsey (A.C. Ace-Bristol); 3, R. Dilley (Frazer-Nash). **G.T. Cars over 2,000 c.c. Class:** 1, M. J. Parkes (Ferrari GTO), 1 h. 2 m. 25.2 s., 84.41 m.p.h.; 2, C. Baker (Austin-Healey 3000); 3, J. W. Dean (Jaguar E). **Up to 2,000 c.c. Class:** 1, J. Oliver (Marcos-Ford), 28 laps in 1 h. 2 m. 50.0 s., 78.26 m.p.h.; 2, R. D. Nathan (Lotus Elite); 3, D. Mockford (Divia-Ford). **Fastest lap:** Parkes, 1 m. 58.0 s., 89.30 m.p.h.

ON paper last Sunday's meeting at Snetterton organized by the London Motor Club had great potential, but owing to a number of non-starters the proceedings tended to be rather unexciting. The rain which had threatened the meeting all day did not fall until the penultimate event and consequently produced many incidents, none of which was serious. There were eight events including a high-speed trial and a five-lap ladies' handicap race.

Event one was an eight-lap marque scratch race for sports cars divided into three classes. John Sharp in his extremely rapid M.G.A led away from the line with Neil Dangerfield's TR4 and D. Mackay's beautiful Le Mans A.C. in close attendance. Gradually the M.G.A and TR4 drew away from the remainder of the field, with Mike Garton (Sebring Sprite) filling third spot. Neil Dangerfield did all he could to get past Sharp but was not quite able to manage it before the fall of the flag.

In the five-lap 1172 race Bryan Small (Milmor) was never headed, second place being taken by Clive Garnham (Terrier). Unfortunately, S. Godwin (Terrier) muffed the start but made up by giving a grand exhibition of "press on" motoring to finish sixth.

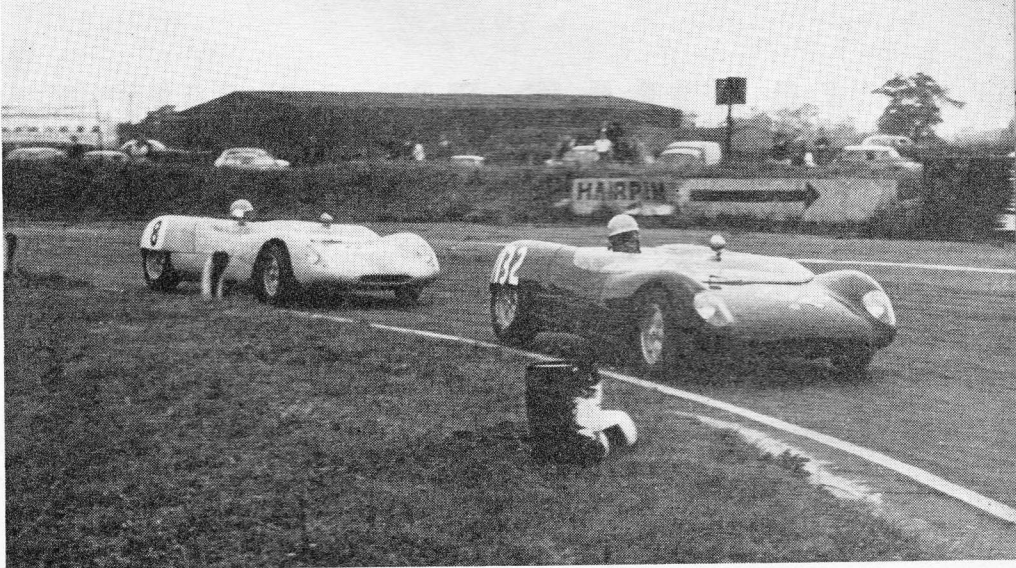
Chris Williams (Lotus 23) won the Jack Fairman Trophy after a very spirited duel with Mike Keens, also in a Lotus. The lead changed several times with the two cars circulating only feet apart; however, a gyration by Keens on his penultimate lap put paid to his chances, leaving Williams to collect the silverware, which was presented to him by the Chief Constable of Norfolk. The black flag was given a good airing owing to dodgem antics by a pair of Minis.

The "Crumpet Trophy" was won by Mrs. Anne Flower (Saab 96) by nearly a minute from the Mini "S" of Mrs. Jean Denton, after some rather generous handicapping. Isobel Robinson (Cooper 500) and Jacquie Cook (Rejo) scrap provided the interest, with both drivers neither giving nor taking any quarter.

The Jim Russell Racing Drivers' School provided the winner of the 10-lap F.J. race with the combination of Melvyn Long and a Lotus 27. Charles Crichton-Stuart stalled on the line and then had a great time working his way through the field. A Hodge in a front-engined Lola caused a few red faces by showing more than one Lotus 20 the way round.

The heavens opened before the start of the eight-lap saloon car race making conditions very tricky. Nick Abbott (Anglia) lost his lead to John Adams, driving the Team Tourist Trophy Jaguar, when he spun; thereafter he relentlessly chased the Jaguar but had to be content with second place, albeit by a mere two seconds. Mike Davidson (Morris-Cooper) did very well to come in fourth overall in a Group 2 car.

THE LADIES' RACE PROVED MOST ENTERTAINING, one of the star performers being Miss Louisa Squires in a Porsche who had difficulty in getting round the hairpin—in fact she spun on three consecutive laps! She goes skating by on lap four (below, left). WINNER was Mrs. Anne Flower in a Saab 96. She managed to keep her car on the island all through the event, but then she had to go and lose it at the hairpin on the cooling-down lap!



HOTLY CONTESTED Jack Fairman Trophy Race went to Chris Williams after a tussle with Mike Keens, both Lotus 23 mounted.

DISAPPOINTING SNETTERTON

Large Number of Non-Starters Spoil London M.C.'s Meeting

By ROBERT GRANT

Last event of the day was a 10-lap *Formule Libre* event. Mike Keens couldn't find any gears on the line and made a bad start, retiring at the end of the first lap, as did David Skales (Aston Martin). Len Selby (Lola) had a monumental spin after Coram, having taken the lead from Louis Jacobsz, but without undue damage to car or driver. Peter Deal (Merlyn) repeated Selby's manoeuvre but continued with un-

abated zest to take third place. There followed an unofficial consolation race and first man home was Nick Abbott (Anglia).

The marshalling left room for improvement—one marshal I noticed took quite a time to discover which flag was required for oil on the track. And please could someone repair the P.A. system; I could see the commentators talking very hard but couldn't hear a word!

RESULTS

Marque Sports Cars (8 laps). Overall Winner: J. G. Sharp (M.G.A). **Up to 1,000 c.c. Class:** 1, M. E. Garton (Austin-Healey Sebring Sprite), 15 m. 57.8 s.; 2, L. G. Arnold (Austin-Healey Sebring Sprite); 3, E. W. Vero (M.G. Midget). **1,001-2,000 c.c. Class:** 1, J. G. Sharp (M.G.A), 15 m. 37.6 s.; 2, R. E. A. Carpenter (A.C.-Bristol Le Mans); 3, C. M. Jacobs (Turner-Climax). **Over 2,000 c.c. Class:** 1, N. H. Dangerfield (Triumph TR4), 15 m. 38.4 s.; 2, M. Campbell (Triumph TR4); 3, A. Holmes (Austin-Healey 3000). **750 and 1172 Cars (5 laps). Overall Winner:** B. A. M. Small (Milmor Mk. 5). **1172 Class:** 1, B. A. M. Small (Milmor Mk. 5), 9 m. 44.6 s.; 2, C. Garnham (Terrier Mk. 2); 3, A. E. Beck (U2). **750 Class:** 1, I. S. Clark (Septo Mk. 2); 2, D. Hollister (Austin Special). **Sports and Saloon Cars (5 laps). Overall Winner:** C. M. M. Williams (Lotus-Ford 23). **Up to 1,000 c.c. Class:** 1, T. Moore (Lotus-B.M.C. 7); 2, S. P. Lane (Lotus-Ford 7); 3, L. G. Arnold (Austin-Healey Sebring Sprite). **1,001-2,000 c.c. Class:** 1, C. M. M. Williams (Lotus-Ford 23), 14 m. 16.4 s.; 2, E. H. M. Paul (Elva-Climax Mk. 7); 3, R. Redgrave (Merlyn-Climax Mk. 4A). **Over 2,000 c.c. Class:** 1, R. S. Mac

(Jaguar E), 14 m. 39.2 s.; 2, J. H. Adams (Jaguar 3.8); 3, N. H. Dangerfield (Triumph TR4). **Ladies' Handicap (5 laps):** 1, Mrs. Anne Flower (Saab 96), 9 m. 26.4 s.; 2, Mrs. Jean Denton (Morris Mini-Cooper S); Miss Diane Harrison (Austin Mini). **Formula Junior (10 laps):** 1, M. A. Long (Lotus-Ford 27), 17 m. 9.8 s.; 2, R. Banting (Brabham-Ford); 3, J. Hatter (Lotus-Ford 20). **Saloon Cars (8 laps). Overall Winner:** J. Adams (Jaguar 3.8). **Up to 850 c.c. Class:** 1, S. Thynne (Austin Mini); 2, R. A. Else (D.K.W. Junior); 3, Mrs. A. Flower (Saab 96). **Fastest lap:** Thynne, 2 m. 23.0 s. **851-1,100 c.c. Class:** 1, F. V. Pound (Austin A40), 18 m. 31.4 s.; 2, D. M. Ross (Morris Mini-Cooper); 3, M. Davidson (Austin Mini-Cooper). **Fastest lap:** Pound, 2 m. 15.6 s. **1,101-2,000 c.c. Class:** 1, N. Abbott (Ford Anglia), 17 m. 9.4 s.; 2, R. S. Mac (Sunbeam Rapier). **Fastest lap:** Abbott, 2 m. 3.8 s. **Over 2,000 c.c. Class:** 1, J. Adams (Jaguar 3.8), 17 m. 7.8 s. **Fastest lap:** Adams, 2 m. 7.2 s. **Formule Libre (10 laps):** 1, L. Jacobsz (Cooper-Ford), 21 m. 0.2 s.; 2, E. H. M. Paul (Elva-Climax Mk. 7); 3, P. W. J. Deal (Merlyn-Ford Mk. 6). **Fastest lap:** L. E. Selby (Lola-Ford Mk. 5), 2 m. 1.0 s.



JAGUAR WIN WET SIX-HOURS

Roy Salvadori/Denis Hulme and Peter Lindner/Peter Nöcker 1-2 for Jaguar in Brands Hatch Six-Hour Saloon Car Race—Provisional Winners Mike Salmon/Peter Sutcliffe Disqualified After the Race—Brilliant Showing of Ford Cortina and Volvo—Ford Galaxies Disappointing in Miserable Weather Conditions—Keith Greene (Lotus-Ford 23B) Wins Sports Car Race

By MICHAEL KETTLEWELL

Photography by PATRICK BENJAFIELD



MIKE SALMON and his co-driver Peter Sutcliffe were the provisional winners of last Saturday's Six-Hour Saloon Car Race at Brands Hatch. Because of better tactics and efficient pit work, the pair beat the Tommy Atkins-entered Jaguar 3.8 of Roy Salvadori and Denis Hulme, although the outcome of the race could possibly have been different had the Atkins car not had a longer than normal pit stop. Unfortunately, during the post-race scrutineering on Sunday the Salmon/Sutcliffe Jaguar 3.8 was found to have oversize inlet valves (47.6 mm. instead of 44.5 mm. diameter) and the car was regrettably disqualified. Problems also arose with the Ford Galaxie of Sir Gawaine Baillie/Peter Jopp (more about that later) and the Mercedes-Benz of Peters Sargent and Lumsden, which was said to have non-homologated gear ratios. ◻

The race, sponsored by "The Motor", and organized by the B.R.S.C.C., was run in atrocious weather conditions and it says a lot for the skill of the drivers and the reliability of modern saloon cars that only seven cars failed to finish; but two of these retirements were caused by a driver running out of road. The crowd was nearly twice the size of last year's and it has already been announced that the event will be held next year, possibly in late April.

The weather certainly changed the outlook of the race, showing up to advantage the performance of the Ford Cortina GT and the Volvo 122S, while the Lancia Flavia and the Mercedes-Benz also showed up well in the wet. The Mini-Coopers went as well as ever, although not entirely suited to a circuit comprising rivers and deep puddles, but most surprising was the disappointing showing of the Ford Galaxies. Although the Sir Gawaine Baillie/Peter Jopp car kept up reasonably well, the Dan Gurney/Jack Brabham monster, owing to tyre trouble, was completely outclassed in the early stages.

Pit work undoubtedly played an important part in this race. The Salmon/Sutcliffe Jaguar required two stops, to the two scheduled plus one unscheduled of Salvadori/Hulme. Lindner/Nöcker required two for their second-place Jaguar, whereas it seemed as though they had planned for one. Incredible was the one stop of the third-place Cortina, the Volvo équipe, just as fast, needing two. The works Mini-Coopers had three pit stops each.

Although the race was of international status, only two graded Grand Prix drivers took part—Dan Gurney and Jack Brabham, the only other international names present being Roy Salvadori, Denis Hulme and Chris Amon. Many well-known rally drivers participated—Edward Harrison, John Manussis, Tom Trana, Carl-Magnus Skogh, Peter Harper, Bo Ljungfeldt, Anne Hall, Paddy Hopkirk, Rauno Aaltonen and Timo Makinen—which emphasizes the fact that this was an endurance race of the highest order.

The Index of Price Award went to the Jack Sears/Bo Ljungfeldt Ford Cortina, from the works Mini-Coopers of John Whitmore/Paddy Hopkirk and John Rhodes/Rob Slotemaker. The sports car race, which preceded the Six-Hours, went to Keith Greene (Lotus-Ford 23B) from Roy Pierpoint (Attila-Climax).

DISQUALIFIED WINNER Mike Salmon, headlights blazing, tries to find a way through the Sprinzel/Lucia Galaxie and the Rhodes/Slotemaker Mini-Cooper, which is led by the Sargent/Lumsden Mercedes-Benz. Behind the Jaguar is the luckless Galaxie of Gurney/Brabham.

SOMETHING practically unheard of occurred at the scrutineering, which was held on Thursday in front of the pits: every single car turned up! As last year, the scrutineering was very thorough, one or two cars being caught out on minor points, most of which were soon rectified, however. Alan Hutcheson's Riley 1.5, which he was to share with Lola driver Bob Anderson, was reported to have fallen short on several points of Appendix J, Group 2, and the car was withdrawn. The Dutch-entered Mini-Cooper of Loek Nerden/Sir Alexander Röell arrived with a sunshine roof, and as the scrutineers would not allow a "patch", a new roof had to be welded on!

Pathetic was the way the Ford Galaxies of the John Willment team and Sir Gawaine Baillie were treated by the scrutineers. This year, of course, a special panel of scrutineers has been appointed by the R.A.C. to make a tighter check on cars running under Appendix J regulations. However, they do not appear to be consistent: at Silverstone the Willment Galaxie was passed with a roll cage fitted inside the car for the driver's safety, but at Crystal Palace this was objected to and certain parts of it were removed before the race to satisfy the scrutineers. Sir Gawaine Baillie ran with his roll-cage and appealed to the R.A.C. about the decision, but this was turned down, and the R.A.C. decided that even more of it had to come out!

When these two Galaxies arrived at Brands Hatch, they were turned down on two counts: they appeared to have welded sumps, but these were drained and refilled

and found to contain 7.6 litres, as specified on the homologation papers, and not more as was suspected. But the fitting of the disc brakes to the hubs caused a lot of trouble. The scrutineers insisted that this was illegal (the photograph of the fitting on the homologation papers was not quite clear), but even cables from A.C.C.U.S. (the American representatives of the F.I.A.), obtained at 4.30 a.m. on race morning, which confirmed everything, were rejected—photographic evidence was required. John Willment decided to withdraw his car, Jack Sears and Bo Ljungfeldt transferring to a Cortina GT, but Sir Gawaine Baillie elected to run and should be classified if he can produce photographic evidence of the way the disc brakes are fitted to the hubs within seven days of the race.

Therefore, because of seemingly petty items, which could hardly affect its performance, the "star" car of the race was out and the public were deprived of a spectacle through no fault of the entrant or the organizing club who did everything to help.

Practising was on Friday, in four sessions, and class lap records were handsomely

hairpin is a nightmare anyway, but with some of the more agile smaller cars trying to come up from the back (the Minis commenced on the *eleventh* row), I feel that this corner is even more hazardous! As it happened, one of the slowest cars in the race, the John Sprinzel/Merton Lucia Ford Galaxie, was in pole position.

SPECTATORS arrived at Brands at a "Silverstone" hour for the club sports car race, which started at 11.15 a.m. The idea of staging this race was to give some club drivers a chance to have a go on the long circuit for a change, but this treat was marred by heavy rain, which began to descend soon before the start.

Keith Greene was in pole position in his Lotus-Ford 23B, having lapped in 1 min. 46.6 secs., while on his left were Roy Pierpoint (Attila-Climax), Jim Morley (Lola-Climax) and Steve Minoprio (Elva-Ford Mk. 7). The only "big" sports car entered, Alan Mann's Marina-Rolls-Royce, practised and was not impressive, non-starting in the event. Minoprio's Elva had just been glued together in time after its recent Goodwood shunt.



Mk. 6. Courage was living up to his name and was driving as fast as he could on the streaming wet track. By lap three he was sixth, to move up to fifth when Morley lost two places after going wide on to the grass after Paddock on the fourth lap.

Terry Bone slowed and pulled up along the Bottom Straight on the sixth lap, while Piers Courage explored the grass after Paddock on the eighth lap, revolving his way up Pilgrims Rise. Piers restarted immediately, but only got as far as Bottom Bend where the red Merlyn pirouetted thrice, blocking Geoff Oliver's D.R.W., and retired after a brave showing.

At half distance Greene got his Lotus past Pierpoint to take the lead. Sid Fox spun his rapid Lola at Bottom Bend, much to the amusement of Oliver who gave him a sympathetic sign, and pushed it off the track, while Peter Gethin gave up a little later.

The order at half distance had been: Greene, Pierpoint, Minoprio, Parsons and Morley, who just led Benson. The tail-enders were crawling round, giving utmost respect to the conditions. Keith Greene was lapping faster and faster, however, but Roy Pierpoint was not letting the Lotus get too far away from him. Ray Parsons, in fourth place well behind Minoprio, began to slow and was caught by both Morley and Benson, the Lola pilot having quite a difficult time keeping the Elva driver at bay, finally going on the grass and losing time. Geoff Oliver then spun along Bottom Straight, to continue in his D.R.W.

On the final lap Pierpoint was right on Greene's tail, worrying him enormously—so much so that they both spun out in the country at Westfield Bend and touched.

DURING the early stages of the race Roy Salvadori comes up behind to threaten the Ford Galaxie of Sir Gawaine Baillie (left). Salvadori and his co-driver Hulme were eventually declared winners.

HOLD IT, DAN! Poor Dan Gurney, with wet weather tyres only on the front, had a miserable first few laps. Here he has an immense slide at the bottom of the hill from Paddock Bend (below).

beaten in all classes. Fastest overall was the Alan Brown/Jack Brabham-entered, drum-braked Ford Galaxie of Dan Gurney/Jack Brabham, which lapped in 1 min. 57.6 secs. The Tommy Atkins Jaguar 3.8 of Roy Salvadori/Denis Hulme did 1 min. 58.6 secs, so it appeared that the big Galaxies were not going to have everything their own way. This 3.8 had a particularly eventful time: after losing a wheel during unofficial practising earlier in the week, it cracked its sump during the official sessions and was whisked away for further urgent repairs.

Next in order were: Sir Gawaine Baillie/Peter Jopp (Ford Galaxie), 1 min. 59.2 secs.; Jack Sears/Bo Ljungfeldt (Ford Galaxie), who also lapped in 1 min. 59.2 secs.; Mike Salmon/Peter Sutcliffe (Jaguar 3.8), 2 mins. 0 secs.; Peter Lindner/Peter Nöcker (Jaguar 3.8), 2 mins. 0.4 secs.; Albert Powell/Ken Baker (Jaguar 3.8), 2 mins. 1.2 secs.; John Whitmore/Paddy Hopkirk (Austin Mini-Cooper S), the first of the small cars—they lapped at an incredible 2 mins. 1.4 secs.; and Les Leston/David Haynes (Ford Cortina), who headed the 1,600 c.c. class with 2 mins. 2.2 secs.

Best 1,000 c.c. car was the Edward Lewis/Julien Vernaeve Morris Mini-Cooper, which lapped in 2 mins. 7.2 secs., while the 3-litre cars were headed by the very fast works Volvo 122S of rallymen Tom Trana/Carl-Magnus Skogh (2 mins. 4.2 secs.). Also fast was the Mercedes-Benz 220 SEb of long-distance specialists Peter Lumsden/Peter Sargent, timed at 2 mins. 5.8 secs.

Nevertheless, practice times were not of great importance, as the starting grid was based on a car's engine capacity, places of cars of equal displacement being decided by ballot. Although the 35 cars were lined up 3-2-3, with about a car's length between each row, surely it would have been more sensible to line up the cars in order of practice times? Thirty-five cars around Druids



Pierpoint seized the lead, followed by Greene, Minoprio and Morley; at the completion of the first of the 20 laps the order was the same, with Terry Bone, Ray Parsons and Mike Keens (Lotus-Ford 23s), Robin Benson (Elva-Climax Mk. 7) and Geoff Oliver (D.R.W.-Ford) in close attendance.

The track was really slippery and a river crossed the circuit at Bottom Bend, where, on the second lap, Andrew Fletcher and Peter Gethin went straight off on to the grass in their Lotus 23s, the latter rejoining the race and the former being struck by Bob Dewar (Merlyn-Climax Mk. 6), who had followed suit.

By the end of the second lap, Parsons had moved up to fifth place, while behind Benson's Elva, Piers Courage had climbed into seventh position in the Merlyn-Ford

They soon continued—in the same order—but Pierpoint had not finished yet and got ahead at Clearways; however, he slid half sideways and went wide, enabling Greene to slip by—and win! The Equipe Elva London—Steve Minoprio and Robin Benson—were the only other finishers on the same lap, also being 1-2 in the 1,150 c.c. division.

RESULTS

General Classification (20 laps—53 miles): 1, K. A. Greene (Lotus-Ford 23B), 40 m. 58.8 s., 77.60 m.p.h.; 2, R. F. Pierpoint (Attila-Climax Mk. 2), 40 m. 59.6 s.; 3, S. J. C. Minoprio (Elva-Ford Mk. 7), 42 m. 49.0 s.; 4, R. S. Benson (Elva-Climax Mk. 7), 43m. 1.0 s.; 5, J. F. Morley (Lola-Climax), 19 laps; 6, R. K. Parsons (Lotus-Ford 23), 19. **Fastest lap:** Pierpoint, 1 m. 59.4 s., 79.89 m.p.h. **Up to 1,200 c.c. Class:** 1, S. J. C. Minoprio (Elva-Ford Mk. 7), 42 m. 49.0 s., 74.27 m.p.h.; 2, R. S. Benson (Elva-Climax Mk. 7); 3, J. F. Morley (Lola-Climax). **Fastest lap:** Par-

sons, 2 m. 4.8 s., 76.44 m.p.h. **Over 1,200 c.c. Class:** 1, K. A. Greene (Lotus-Ford 23B), 40 m. 58.8 s., 77.60 m.p.h.; 2, R. F. Pierpoint (Attila-Climax Mk. 2); 3, P. L. Hovenden (Elva-Climax Mk. 6). **Fastest lap:** Pierpoint, 1 m. 59.4 s., 79.89 m.p.h.

At 12.30 there was a parade of British-built sports and G.T. cars, watched by some of those under cover, and then preparations commenced for *The Motor Six-Hour Race*, due to start at 2 p.m. However, as the track conditions were more akin to the Henley Regatta than a serious motor race, it was decided to send out the drivers for an exploratory three laps—all, that is, but Mike Salmon, whose Jaguar was having windscreen wiper adjustments in the pits. Dan Gurney was in trouble, too, in the big Galaxie. He came in after a couple of slow tours, complaining that the car was going straight on where the circuit turned either left or right! The Galaxie was equipped with Goodyear tyres, which were entirely unsuitable for racing in the wet (wet weather Goodyears were not available). Quickly, the front wheels were swapped for some wearing Firestones, but there was no time to change the rear ones as the car was due on the grid, where pressures were checked by Phil Kerr.

At 2.20 the flag dropped and 35 cars accelerated towards Paddock Bend in an enormous cloud of spray. Mike Salmon made one of his excellent starts and somehow squeezed past two of the huge Galaxies before Paddock, rushing up to Druids behind Sir Gawaine Baillie, but ahead of Dan Gurney and John Coundley (Jaguar 3.8). Albert Powell was also working hard in his similar car, while the Cortina and Mini drivers were already carving their way past the bigger cars. Near disaster occurred at South Bank Bend where Dan Gurney spun the mighty Galaxie, but the remainder of the field somehow avoided him and passed by safely.

At the end of the first lap the order was Sir Gawaine Baillie (Ford Galaxie), Mike Salmon (Jaguar 3.8), Peter Lindner (Jaguar 3.8), Albert Powell (Jaguar 3.8), Roy Salvadori (Jaguar 3.8), John Coundley (Jaguar 3.8), John Sparrow (Jaguar 3.8), Jack Sears (Ford Cortina), Leo Cella (Lancia Flavia), Roy Pierpoint (Ford Zodiac), David Haynes (Ford Cortina), Tom Trana (Volvo), Billy Blydenstein (Vauxhall), Jochen Neerpasch (Volvo), Luigi Cabella (Lancia Flaminia), Merton Lucia (Ford Galaxie)—already dropping back quickly—Carlo Facetti (Lancia Flaminia), Peter Sargent (Mercedes-Benz), John Rhodes (Mini-Cooper S), and Ernst Furtmayr (Alfa Romeo Giulia). Franco Patria brought in his Lancia Flavia to replace a plug lead and set off last, behind Gurney who was now touring round in the Galaxie.

Baillie still had his Galaxie in the lead at the completion of the next lap, but as the mighty monster braked for Paddock, the "little" Jaguars of Salmon and Lindner scuttled by—to the enormous delight of the spectators! Gurney had an almighty spin at Paddock on his third lap, but the Galaxie—which sideways-on blocked the whole track like a Green Line bus—finally ended up pointing in the right direction and resumed very much last.

Salvadori passed Baillie by the end of the lap, while sixth place was being hotly contested by Coundley, Sparrow and Sears. Jimmy Blumer was also moving up in his Cortina, as were Whitmore and Rhodes in works Mini-Coopers. Pierpoint's Zodiac, the Flaminias and Lucia's Galaxie, on the other hand, soon fell back, while the Dutch-entered Mini was slow.

On the fourth lap David Haynes brought in the Cortina which he was to share with Les Leston, who had lapped very fast in private practice before the event. The Willment car was worked on for several minutes, but became the first retirement, suffering from clutch trouble. Gurney, having a miserable ride, brought in his Galaxie to have Firestones fitted on the rear as well—2 mins. 30 secs. later he was on his way again; after feeling his way around for several laps he soon began to press on in the familiar Gurney manner! Peter Clarke stopped the lone Fiat-Abarth 1000 Berlina with misfiring trouble and mechanics set to work on it.

After only 10 laps Mike Salmon was already threading his wet way through backmarkers, there being only 21 competitors still on the same lap. Salmon's plan was obviously to get to the front and stay there, and it was working successfully! Peter Lindner had one or two anxious moments in the second-place l.h.d. German-entered Jaguar 3.8, which Roy Salvadori was catching in the green and grey Tommy Atkins 3.8. Sir Gawaine Baillie held on to fourth place in his disc-braked Galaxie, some way ahead of Powell, Coundley, Sears, Trana, Blumer, Sparrow, Whitmore, Rhodes, Cella, Neerpasch and Sargent. The Minis, as is well-known, excel on a wet track—but Brands was too wet for the light cars! The heavier f.w.d. cars—the Lancia Flavias and M.G. 1100—were more suited to the conditions. The Ford Cortinas and Volvos were going splendidly, however, and were much nearer the big cars than most people had anticipated.

Class leaders at this stage were: Salmon, Trana, Sears, Whitmore and Elizabeth Jones (Mini-Cooper).

After signalling to his pit a lap before, John Coundley brought his Jaguar in on the 16th lap, to take on more oil; petrol and water were also added. Leo Cella's rapid Lancia Flavia came in a lap later because of a puncture and lost a few minutes. The little Fiat-Abarth was still receiving medical attention; in fact, the mechanics worked for two-and-a-half hours, attempting to cure a misfire, before giving up.

On lap 17 Trana got ahead of Sears. John Sparrow's Jaguar visited the pits next, enveloped in a cloud of steam due to a leak in the water system. It lost over three laps and took on fuel as well.

Positions at 20 laps still showed Salmon in the lead, followed by Salvadori, who had taken over second position two laps earlier. Lindner, Baillie, Powell, Trana and Sears. A lap in arrears came Blumer, Whitmore, Sargent, Rhodes, Neerpasch, Christabel Carlisle (Mini-Cooper S), Mick Clare (Mini-Cooper S) and Peter Harper (Rapier). Whitmore must have performed a nonsense on the 24th lap, as he fell back two places.

Only four cars remained on the same lap as Salmon a tour later. Merton Lucia had the bonnet of his practically standard Galaxie come open and was black-flagged; the American colonel stopped at his pit and had it secured. The Coundley/McLaren Jaguar began to sound rough at about this time and, despite several pit stops throughout the race, the ex-Equipe Endeavour car continued to misfire.

Official placings after an hour of racing were given as follows:

1. Mike Salmon (Jaguar 3.8), 27 laps, 74.16 m.p.h.
2. Roy Salvadori (Jaguar 3.8), 27.
3. Peter Lindner (Jaguar 3.8), 27.
4. Sir Gawaine Baillie (Ford Galaxie), 27.
5. Albert Powell (Jaguar 3.8), 27.
6. Tom Trana (Volvo 122S), 26.
7. Jack Sears (Ford Cortina GT), 26.
8. Jimmy Blumer (Ford Cortina Super), 26.

By now the rain was falling heavily, but still a large crowd stayed to watch this technically exciting race, which, because of the conditions, was not running at all to form. Lindner nearly lost his Jaguar at the "Ford" at Bottom Bend again, while Albert Powell, who had been going so well in his Jaguar, clouted the bank after a spin at South Bank Bend on his 31st lap.

More Jaguar trouble: the John Coundley/Chris McLaren car stopped again and caused a mild panic when an oil fire broke out—it was soon extinguished, however. Merton Lucia handed over to John Sprinzel after a routine pit stop.

Mick Clare, who had been going great guns in his Alexander-entered Mini-Cooper S and was shadowing Christabel Carlisle mercilessly, had a tyre burst coming down from Druids on his 35th lap; the Mini went on to the grass and rolled. Somehow Clare brought the car back to the pits, but the Mini was too badly damaged to continue and was unhappily retired. Nevertheless, Albert Powell brought his Jaguar back to the pits following his shunt and, after changing a wheel and straightening out the wing, he continued.

On lap 37 Mike Salmon lapped fourth man Sir Gawaine Baillie, so now there were only two cars—both Jaguars—on the same

lap as the leader. Sparrow brought in his Jaguar with overheating bothers again and Neil Dangerfield took over, while Albert Powell came in to prise the wing off the wheel of his Jaguar a little more, as it was rubbing against the tyre.

Julien Verneave passed Elizabeth Jones for leadership of the 1-litre division, and the gallant lady stopped a little later to hand her Alexander-entered Mini-Cooper over to the Finnish driver, Timo Makinen, well known for his driving in adverse conditions (*i.e.*, the Brands Autobog!). Front tyres were changed and oil, fuel and water added. The Dick Jacobs-entered M.G. 1100, being driven reliably by Alan Foster and Andrew Hedges, also made its first routine stop at this time.

Just before two hours' racing had been completed, Sir Gawaine Baillie brought in the best-placed Ford Galaxie and, after 2 mins. 5 secs., Peter Jopp took it out again. John Rhodes handed over his works Mini-Cooper S to Dutchman Rob Slotemaker, another driver used to atrocious conditions. Another Finn, Rauno Aaltonen, relieved John Aley at the wheel of the works Mini-Cooper which was a strong contender for the 1-litre class honours, while Christabel Carlisle handed over to the talented American girl, Denise McCluggage.

Positions at 4.20, after two hours of racing, were as follows:

1. Mike Salmon (Jaguar 3.8), 55 laps, 74.02 m.p.h.
2. Roy Salvadori (Jaguar 3.8), 55.
3. Peter Lindner (Jaguar 3.8), 55.
4. Tom Trana (Volvo 122S), 53.
5. Jack Sears (Ford Cortina GT), 53.
6. Peter Sargent (Mercedes-Benz 220SEb), 53.
7. John Whitmore (Austin Mini-Cooper S), 53.
8. Sir Gawaine Baillie/Peter Jopp (Ford Galaxie), 53.

Dan Gurney brought car no. 1 into the pits on the leader's 55th lap (the Galaxie was several laps behind) and, after some routine pit work, Jack Brabham took over. Jack took it very gently indeed (he must have seen Peter Jopp go sideways in Sir Gawaine Baillie's car!), but then he had the galling luck to suffer a puncture only a lap later and had to come in to change a wheel. To complete the Galaxie misfortunes, John Sprinzel made a quick visit to the pits asking for Merton Lucia to get ready to take over: John thought that as the conditions were so bad, the owner should be driving!

John Whitmore handed over to Paddy Hopkirk, their Mini-Cooper S being fitted with R6s in place of SPs, as their team-mates Rhodes/Slotemaker had found the former type of Dunlop tyre an advantage in the wet.

What was interesting was that many of the smaller cars were making their pit stops before the big ones. After his splendid drive Mike Salmon brought the leading Jaguar in on the 58th lap for a very neat and quick stop, which had obviously been well-rehearsed. Co-driver Peter Sutcliffe rejoined the race in second place, to be relegated to third a couple of tours later when Lindner passed him: this was not so surprising as it may seem, as Sutcliffe had to get used to the very wet track and had a full load of fuel, whereas Lindner had used up most of his petrol.

The Luigi Cabella/"George von Baum" Lancia Flaminia had a long stop for clutch adjustment, the Mercedes-Benz made its first routine stop and Lucia relieved Sprinzel—as requested!

At 4.35 Roy Salvadori came in for his routine stop—another quick effort, taking 1 min. 20 secs.—and the German Jaguar went into the lead, ahead of Sutcliffe, while "Salvo" resumed in third place. All three Jaguars were very close to each other, which made the situation very interesting, especially as the leading one had yet to refuel.

The luckless Merton Lucia was black-flagged once again, this time for a loose silencer (it was about the size of a drain-pipe!). The Swiss-entered Volvo of Jochen Neerpasch/Peter Scherrer went off the road going up Pilgrims Rise on its 60th lap and the Edward Harrison/John Manussis Ford Zodiac collided with the Albert Powell/Ken Baker Jaguar at South Bank Bend; both carried on, the Jaguar coming into the pits to have the *other* front wing straightened out! The Sparrow/Dangerfield Jaguar, still overheating, required more water.

Routine pit stops were now much more common and the general classification

changed every five minutes as cars gradually moved up the leader board, only to fall back when they stopped for replenishments. A feature of the pit stops, incidentally, was the enormous amount of petrol spilt when refuelling. Lindner still led from Sutcliffe and Salvadori, and in fourth place was Tom Trana's Volvo, which was to make its first pit stop soon. Fifth was Sears, sixth Blumer and the Sargent/Lumsden, Baillie/Jopp, Whitmore/Hopkirk, Harrison/Manusis, Pierpoint/Mann and Lewis/Vernaev cars followed.

Salvadori gradually made up time on Sutcliffe, while, in turn, Sutcliffe began to catch Lindner again. The German driver spun at South Bank Bend on his 73rd lap, letting Sutcliffe through into the lead, while Salvadori also passed the l.h.d. car at South Bank Bend on the following round.

After Trana's pit stop Sears moved into fourth place overall. Peter Harper brought in the Alan Fraser-entered Sunbeam Rapier and after some very rapid pit work Chris Amon got in—only to be delayed a couple of minutes with electrical trouble. At last, the Sparrow/Dangerfield Jaguar succumbed to its overheating illness, but the misfiring Coundley/McLaren car still plodded on, many laps in arrears.

Roy Salvadori passed Peter Sutcliffe into the lead at South Bank Bend on the 78th lap, just before half-distance. The Cabella/"George von Baum" Lancia stopped to revive a dead bank of cylinders and the little Fiat-Abarth was finally pushed away, as mentioned previously. The Vauxhall VX4/90 of Billy Blydenstein/Chris Lawrence, which had earlier lost a lap out on the circuit when the driver mended the throttle linkage, which had come adrift, pitted.

At half-distance, with Salvadori increasing the distance between himself and Sutcliffe,

contested class. The Dutch Mini-Cooper was suffering from a slipping clutch and it was decided that it should remain in the pits until the end of the race, when it would creep out and qualify as a finisher.

Then, at 5.35, Peter Lindner brought the third-place Jaguar in for its first stop. Peter Nöcker took over and stormed away after taking on fuel and oil. Surprisingly, only three laps later, Nöcker returned to the pits for new front brake pads and a wheel change! The Coundley/McLaren Jaguar, in addition to misfiring, was now overheating.

The Fords were really leaving their pit stops to the last possible moment: well after half-distance Anne Hall handed over her Anglia 1200 to Anita Taylor, while later still Edward Harrison gave his Zodiac to the Greek Safari Rally expert John Manusis. The Pierpoint/Mann Zodiac, however, lost a wheel at Bottom Bend soon after its routine stop.

Jack Sears handed over to the Swede, Bo Ljungfeldt, who did so well in the Monte Carlo Rally in a Ford Falcon, and the Willment Ford Cortina did not lose its third place, gained when the German Jaguar made its second pit stop. Remarkably, the Cortina never stopped again. Another German-entered car, the Ernst Furtmayr/Hans Dieter Dechent Alfa Romeo Giulia, spun after Paddock, finished up backwards, but continued on its way.

On his 95th lap, Roy Salvadori brought in the leading Jaguar for fuel, oil and tyres. It was rather a long stop, as it took some time to change the brake pads. So Peter Sutcliffe had a two-lap lead by the time Denis Hulme resumed in the green-and-grey Jaguar in second place, although the Salmon/Sutcliffe Jaguar had only made one routine stop, compared with the two of the Salvadori/Hulme machine.

4. Tom Trana/Carl-Magnus Skogh (Volvo 122S), 105.
5. Peter Lindner/Peter Nöcker (Jaguar 3.8), 105.
6. Peter Sargent/Peter Lumsden (Mercedes-Benz 220SEb), 105.
7. Sir Gawaine Baillie/Peter Jopp (Ford Galaxie), 104.
8. John Whitmore/Paddy Hopkirk (Austin Mini-Cooper S), 104.

With 114 laps completed Peter Sutcliffe drew into the pits for replenishments and Mike Salmon to take over, and when Mike re-entered the fray Hulme was close behind on the road but, in actual fact, still a lap behind. Aaltonen made a quick stop in the works Mini-Cooper, and the Mercedes-Benz made its second and last stop.

Unless the Salmon/Sutcliffe Jaguar fell ill, it looked as though it must win, for Denis Hulme had over a lap to make up on it with two hours yet to go—and, if Hulme speeded up, Salmon would know and would speed up accordingly. Behind these two, however, the German Jaguar was trying everything possible to regain the ground lost to the Ford Cortina and the Volvo, which were going so well in third and fourth positions. Farther back Whitmore/Hopkirk (Mini-Cooper S), Rhodes/Slotmaker (Mini-Cooper S), Sargent/Lumsden (Mercedes-Benz) and Baillie/Jopp (Ford Galaxie) were having a keen struggle, while Frescobaldi/Cella (Lancia Flavia) and Carlisle/McCluggage (Mini-Cooper S) were ready to pounce.

The battle among the 1-litre class was as hot as ever, honours being equally divided between the Mini-Coopers of Aley/Aaltonen, Lewis/Vernaev and Jones/Makinen.

Elizabeth Jones took over once more from Timo Makinen (who seems to like Britain's fast girls, having been with Christabel Carlisle on the "Monte") and then the rapid works Volvo came in and Tom Trana relieved Carl-Magnus Skogh. The Swedish car lost fourth place to Nöcker's Jaguar—which was also closing on Ljungfeldt's Cortina—but not its class lead.

Just before 7.20 Denis Hulme did, in fact, overtake Mike Salmon so as to be on the same lap, but Salmon was being kept well-informed by his pit as to what was going on around him. Dan Gurney was going great guns in his Galaxie now that the rain had ceased and the track was drying slightly in places. He kept well up with Hulme and the New Zealander was not hanging about either, setting up the fastest lap of the race on his 130th lap: 2 mins. 4 secs., 76.93 m.p.h.

When the five-hour positions were announced they were as follows:—

1. Mike Salmon/Peter Sutcliffe (Jaguar 3.8), 137 laps, 72.67 m.p.h.
2. Roy Salvadori/Denis Hulme (Jaguar 3.8), 136.
3. Jack Sears/Bo Ljungfeldt (Ford Cortina GT), 133.
4. Peter Lindner/Peter Nöcker (Jaguar 3.8), 133.
5. Tom Trana/Carl-Magnus Skogh (Volvo 122S), 132.
6. Peter Sargent/Peter Lumsden (Mercedes-Benz 220SEb), 131.
7. John Whitmore/Paddy Hopkirk (Austin Mini-Cooper S), 131.
8. Sir Gawaine Baillie/Peter Jopp (Ford Galaxie), 131.

Merton Lucia took over from Sprinzel and then the very fast Lancia Flavia of Piero Frescobaldi/Leo Cella, which had always been well up, came into the pits, having suffered a second puncture! Then, in the remarkable time of 36.2 secs, Chris Amon brought in the Rapier, which received five gallons of fuel and a quick tyre check, and handed over to Peter Harper.

Ironically, with less than half-an-hour to go, Julien Vernaev spun off at Paddock Bend and went into the bank backwards. Vernaev and Lewis had had a fairly good chance of a class victory (last year, it will be remembered, Vernaev's Mini-Cooper was put out in the closing stages when his co-driver Georges Harris came to grief at Paddock!). Vernaev did manage to de-ditch the car and crawl round to cross the finishing line at the end of the race, however.

At 8 o'clock, with only 20 minutes to go, all hope of possible victory for Denis Hulme vanished when the New Zealander brought the second-place Jaguar into the pits for a tyre check. Hulme was soon away, however, but his Jaguar was once more a lap behind the Salmon/Sutcliffe machine.

(Continued on page 63).



MINI-COOPER of Elizabeth Jones and Timo Makinen comes in for a change of driver and some routine pit work. Note the ingenious double trunking for refuelling. The car eventually finished second in its class.

and the German Jaguar dropping farther and farther back, positions were:

1. Roy Salvadori (Jaguar 3.8), 82 laps, 72.70 m.p.h.
2. Mike Salmon/Peter Sutcliffe (Jaguar 3.8), 82.
3. Peter Lindner (Jaguar 3.8), 81.
4. Jack Sears (Ford Cortina GT), 80.
5. Jimmy Blumer (Ford Cortina Super), 80.
6. Tom Trana/Carl-Magnus Skogh (Volvo 122S), 79.
7. Peter Sargent/Peter Lumsden (Mercedes-Benz 220SEb), 78.
8. Sir Gawaine Baillie/Peter Jopp (Ford Galaxie), 78.

Index of Price Handicap

1. Jimmy Blumer (Ford Cortina Super), 0.99465.
2. Jack Sears (Ford Cortina GT), 0.989913.
3. Julien Vernaev (Morris Mini-Cooper), 0.95172.

Henry Taylor, making a welcome return to motor racing since his retirement in 1961, relieved Jimmy Blumer in the Alan Andrews Racing Ford Cortina Super, only to come in a short while later to have a loose silencer removed. Strong protagonists in the 1-litre division, the Jones/Makinen and Lewis/Vernaev Mini-Coopers both made routine stops, which put the works Aley/Aaltonen car into the lead of this hotly

At Stirlings Bend the Lancia Flaminia of Carlo Facetti/Ferdinando Frescobaldi hit the bank, its race now over. The Coundley/McLaren Jaguar, still persevering, now sounded worse and was making frequent pit stops in an attempt to cure the persistent misfire. Merton Lucia brought in his Galaxie and John Sprinzel took over once more.

Coming up to four hours distance, John Whitmore took over from Paddy Hopkirk after a routine stop and Rob Slotmaker handed his similar works Mini-Cooper S over to John Rhodes. Chief chaser of the works Coopers, Christabel Carlisle also relieved Denise McCluggage at this time. Then the two fast Galaxies stopped, Abraham handing over to Gurney and Jopp to Baillie.

At four hours the position had been:

1. Mike Salmon/Peter Sutcliffe (Jaguar 3.8), 110 laps, 72.90 m.p.h.
2. Roy Salvadori/Denis Hulme (Jaguar 3.8), 107.
3. Jack Sears/Bo Ljungfeldt (Ford Cortina GT), 106.

construction. Indeed, the shape of the car is so attractive, and the finish so good, that crowds collect wherever the machine is parked. The external dimensions are unchanged, except that the highest part of the roof is some 4 ins. higher than the TR4 hood. The increase in weight is not great, being only about $\frac{1}{2}$ cwt. over that of the standard model, it is claimed.

The mechanical specification remains unchanged, Doves being opposed to radical engine tuning. For added refinement, balancing and head-flowing are recommended, and this extra work had been carried out on the test car. Sound-proofing is thoroughly done on all the cars which receive the G.T. body conversion. The actual work, to the design of L. F. Dove, Ltd., takes place at the works of Thomas Harrington, of Worthing.

When one first tries the Dove, one cannot but be impressed by the remarkably quiet running compared with a

JOHN BOLSTER

tests

The Dové GTR4



THE Triumph TR4 is a pleasant sports car with many virtues, one of which is its moderate price. Compared with earlier TR models, the wider track and rack and pinion steering give much better handling qualities, while the larger 2,138 c.c. engine and all-synchromesh gearbox make driving easier and less tiring.

The conversion of the TR4 open two-seater into a closed Grand Touring model is certainly a worthwhile project. Accepting that the length is insufficient for a full four-seater saloon, L. F. Dove, Ltd., of Wimbledon, have settled for a rear seat which, while somewhat "occasional" for grown-ups, is extremely comfortable for two children up to their middle "teens".

Of considerable size, the sloping rear window opens upwards, to give access to the luggage compartment, the capacity of which may be augmented by folding down the rear seat squab. The spare wheel is carried flat beneath the floor of the luggage boot, on top of a new petrol tank. As far back as the windscreen, the body is standard TR4. Further aft, the doors and body sides are retained, the new top being built on to these parts.

There is nothing improvised about this

normal TR4. This may partly have been due to the balancing of the engine, and the work carried out to equalize the combustion spaces, of the test car, but much credit must be given to the body itself. Smoothness and quiet running add greatly to the pleasure of handling the car, and I appreciated this feature on long runs.

Naturally, the slightly greater frontal area and the small increase in weight cause a measurable loss of speed and acceleration, but during normal fast touring this is forgotten, while the more refined performance is always in evidence. The car will still exceed 100 m.p.h. and break 18 secs. for the standing quarter-mile, so it retains its sporting character. The body shape seems to improve the stability in windy weather at high speeds.

The Dove has a very long stride and will cruise at speeds close to its maximum when the overdrive is employed. The driving position is comfortable and the seats give good lateral location, though the cushions could well be better shaped and give more support to the thighs. The suspension is firm, but the car does not tend to pitch and the ride is pleasantly level on average British roads.





Really severe bumps may tax the conventional suspension to the limit, but the general effect is very much in keeping with a sports car that has a roof.

Frequent hard braking does not worry the front discs or the rear drums, the use of wire wheels no doubt assisting in cooling them. There is not much roll during fairly fast cornering, the car responding well to brisk handling. The rear axle seldom betrays its presence and never tramps during a rapid getaway. The driver sits high enough in the car to have a good all-round view and feels well in command of his steed.

As a fast touring car for a family, the Dové has many advantages over the standard TR4. It is economical, too, generally managing about 25 m.p.g. during quite spirited driving. The fuel tank is alleged to hold 15 gallons but I beg leave to doubt this, nor was the fuel gauge of the test car dependable—I had a five-mile walk to prove it!

The Dové is well equipped, having an excellent tool kit as standard, and an impressive range of extras may be specified, the test car being liberally endowed with these items. The Triumph ventilation system must be given full

marks, the heating also being effective. The absence of quarter lights and the narrow screen pillars improve the driver's field of view, which is an important safety feature.

Families with two children are legion, and they will find the space they need in this G.T. version of the TR4. The

attractive appearance and the high standard of construction and finish will appeal to many people for whom an out-and-out sports car is just not practical. The large window area will also console the man who is giving up open cars with reluctance. Naturally, the full Triumph guarantee applies to the Dové.

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Dové GTR4, 2/4-seater saloon. Price £1,250 including P.T. Many extras on test car including: wire wheels, £32 12s. 6d.; overdrive, £51 7s. 1d.; heater, £13 5s. 10d.; balanced and flowed engine, £35; Cintura tyres, £15, etc.

Engine: Four-cylinders, 86 mm. x 92 mm. (2,138 c.c.). Pushrod-operated overhead valves. Compression ratio 9 to 1; 105 b.h.p. at 4,750 r.p.m.; 7 ins. SU carburetters. Lucas coil and distributor.

Transmission: Single dry-plate clutch. Four-speed all-synchromesh gearbox with central lever and Laycock-de Normanville overdrive. Open propeller shaft. Hypoid rear axle.

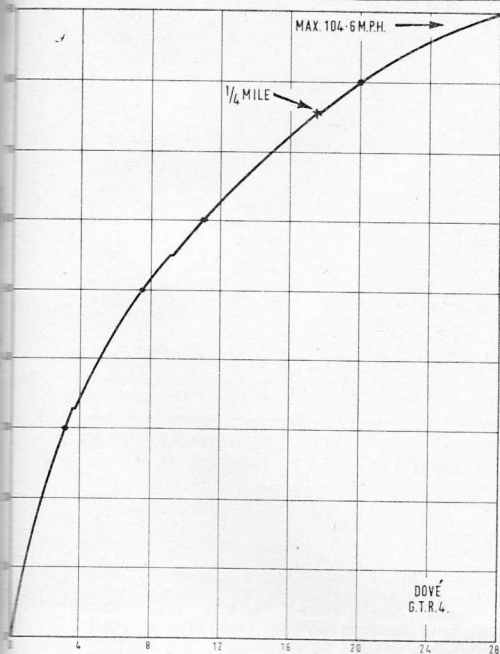
Chassis: Box-section frame with cruciform bracing. Independent front suspension by wishbones and helical springs. Rack and pinion steering. Rear axle on semi-elliptic springs. Armstrong dampers, telescopic front and lever rear. Girling brakes with front discs and rear drums. 5.50/5.90 x 15 ins. tyres on wire wheels (extra).

Equipment: Twelve-volt lighting and starting. Speedometer. Rev. counter. Ammeter. Fuel, water temperature and oil-pressure gauges. Wind-screen wipers and washers. Flashing direction indicators. Extra: heater, radio, fog, spot and reversing lamps, fire extinguisher, two wing mirrors, wooden steering wheel, special finish.

Dimensions: Wheelbase, 7 ft. 4 ins.; track (front), 4 ft. 2 ins., (rear) 4 ft. 1 in.; overall length, 13 ft.; width, 4 ft. 10 ins.; turning circle, 34 ft.; weight, 1 ton (approx.).

Performance: Maximum speed, 104.6 m.p.h. (overdrive). Speeds in gears: direct top, 96 m.p.h.; third, 76 m.p.h.; second, 55 m.p.h.; first, 33 m.p.h. Standing quarter-mile, 17.9 secs. Acceleration: 0-30 m.p.h., 3.2 secs.; 0-50 m.p.h., 7.4 secs.; 0-60 m.p.h., 11.2 secs.; 0-80 m.p.h., 20 secs.

Fuel Consumption: 23 to 26 m.p.g.



ACCELERATION GRAPH



CLUB NEWS

By MICHAEL DURNIN

"A DRIVING tests meeting held in a field largely covered by grass, using the physical characteristics of the area with a minimum of markers", is the definition of the **Craven M.C.'s** autocross to be held on 28th July at Fraley Hill near Reading. This is a restricted event and is open to members of clubs belonging to the Association of Central Southern Motor Clubs. Entries close on 22nd July and should be sent to G. V. Ballard, 100 Park Lane, Tilehurst, Reading, Berks. . . . The **Herts County A. and Ae. C.** are holding a restricted sprint meeting at Brands Hatch on 21st July. Invited clubs are the B.A.R.C., Maidstone and Mid-Kent M.C., B.R.S.C.C., Seven-Fifty M.C., Thames Estuary A.C., London M.C., West Essex C.C., Sevenoaks and D.M.C., M.G.C.C. (S.E. Centre) and Allard O.C. The number of classes in the event is extensive, numbering 16 in all, and cover all vehicles (other than single-seater racing cars) from standard saloons to sports-racing and 750/1172 formulae machinery. Regs. before 16th July from E. J. Buxton, 302 The

Ridgeway, St. Albans, Herts. . . . The **Taunton M.C.** are holding an autocross with a National British status at Walford Cross, Taunton, on 5th August. This is a qualifying event for the B.T.R.D.A. Championship and S. W. Autocross Championship. The entry list closes on 29th July and regs. are obtainable from J. H. Shorney, 48 Wellington Road Taunton, Somerset. . . . The **West Cornwall M.C.** are holding a restricted hill-climb at Trengwainton on 5th August. Invited clubs are the Burnham-on-Sea M.C., Newquay M.C., Midland A.C., London M.C., Motor Cycling C., Truro and D.M.C., B.A.R.C., Camel Vale M.C., Austin-Healey C. and the M.G.C.C. Twenty classes are catered for, including those for motor-cycles. Entries close on 26th July and forms are available from B. Ellis, Oakland Cottage, Paul, Penzance. Entries will be accepted from 14th July. . . . On 21st July the **Dudley and D.C.C.** are holding a restricted Driving Tests meeting, open to members of the Hagley and D.L.C.C., Wolverhampton and South Staffs C.C., SUNBAC, M.G.C.C. (Midland Centre), Shenstone and D.C.C., Morris Commercial Apprentices M.C. and Bewdley A.C. Regs. for the event, which will take place at the British Road Services Depot at Oldbury, Worcs, are available from B. A. Davies, 98 Coneygre Road, Tip-ton, Staffs, and entries must be received by noon on Monday.

to Peter Musgrave's (T.M.S. II) liking, with a remarkable time of 25.4 secs.

A rather nasty tight little variant on the "scissors" was presented as Test 4, but Peter Musgrave again managed to beat the field with 15.8 secs., a very fine effort indeed. Test 5 involved passing forwards, backwards and forwards through channels, turning around two pylons and repeating the forward passage through the channel to the finish. Here Mike Cannon got his device going to record 21.0 secs.

The final piece of devilry was a straight blind to turn in a box, and return through a set of eight pylons, wiggle-woggle fashion, forwards. Randall (Midget) achieved 22.2, closely pursued by David West (Sprite 948), 0.4 in arrears, but White beat both with a cool 21.8 secs. in the Cannon.

Meanwhile needle-matches had developed in both the Mini classes, with Graham Lindley being hard pressed by Graham Hutchings, both Austin equipped, and finishing only 2.9 secs. apart, whilst in the Cooper class Cruttenden and John Farncombe (both in Austins again) finished 4.8 secs. apart, but with Norman Pocock (Morris) just breathing down John's neck, 0.1 sec. behind and requesting a recount! The boffins were proved right. Fred Bishop showed his usual mastery of the middle-sized saloons with his 100E Popular, almost 20 secs. ahead of Colin Plummer in the Vitesse shared with Des Silverthorne and eventually retiring with a deranged gearbox!

David West showed a welcome return to form with a convincing lead in the smaller sports class, showing Charlie Page the way round his home-town's track, whilst the irrepressible Ron Randall (Midget 1100) was clearly superior to Denis Beare (s/c 948 Sprite), but not by a large margin.

It was grand to see so many specials performing, two ably handled by the fair sex, though they were unromantically clad in view of the rain, and Grahame White achieved a 3.2 secs. lead over Musgrave (T.M.S. II), who tied with Cannon, but the former beat the latter in a greater number of tests.

The teams produced some fine driving with everybody concerned trying desperately not to let his or her side down. John Farncombe on 147.4, Leo Cruttenden on 147.3 and Denis Beare at 141.3 total scores ensured the success of the Sussex Car Club "A" team, with the Southsea Motor Club team of Tony Yoward, J. Harnett and Graham Lindley (all Mini-mounted) in second spot on 466.6 total to the winners' 436.0.

Tea-time brought a respite in the weather, results announcement and awards handed out by Bunny Hollands, Vice-Chairman of the A.C.S.M.C., and, to those who waited the odd 30 minutes, duplicated results.

Summarized succinctly by a well-known driver: "As good as ever, but b—y wet." LEO CRUTTENDEN.

RESULTS

Team Event: 1, Sussex C.C. "A"—L. Cruttenden (Cooper), J. Farncombe (Cooper) and D. Beare (Sprite), 436.0 s.; 2, Sussex Shield, Southsea M.C. "A"—A. Yoward (Mini), J. Harnett (Mini) and G. Lindley (Mini), 466.6 s. **Individual Event:** **Minis:** 1, G. Lindley (Mini), 150.1 s.; 2, G. Hutchings (Mini), 153.0 s. **Coopers:** 1, L. Cruttenden (Cooper), 147.6 s.; 2, J. Farncombe (Cooper), 152.4 s. **Other Saloons up to 1,000 c.c.:** 1, J. Gillham (Herald 948), 168.3 s.; 2, G. Tiplie (105E), 174.6 s. **1,001-2,000 c.c.:** 1, F. Bishop (100E), 167.5 s.; 2, C. Plummer (Vitesse), 187.3 s. **Sports up to 1,000 c.c.:** 1, D. West (Sprite), 149.7 s.; 2, C. Page (Sprite), 154.5 s. **Over 1,000 c.c.:** 1, R. Randall (Midget 1100), 136.1 s.; 2, D. Beare (Sprite s/c), 144.4 s. **Specials:** 1, G. White (Cannon), 133.2 s.; 2, P. Musgrave (T.M.S. II), 136.4 s. **Ladies' Award:** Miss D. Freeman (Wilson-Ford), 164.4 s. **Novice Award:** J. Dorton (Mini), 156.0 s.

PLYMOUTH M.C. NATIONAL PLYMOUTH RALLY, 28th-29th JUNE

RESULTS

1, J. H. Partridge/M. P. W. Britton (Mini), 78.8 marks lost; 2, A. J. Taylor/Mrs. S. Taylor (Cooper-Mini), 99.4; 3, I. O. Holmes/D. Smith (Cooper-Mini), 119.6; 4, N. R. Pocock/S. R. Gray (Cooper-Mini), 151.4; 5, B. Brace/M. Pirie (Renault R8), 173.2; 6, D. P. Keen/Mrs. J. D. Vaughan (Austin-Healey Sprite), 212. **Class Winners:** Partridge/Britton; Taylor/Taylor; A. T. Lobb/B. Lockyear (Ford Cortina G.T.); Keen/Vaughan; J. Wolchover/P. Valentine (Austin-Healey 3000). **Team Prize:** Pocock/Gray, Barnes/Pettie, Otton/Weaver, 4,097.

COMING ATTRACTIONS

FOREIGN EVENTS

- 14th July. **NÜRBURGRING 12 HOURS**, Germany (D).
TRENTO-BONDONE HILL-CLIMB, Italy (S., G.T., T., F.J.).
CIDONIO GRAND PRIX, Italy (F.J.).
SCHLEIZER-DREIECK, Eastern Germany (F.J.).
 20th July. **LEINSTER-MARTELL MEETING**, Dunboyne, Eire (F.L., F.J., S., G.T. T.).
 21st July. **COUPE DE LA VILLE DE LOURENCO-MARQUES**, Africa (F.L.).
CIRCUIT OF CASTELLO, Italy (F.J.).

BRITISH EVENTS

- 13th July. **B.R.S.C.C. INTERNATIONAL RACE MEETING**, Mallory Park, near Hinckley, Leics (G.T., S., T.). Starts 10 a.m.
B.A.R.C. Race Meeting, Oulton Park, near Tarporley, Cheshire. Starts 2 p.m.
Seven-Fifty M.C. Race Meeting, Silverstone, near Towcester, Northants. Starts 1 p.m.
B.A.R.C. (S.E. Centre) Driving Tests, Starts Goodwood, near Chichester, Sussex, at 3 p.m.
 13th-14th July. **Thames Estuary A.C. South-end 300 Rally**. Starts Bottswoods Garage, Risbygate Street, Bury St. Edmunds, Suffolk, at 10.30 p.m.

Chess Valley M.C. Three Counties Rally. Starts near Beaconsfield, Bucks, at 10.30 p.m.

- 14th July. **Snetterton M.R.C. National Race Meeting**, Snetterton, near Thetford, Norfolk. Starts 2 p.m.
Nottingham S.C.C. Race Meeting, Cadwell Park, near Horncastle, Lincs.—CANCELLED.
Bugatti O.C. Hill-Climb, Prescott, near Cheltenham, Glos. Starts at 11 a.m.
M.G.C.C. (S.E. Centre) Hill-Climb, Firle, near Lewes, Sussex. Starts 1.30 p.m.
B.A.R.C. (Yorkshire Centre) Drag Sprint, Church Fenton, near Tadcaster, Yorks. Starts 2 p.m.
Mid-Cheshire M.C. Sprint, Press Heath, Salop.
Circle C.C. Autocross, Starts Batchworth Heath, Herts.
West Hants and Dorset C.C. Autocross. Starts Abbots Court Farm, near Winterbourne Kingston, Dorset, at 2.30 p.m.
Chichester M.C. Driving Tests. Starts R.A.F. Tangmere, Sussex.
VW O.C. (G.B.) Driving Tests. Starts Bovingdon Aerodrome, near Hemel Hempstead, Herts, at 10.15 a.m.
Alvis O.C. Driving Tests and Concours d'Elegance. Starts Church Lawford Aerodrome, near Rugby, Warwickshire, at 10 a.m.

Sussex C.C. GOODWOOD DRIVING TESTS

ONCE again the Sussex Car Club's annual classic was staged at Goodwood circuit on 6th July and was, as ever, a two-part affair, with an Inter-Club Team Event as the premier section for teams of three cars from member clubs of the Association of Central Southern Motor Clubs. There was also an individual competition for members of the same clubs and, being a qualifying event for the A.C.S.M.C. Driving Tests Championship, brought to the line some of the finest exponents of the pylon-dodging art in the South.

Regrettably the weather was foul! Only one small break in the day-long drizzle, which at many times of the day turned into torrential downpours, lightened the lot of the hapless marshals, who stoically manned their very exposed positions from 12.30 to 5.30. Not one competitor was unkind enough in the face of such bravery to even attempt to disagree with their decisions and, although all were glad to have a go at the six good tests provided, everybody was heard or seen to be invoking the wrath of the Gods in reference to the rain.

Only 13 teams were fielded to compete for the Esso (Fawley) Cup, held until this time by the Sevenoaks and D.M.C., and the Sussex Shield (held appropriately enough by the promoting club team), but the quality compensated for the quantity in no mean way.

The Individual competition was supported by no fewer than 71 entrants (which is

heartening in a period of declining entries), though this was down from the 1962 peak of 99. Saturday events seem to suffer from this problem rather heavily. The individual competition was divided into the usual A.C.S.M.C. Championship classes and whilst the Mini and Cooper classes, and those for sports cars, were well supported, the classes for middle-sized saloons were suffering from a handful of aspirants, whilst the over 2-litre saloon class had no takers at all, thus saving the Sussex Car Club the expense of an award! The specials class had seven entries, with Don Harris, Mike Cannon, Grahame White and Peter Musgrave numbered amongst them, and this promised great things. Unluckily Harris seemed unable to make the journey!

The tests were rather larger than Goodwood has offered in previous years, the first involving a chicane and a garage to be entered in reverse, with the return trip through the chicane and entry forwards into a further garage, reverse and stop astride. Ron Randall's 22.4 secs. here was way ahead of the rest. Test 2 was a teaser, involving two pylons and three lines with one pylon only to be passed clockwise. Grahame White's 22.9 secs. was a delight here and beat the owner of the Cannon who managed only 24.2!

Test 3 was just four garages in pairs back to back, all to be entered anyhow-any-time, and many and varied were the methods and results! This seemed to be

BIRMINGHAM UNIVERSITY M.C. CHURCH LAWFORD SPRINT

BIRMINGHAM University Motor Club were the organizers on 30th June of Speed Trials on the circuit at Church Lawford. Open to all of the Midlands clubs, the meeting attracted a full capacity entry, but was dogged by sheer bad luck for the organizing team. The late arrival of the R.A.C. Steward (will he still get his fee?) set the start back over an hour, and then just at the end of the first runs an accident in the paddock to two spectators' cars caused the ambulance to rush off to Rugby for over an hour, resulting in the meeting being abandoned. Results were decided on the first run times, and best time was recorded by Paul Ivey in a Cooper-Climax.

Other notable performances were achieved in the various classes by W. Postins (850 Mini), who went round in 57.1 secs., only to be disqualified for having no bumpers or back seat; Nick Porter (Cooper-Mini), who was extremely neat in 55 secs.; Peter Hawthorne (ex-Embley 1,132 c.c. Mini), and most notable of all, Bob Rose, who whisked the famous Elite 500 KRA around in 48.2 secs.

L. GIBSON.

RESULTS

B.T.D.: P. D. Ivey (Cooper-Climax), 46.2 s. **Class 1:** A. A. May (Austin Mini), 57.2 s.; 2, R. Taylor (Morris Mini), 58.3 s. **Class 2:** 1, I. G. Andrews (Cooper-Mini) and N. Porter (Cooper-Mini), 55 s.; 3, A. Preece (Morris Mini s/c), 57 s. **Class 3:** H. A. Skelton (Sunbeam Rapier), 60 s. **Class 4:** 1, P. Hawthorne (Cooper-Mini), 50.4 s.; 2, C. R. M. Boote (Cooper-Mini), 52.6 s.; 3, R. Griffin (Sprite), 54.2 s. **Class 5:** 1, R. Rose (Elite), 48.7 s.; 2, M. J. Virr (Morgan-Ford), 52.1 s.; 3, R. B. James (Lotus Elan), 52.4 s. **Class 6:** R. Mac (Jaguar E), 49.3 s. **Class 10:** W. D. Adams (Cooper-Norton), 48.2 s. **Class 11:** J. Bouckley Lola-Ford, 48 s. **Class 12:** P. D. Ivey (Cooper-Climax), 46.2 s.

WINDSOR C.C. DRIVING TESTS

THE Windsor Car Club's Championship Driving Tests meeting event was held in threatening and showery weather at Blackbushe Airport on 30th June and consisted of six tests each of which was attempted twice with the best time counting. Two tests were operated simultaneously and this made for a very efficient organization, with the minimum of waiting between tests that spoils so many similar events.

Test 1 was a garaging exercise with a chicane thrown in for good measure, while the second involved four rapid changes of direction, with a dice round a pylon for luck.

The third test, again using the chicane, had a forward and a reverse stop astride two lines, these being offset. Test 4, to be performed as you wished, required crossing each of four sides of a square once only and in reverse. As the start and finish were forward, rapid turning round was attempted and transmissions groaned accordingly. Various versions were tried by the enterprising competitors.

Test 5, another garaging problem, required entry into four garages forwards and some U.J.s will never be the same again! The last test involved two complete circles in reverse, full lock forward round a pylon and a wiggle-wobble to the finish line. This provided a spectacular finale to a most enjoyable and well-run meeting.

GORDON CONNELLY.

RESULTS

Champion Cup: E. Bunce (Talisman). **Class Winners:** C. H. Woods (Cooper-Mini); B. Shillito (Mini); D. Ross (VW); T. Kyte (Anglia); B. Sherwood (Talisman).

BRANDS HATCH—continued

Also in the closing stages all three works Mini-Coopers stopped for changes of drivers—Whitmore to Hopkirk, Rhodes to Slotemaker and Aaltonen to Aley. The first two also took on fuel.

With the race drawing to a close the Dutch Mini-Cooper and the Powell/Baker Jaguar both emerged from the pits in order to qualify as finishers, the former with a

slipping clutch and the latter with faulty clutch operation due to a leakage of fluid. And, to add to the excitement, the Jaguar spun at Bottom Bend.

At 8.30, well past the time usually associated with the termination of a British motor race, the chequered flag was unfurled, the first car to cross the line being the works Volvo. Sir Gawaine Baillie had obviously timed everything to perfection—his Galaxie blew-up at Paddock Bend immediately after the finish!

In the closing stages the Lindner/Nöcker Jaguar overtook the Sears/Ljungfeldt Cortina and eventually crossed the line only 11.2 secs. ahead.

Mike Salmon and Peter Sutcliffe covered 166 laps, five fewer than Mike Parkes and Jimmy Blumer, last year's winners, who had the advantage of a dry track. John Aley, in winning the 1-litre class—he did last year with Denis Hulme—must now be well up in the European Touring Car Challenge as he was well-placed at the Nürburgring Six-Hour race last month!

On Sunday came the post-race scrutineering and, as last year, problems arose with the winning car. Last year it was the brakes on the Parkes/Blumer car, but this time the Salmon/Sutcliffe car, entered by Atherstone Engineering, was found to have oversize valves and was disqualified. There was also the query with the Mercedes-Benz and Sir Gawaine Baillie's Ford Galaxie, as mentioned earlier.

Nevertheless it cannot be denied that Mike Salmon and Peter Sutcliffe were the moral victors of the race.

RESULTS

General Classification

- R. F. Salvadori/D. C. Hulme (Jaguar 3.8), 165 laps in 6 h. 1 m. 16.8 s., 72.62 m.p.h.
- P. Lindner/P. Nöcker (Jaguar 3.8), 162 laps in 6 h. 1 m. 11.6 s.
- J. G. S. Sears/B. Ljungfeldt (Ford Cortina GT), 162 laps in 6 h. 1 m. 22.8 s.
- T. Trana/C.-M. Skogh (Volvo 122S), 161 laps in 6 h. 0 m. 10 s.
- P. J. Sargent/P. J. S. Lumsden (Mercedes-Benz 220SEb), 159 laps in 6 h. 0 m. 1 s.
- Sir John Whitmore/P. Hopkirk (Austin Mini-Cooper S), 159 laps in 6 h. 0 m. 18.6 s.
- Sir Gawaine Baillie/P. M. Jopp (Ford Galaxie), 159 laps.
- J. Rhodes/R. Slotemaker (Morris Mini-Cooper S), 158.
- D. S. Gurney/J. A. Brabham (Ford Galaxie), 157.
- J. Blumer/H. C. Taylor (Ford Cortina Super), 157.

NORTH LONDON E.C.C. FALCON M.C. CAMBRIDGE C.C.

AUTOCROSS

ON Sunday, 30th June, the North London E.C.C., in conjunction with the Falcon M.C. and the Cambridge C.C., held a closed Autocross meeting at Colne Park, near Colchester.

After a short break for lunch, timed runs commenced with Class 1 cars, A. G. Knight recording 1 min. 40 secs., with A. Mitchener at 1 min. 41.7 secs. second best. A. C. Westwood with a time of 1 min. 51.8 secs. was best in Class 2, with N. Goode a close second at 1 min. 52.8 secs. The timed runs in Class 3 started in the dry with P. E. Turner recording 1 min. 43.5 secs., K. C. Truscott's time being 1 min. 50 secs. on a course which was steadily becoming wetter. Fastest in Class 4 was K. C. Truscott with a time of 2 mins. 23.8 secs., with T. W. Robinson second with 2 mins. 31.2 secs.

Due to the damp course the second runs for Classes 1, 2, 3 and 4 saw no improvement on the times recorded on the first runs. For Class 5 Ken Piper, driving his Tiny Tim, recorded 2 mins. 25.3 secs. to take second place in this class.

RESULTS

B.T.D.: A. G. Knight (Morris-Cooper), 1 m. 40 s. **Best N.L.E.C.C.:** A. Vincent (Morris Mini), 1 m. 47.1 s. **Best Falcon M.C.:** A. Mitchener (Austin-Cooper), 1 m. 41.7 s. **Best Cambridge C.C.:** K. C. Truscott (Ford), 1 m. 50 s. **Class Winner:** A. Young (Morris Mini), 1 m. 45 s.; A. C. Westwood (Hillman Imp), 1 m. 51.8 s.; P. E. Turner (Tornado Talisman), 1 m. 43.5 s.; T. W. Robinson (Allardette s/c), 2 m. 31.2 s.; H. W. Tucker-Peake (Tucker-M.G.), 2 m. 22.8 s. **Best Lady:** Miss L. Squires (Porsche 1600), 2 m. 41.5 s.

- Miss C. M. Carlisle/Miss D. McCluggage (Morris Mini-Cooper S), 157.
- E. Harrison/J. Manussis (Ford Zodiac Mk. 3), 155.
- P. Frescobaldi/L. Cella (Lancia Flavia coupé), 155.
- P. Harper/C. Amon (Sunbeam Rapier), 155.
- J. R. Aley/R. Aaltonen (Austin Mini-Cooper), 154.
- E. Furtmayr/H. D. Dechent (Alfa Romeo Giulia TT), 153.
- F. Patria/R. Rossi (Lancia Flavia coupé), 153.
- Miss E. Jones/T. Makinen (Austin Mini-Cooper), 153.
- W. B. Blydenstein/C. J. Lawrence (Vauxhall VX 4/90), 153.
- A. T. Foster/A. P. Hedges (M.G. 1100), 153.
- Miss A. Taylor/Mrs. A. Hall (Ford Anglia 1200 Super), 151.
- L. Cabella/"George von Baum" (Lancia Flaminia 3B), 146.
- J. Sprinzel/M. Lucia (Ford Galaxie), 145.
- W. A. Powell/K. Baker (Jaguar 3.8), 143.
- E. Lewis/J. Vernaeve (Morris Mini-Cooper), 142.
- C. McLaren/J. O. Coundley (Jaguar 3.8), 140.
- L. A. Nerden/Sir Alexander Röell (Austin Mini-Cooper), 76.

Fastest lap: Hulme, 2 m. 4 s., 76.93 m.p.h.

Index of Price Handicap

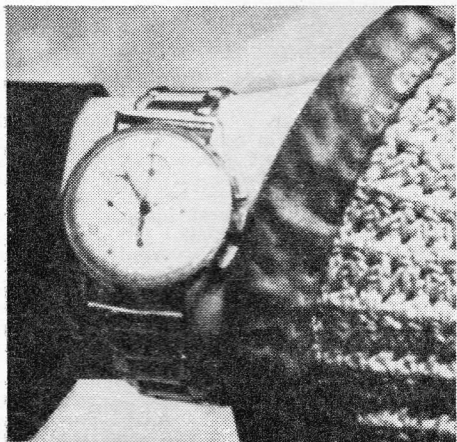
- J. G. S. Sears/B. Ljungfeldt (Ford Cortina GT), 0.99066.
- Sir John Whitmore/P. Hopkirk (Austin Mini-Cooper S), 0.97849.
- J. Rhodes/R. Slotemaker (Morris Mini-Cooper S), 0.97081.

CLASS RESULTS

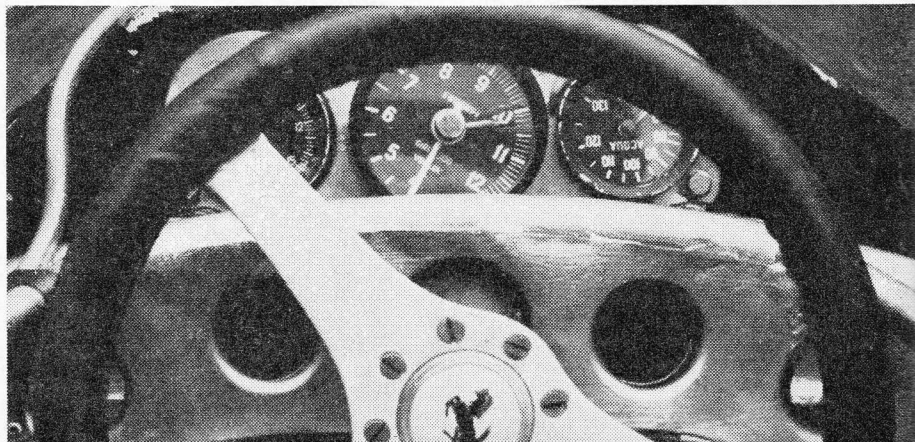
851-1,000 c.c.: 1, J. R. Aley/R. Aaltonen (Austin Mini-Cooper), 154 laps in 6 h. 1 m. 18.4 s., 67.77 m.p.h.; 2, Miss E. Jones/T. Makinen (Austin Mini-Cooper); 3, E. Lewis/J. Vernaeve (Morris Mini-Cooper). **Fastest lap:** Aaltonen, 2 m. 13.2 s., 71.62 m.p.h. **1,001-1,300 c.c.:** 1, Sir John Whitmore/P. Hopkirk (Austin Mini-Cooper S), 158 laps in 6 h. 0 m. 18.6 s., 70.06 m.p.h.; 2, J. Rhodes/R. Slotemaker (Morris Mini-Cooper S); 3, Miss C. Carlisle/Miss D. McCluggage (Morris Mini-Cooper S). **Fastest lap:** Carlisle, 2 m. 9 s., 73.95 m.p.h. **1,301-1,600 c.c.:** 1, J. G. S. Sears/B. Ljungfeldt (Ford Cortina GT), 162 laps in 6 h. 1 m. 22.8 s., 71.28 m.p.h.; 2, J. Blumer/H. C. Taylor (Ford Cortina Super); 3, P. Frescobaldi/L. Cella (Lancia Flavia coupé). **Fastest lap:** Blumer, 2 m. 7.6 s., 74.76 m.p.h. **1,601-3,000 c.c.:** 1, T. Trana/C.-M. Skogh (Volvo 122S), 161 laps in 6 h. 0 m. 10 s., 71.08 m.p.h.; 2, P. J. Sargent/P. J. S. Lumsden (Mercedes-Benz 220SEb); 3, E. Harrison/J. Manussis (Ford Zodiac Mk. 3). **Fastest lap:** Trana, 2 m. 6.8 s., 75.23 m.p.h. **Over 3,000 c.c. Class 1:** R. F. Salvadori/D. C. Hulme (Jaguar 3.8), 165 laps in 6 h. 1 m. 16.8 s., 72.62 m.p.h.; 2, P. Lindner/P. Nöcker (Jaguar 3.8); 3, Sir Gawaine Baillie/P. M. Jopp (Ford Galaxie). **Fastest lap:** Hulme, 2 m. 4 s., 76.93 m.p.h. **Team Prize:** B.M.C.—B: Whitmore/Hopkirk, Rhodes/Slotemaker and Aley/Aaltonen. **Coupe des Dames:** Carlisle/McCluggage.



INTERESTING METHOD of propping up the refuelling funnel on the Sprinzel/Lucia Galaxie, which finished 23rd after an eventful race.



How much time left? 82 laps to do, 246 miles to go.



Surtees' instrument panel—his eyes will keep checking the revs. and oil pressure for the 2 hours 20 minutes of the race.



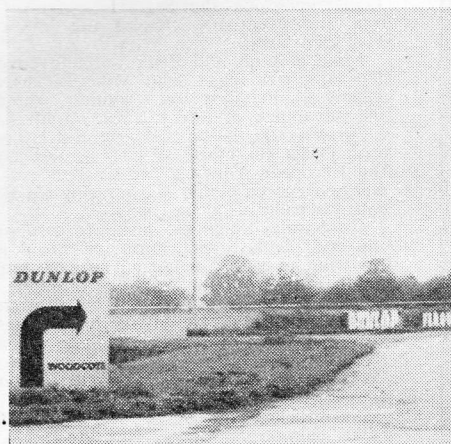
Becketts Corner. 'Has an adverse camber and is followed by the extremely fast left-hander (Chapel Curve) leading into Hangar Straight.'



Surtees reads the flag code. *Yellow waved*: great danger, be prepared to stop. *Yellow motionless*: danger. *Yellow with red stripes*: oil spill on circuit. *Blue waved*: another competitor trying to overtake. *Blue motionless*: another car following closely. *White*: ambulance or service car on circuit. *Green* (new): cancels danger previously notified.



A private Ferrari pit signal—a black *Cavallo Rampante* (prancing horse) on a red ground. Meaning: come in next lap.



Woodcote Corner—fast and bumpy. 'If you get even a few inches off line, you are liable to finish up on the grass at the exit.'



Another pit signal. Last lap 1 min. 37 secs. 4 laps left—each of them 2.972 fast miles. G stands for *giri*—Italian for laps.

What Surtees will see at Silverstone on Saturday

Out of the 15 British Grands Prix to date, Ferrari have won seven. So when John Surtees lines up at Silverstone in eight days' time, he could bring the Italian company's tally up to the half-way mark. Good luck to him.

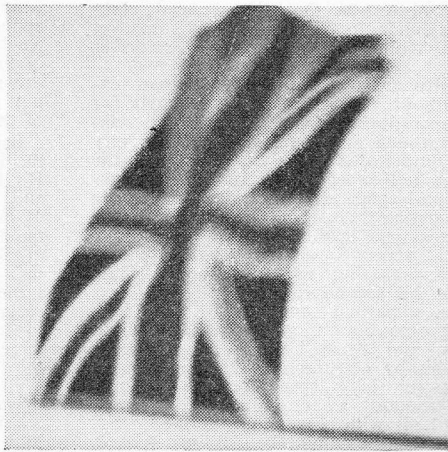
'Silverstone,' John Surtees says, 'is not an easy track. The great width of road makes it a very difficult circuit to learn.

And the track's exposed site makes cars very vulnerable to any wind that is going. The effect, as you veer into or away from the wind, can be highly deceptive, calling for constant adjustment of braking distance before corners.'

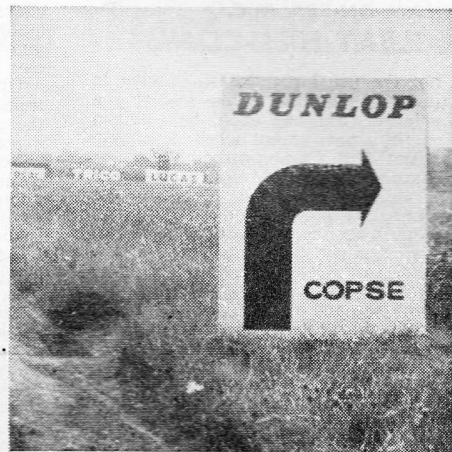
So on Saturday week Surtees will be putting his trust in five things: a car, two eyes—and two Shell products out of



One minute to go. Shell fuel and oil in the car. Butterflies in the stomach.



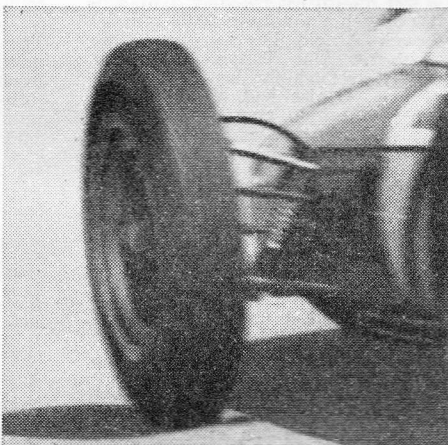
A violent downsweep of the Union flag from the Starter. Ordeal by decibels for the drivers. They're off!



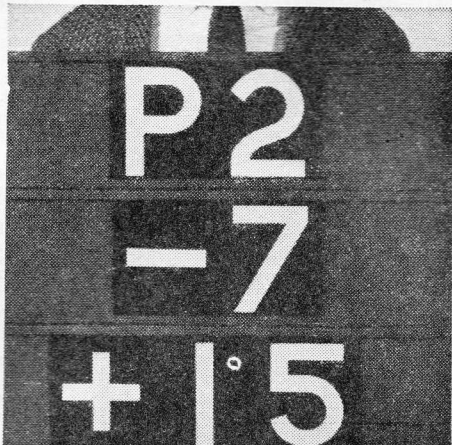
Into Copse Corner. 'You need use all the road,' says Surtees, 'sliding onto the extra bit at the exit.'



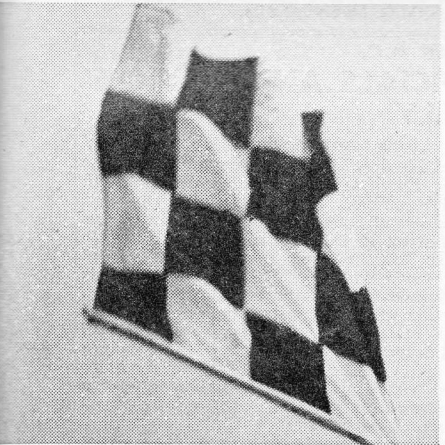
Club Corner—followed by the uphill straight to Abbey Curve. 'This very fast one calls for maximum concentration.'



What's happening behind? Are the tyres holding out? Surtees' eyes glance at mirror and wheels.



The pit signal board tells Surtees how he is placed. Here it shows him second, 7 seconds behind the leader, 15 seconds ahead of the next car.



The chequered flag falls for the winner—whoever he is in eight days' time. Good luck, Surtees!



The fuel and oil on which Surtees will rely. Both Shell—both the same as you get at your local Shell station.



Cramped quarters for an ex-motorcyclist! John Surtees has to squeeze into the 1963 V-6 Formula 1 Ferrari.

week (and two essential things he won't see)

sight in his car. His eyes bring him constant evidence of the way the race is going, and a succession of warnings—of corners coming up, of dangers on the track. And Shell fuel and oil go into all racing Ferraris. 'Thirteen world championships,' says Enzo Ferrari himself, 'have been the result of this happy association.'

GO WELL—GO SHELL



BURNHAM-ON-SEA M.C. LONGLEAT HILL-CLIMB

It is not the usual practice to indulge in the use of superlatives when reporting a motoring event, but one could be forgiven for using the whole gamut when describing the Longleat Hill Climb, on 30th June.

The Burnham-on-Sea Motor Club must be congratulated on their discovery of venue. Longleat House, and its attendant grounds, must be one of the most beautiful of all the "stately homes" in the South of England, and it formed a wonderful background for the course, which ran upwards along the main drive, through parkland and thick woods, for a distance of 1,200 yards.

The owner of all this Sprinters Paradise, the Marquess of Bath, gave the club his enthusiastic co-operation in every way and opened the meeting with a climb in a Rapier tourer, three up, with a time which was highly creditable!

Longleat also made history, inasmuch as it must be the first ever motoring event to employ a travelling marshal—horse mounted! The reason for this piece of

equestrianism was that the wooded parkland abounds in wild deer, and suchlike, and the mounted patrol kept any strays at bay.

Unfortunately, the weather turned extremely sour, and it rained, all Saturday for the preparations and most of Sunday, soaking everything and making the course very tricky under the trees. Fortunately the clouds lifted towards the end of the afternoon, and some very fast runs were made on the drying track.

Class 2 went to Geoff Mabbs, who drove a Mini-Cooper S with tremendous verve, and ear-shattering revs, to record 51.67 secs. on his second run. D. Jolliffe's Lotus Cortina, somewhat connected with the Rob Walker organization, annexed the standard saloons, and Amie Lefevre came second, giving his by now famous Sunbeam Rapier its last run in a speed event. Christina Elton trounced all opposition in Class 5, with 61.84 with her white Midget but, through her winning the Ladies' Award, the class went to P. S. House's Sprite in 63.09.

Hugh Pollard, who has been a tower of strength in the organization of this event, gained a just reward for his labours by winning Class 6, with a victory in 52.09 with his Elite, though Arnold Denman was close behind with the blue Turner, which was extremely fast through the bends on a wet track. M. R. Davies had a considerable moment at the hairpin approach when the throttle cable broke on his Elite, and the revs went up to fearsome heights, accompanied by clouds of black smoke. Fortunately he switched off before any damage had been done, and managed a good second run to get third place.

Ian Swift dominated the next class with his Morgan, doing a superb first run on a soaking course, and a tremendous 48.56 secs. on his second run. Ron Fry did two runs on the lovely red Berlinetta, his final effort on a dry course, right at the end of the meeting being a sight to behold, in 45.67. E. W. Judge's grey E-type was tremendously fast through the bends, getting down to an impressive 47.29 secs.

C. D. Watts roused the echoes with a mighty blast from his black Lotus 11 in 47.79. Among the racing cars things began to warm up, particularly as the track had dried a trifle by second runs.

Wally Cuff's first run started with a smoke screen, and the 1,000 c.c. Cooper sounding extremely sick. However, Wally got the

whip out later on, and did a fighting 44.97, enough to get third in his class. George Keylock's big blue Cooper thundered up in fine style on his first run, but sheared a drive shaft within 50 yards of the line, which put paid to George's chances for the rest of the day.

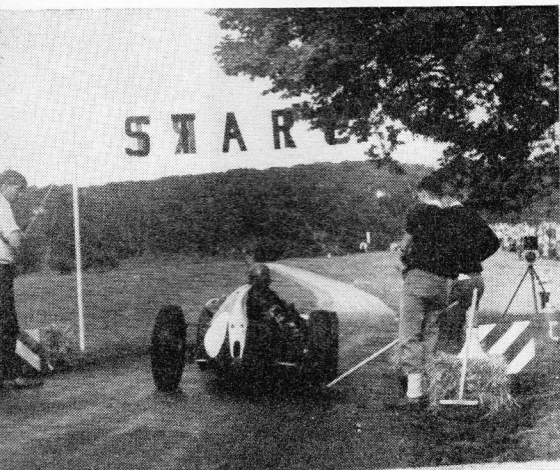
Best time went to John Ford, driving the red ex-Freddy Floyd 1,098 c.c. Cooper. He is really getting the hang of this car, and put up a highly creditable time of 44.76 secs., this adding another name to the list of West Country Sprinters who are at the top. The class went to John Macklin's Lotus-Ford, which was immaculately turned out, and driven in like fashion, to record 44.91 secs., while Tom Elton seemed to have the ex-Good Cooper 1100 finally tamed, and drove with great verve to come third in the class. The final class went to Wally Cuff, in the Cooper-Climax, while it was pleasant to see the glorious ex-Howe 3.3 Bugatti do 48.53 secs. in the hands of Doc Taylor. The famous Bugatti howl echoing back through the woods took the writer back nearly 30 years to youthful days at Donington Park, and must have delighted the hearts of all vintagents present.

Congratulations, Burnham-on-Sea M.C. The writer can hardly wait till the next meeting, a sentiment which must be shared by many others!

TONY HOLLISTER.

RESULTS

B.T.D.: John Ford (1,098 Cooper-J.A.P.), 44.76 s. **Cooper Minis and Modified Minis:** 1, G. J. Mabbs (Mini-Cooper S), 51.67 s.; 2, A. Kynoch (Mini-Cooper S), 52.92 s. **Others up to 1,200 c.c.:** 1, Mrs. W. Judge (M.G. 1100), 64.54 s.; 2, F. Ferris (D.K.W.), 64.90 s. **Production Saloons 1,201-2,500 c.c.:** 1, D. Jolliffe (Lotus-Cortina), 53.30 s. **Production Sprites and Midgets:** 1, P. S. House (Sprite), 63.09 s. **Production sports cars and modified saloons up to 1,650 c.c.:** 1, H. Pollard (Lotus Elite), 52.09 s.; 2, A. Denman (Turner-Climax), 52.61 s.; 3, M. R. Davies (Lotus Elite), 53.26 s. **1,651 to 2,500 c.c.:** 1, I. D. Swift (Morgan Plus 4), 48.56 s.; 2, H. Perrett (TR2), 53.30 s. **Over 2,500 c.c.:** 1, R. Fry (Ferrari), 45.67 s.; 2, E. W. Judge (Jaguar E), 47.29 s. **Sports-Racing cars up to 1,200 c.c.:** 1, R. Ashford (M.G. Midget), 50.57 s.; 2, A. Cook (A.-H. Sprite), 52.53 s. **Over 1,200 c.c.:** 1, C. D. Watts (Lotus-Climax 11), 47.79 s. **Racing cars up to 1,200 c.c.:** 1, J. J. Macklin (Lotus-Ford), 44.91 s.; 2, W. Cuff (Cooper), 44.97 s.; 3, T. Elton (Cooper), 46.15 s. **Over 1,200 c.c.:** 1, W. Cuff (Cooper-Climax), 46.12 s. **Ladies' Award:** Miss C. Elton (M.G. Midget) 61.84 s.



WALLY CUFF leaves the start in his 1½-litre Cooper-Climax. The circuit seems to disappear into a wood!

SEVEN-FIFTY M.C. (CUMBERLAND CENTRE) ESCAFELD SPRINT

FATE, which produced a duststorm bad enough to cancel this sprint last year, tried again with two cloudbursts in 1963. This was only enough to hold up proceedings long enough for the completely flooded runway to drain off a little.

Using a skilfully planned chicane and hairpin to double back down the two runways used, a first class course with six corners from slow to almost flat, and just a mile long was contrived. Almost continual rain left big puddles about, which made driving extremely difficult, but spins were rare and only the occasional bale was bashed.

On the long fast straight to finish, pools visibly jolted and slowed cars hurtling through them. 750 stalwart Bill Needham had his Special going extremely fast to win the Formula class.

The Cortina GT of N. S. Bennett went quickly and smoothly enough to firmly beat Fred Patrick's 2.4 Jaguar. Allan Staniforth won small modified saloons class with his Cooper-Mini—and then only performed half a second better in the 1,220 c.c. Cooper-Climax borrowed from Richard Hirst, although it was enough to win the poorly supported *Formule Libre* class.

Hardest fought department was the big saloons with David Jacobs's 1.5 Anglia first in 1 min. 7.8 secs., M. Dungworth's XK 150 one second behind and Bob Buttles's similar car half a second behind him. David Wragg's formidable U2 nailed B.T.D., which went down well with everyone although he was only a little ahead of Morgan

Plus 4 of J. McEwen, and the Ace-Bristol of T. W. Wild. Then his girl friend took it over to win the class. ALLAN STANIFORTH.

RESULTS

B.T.D.: D. L. Wragg (U2-Ford), 1 m. 2 s. **750 Formula:** W. Needham (Austin Special), 1 m. 10.5 s. **Unmodified Production Saloons up to 1,200 c.c.:** A. Welton (Cooper-Mini), 1 m. 13.1 s. **Unlimited:** N. S. Bennett (Cortina GT), 1 m. 10.2 s. **Modified Saloons up to 1,200 c.c.:** A. Staniforth (Cooper-Mini), 1 m. 06 s. **Unlimited:** D. R. Jacobs (1.5 Anglia), 1 m. 07.8 s. **Sports-Racing up to 1,200 c.c.:** Miss P. Sherratt (U2), 1 m. 07.4 s. **Unlimited:** J. A. McEwen (Morgan Plus 4), 1 m. 02.5 s. **Formule Libre:** A. Staniforth (Cooper-Climax), 1 m. 05.5 s.

LUCAS M.C.

DUDLEY & D.C.C.

DRIVING TESTS

THE Sporting half-day driving tests meeting, held at the spacious venue of Church Lawford on 23rd June, attracted a rather disappointing entry of 24. The five tests were each attempted twice, with the best time counting towards the results. The organizers seem to have succeeded in designing tests which favour no particular type of car, for although Mac Hazlewood put up B.T.D., as expected, the Austin Mini of P. Darbyshire was close behind, and the TR3A of R. Wilkinson was third best.

A. R. PARKIN.

RESULTS

B.T.D.: M. Hazlewood (M.H.S.), 129.7 s. **Class 1:** 1, P. Darbyshire (Austin Mini), 132.9 s.; 2, B. Mills-Taylor (Austin-Cooper), 138.3 s. **Class 2:** 1, G. Shinton (Sprite), 145.2 s.; 2, P. Thompson (Sprite), 150.9 s. **Class 3:** 1, P. Birchley (VW), 158.9 s.; 2, A. Parkin (Minor 1000), 160.1 s. **Class 4:** 1, M. Hazlewood (M.H.S.), 129.7 s.; 2, R. Wilkinson (TR3A), 136.2 s.

ULSTER A.C.

OFFICIALS AND NOVICES RALLY

THE Ulster Automobile Club's Officials' and Novices' Rally was organized by the regular rallyists as a gesture of thanks to the club officials who throughout the year organize, staff and time all the competitive events from the Circuit of Ireland down to Driving Tests meetings, on Wednesday, 3rd July, over a course of 50 miles, for officials and 25 miles for the novices.

Starting at the Dundrod paddock area all the 23 starters immediately participated in two driving tests before being sent out into the country, the novices by way of six more driving tests and the officials by means of a tight navigation through seven controls and four check points to the finish at Woodbourne House Hotel. A feature of the event was that in the novices' rally five cars were crewed by ladies who showed an amazing degree of skill in the driving tests, and it is hoped that they will continue to compete and next year offer some local opposition to the lady crews from outside Ulster who regularly collect the ladies' trophy in the Circuit of Ireland International Rally.

The whole event was organized by two popular and successful drivers, Esdale Dowling and Dr. Thompson Glass.

W. J. KINNEAR.

RESULTS

Novices' Rally: W. B. Buchanan (Austin-Cooper), 215.8 marks. **Best Closed Car:** J. Harris (Morris-Cooper), 217.4. **Best Open Car:** T. J. Moffett (Triumph), 224.2. **Ladies' Prize:** Miss E. P. Carroll (M.G.), 227. **Officials' Rally:** D. W. Mitchell (Austin-Healey Sprite), 121.4. **Best Closed Car:** J. L. Dowling (VW), 128.6. **Best Open Car:** R. C. McKinney (Alpine), 127.2

**BOURNEMOUTH M.C.
VICKERS-ARMSTRONGS (HURN) C.C.
WOOLBRIDGE M.C.
553 M.C.**

AUTOCROSS

THE Roman fort on Hod Hill at Stourpaine, near Blandford, was the scene of a modern chariot race on Sunday, 30th June. Then Bournemouth Motor Club held their Autocross, co-promoting the event with Vickers-Armstrongs (Hurn) C.C., Woolbridge M.C. and 553 M.C.

Fortunately the rain that had been falling for 24 hours finally stopped halfway through practice and the shallow soil surface being on flint dried out very rapidly. Early practice featured muddy Minis clawing their way round the corners on the understeer, conventional cars seeking only to find traction and quite a few failing to find enough opposite lock.

The 670-yard circuit comprised six right-handers varying from hairpins to sweeps and two problematical left-handers. A series of apparently slight undulations at the end of the straight made the faster cars airborne on the approach to the hairpin; at least two front left wheels were buckled by drivers landing their cars sideways for this corner.

B.T.D. went to Brian Drake in his Moonraker Special, a machine that uses Ford 10 components to very good effect. His opposition came not from his own class but from the closely contended production sports car class. Keith Ross got down to 4 mins. 18.6 secs. in his M.G. Midget, driving very fast and flattening the same markers every lap, but Brian Bennett in his Sprite responded with more markers and less seconds to take Class 4 and second best time of the day.

Classes 1 and 2 were for saloon cars with their engines at the same end as their driving wheels, the classes being split at 850 c.c. Surprisingly, the Class 1-winning Mini of Ted Crocker was faster than the Class 2 winner, Peter Vann in a Mini-Cooper. The selection of 10 wheels that Crocker had to choose from may have helped him and perhaps Vann, having rolled his car last time out, was inhibited. Class 1 also contained Daphne Hickman, who won the ladies' award in her husband's Mini.

The remaining class was for saloon cars, f.e. and r.w.d. It was won by Tony Norton, who gallantly rode nearly two tons of Mk. 7 Jaguar around the course in 5 secs. less than the next best time of Pugh in his Herald, P. A. M. W.

RESULTS

Class 1: 1, E. Crocker (Mini), 4 m. 19.85 s.; 2, J. Hescroff (SAAB), 4 m. 34.85 s. Class 2: 1, P. J. Vann (Cooper-Mini), 4 m. 22.5 s.; 2, F. Burton (VW), 4 m. 23.25 s. Class 3: 1, A. A. Norton (Jaguar Mark 7), 4 m. 50.7 s.; 2, G. J. Pugh (Herald), 4 m. 55.4 s. Class 4: 1, B. L. Bennett (Sprite), 4 m. 16.95 s.; 2, K. Ross (Midget), 4 m. 18.6 s. Class 5: 1, B. Drake (Ford 10 Spl.), 4 m. 11.65 s.; 2, M. Eason (V8 Spl.), 4 m. 39.1 s. Ladies' Award: Mrs. D. Hickman (Mini). Novices' Award: A. A. Norton (Jaguar).

B.A.R.C. (S.E. CENTRE)

AUTOCROSS

ON 30th June the South-Eastern Centre of the B.A.R.C. held their Autocross at Priesthaws Farm, near Polegate. This year it was a restricted event counting towards the B.T.R.D.A. Championship and, whilst the weather was not particularly good, it was disappointing to have the rather small entry of 35, especially when the event was efficiently run, as it always is. However, those who did compete thoroughly enjoyed themselves on a course that included a steep dip with a tricky chicane at the bottom, leading up to a sharpish right-hand bend and then curving gradually right until another, sharper, right-hand bend, which led on to the only straight, which runs down through the starting area to another sharp right-hand bend down into the dip and the chicane. Three laps were covered by each competitor, one standing and two flying, and during practice, while it was raining, a lot of mud was being flung high into the air as drivers attempted to get some sort of grip from the spinning wheels. Fortunately, during the lunch break, the sun came

B.A.R.C. (Surrey Centre) BRANDS HATCH SPRINT

IN demonstration of its fickleness, the weather was as kind to the B.A.R.C. (Surrey Centre) as it had been unkind to the B.R.S.C.C. twenty-four hours earlier and the sprint held at Brands Hatch on Sunday, 7th July was run in fine sunny weather. Those who had watched the Six-Hour race on the previous day found the contrast quite unbelievable.

A high degree of efficient organization is necessary to be able to get through an entry of 82 cars and B.A.R.C. were more than equal to the task—but for a slight delay towards the end of the meeting there would even have been time for some, at least, of the entry to enjoy a third, untimed run. The delay was caused when Mike Barker's Alton-Jaguar lost a wheel when a hub-bearer fractured coming out of Druids. The driver held the resultant pirouette and had the satisfaction of knowing that his first run in 2 mins. 17.4 secs. had been sufficient to give him second place in class 14 behind D. A. Beckett's Lister-Jaguar (2 mins. 07.6 secs.). This was the only incident in a day refreshingly free from some of the wilder antics sometimes witnessed at similar meetings.

The usual two laps from a standing start were run and one reason for the slickness of the administration was the use of the "proper" start and finish line, in front of the main grandstand, instead of the point more usually chosen for this type of event, down on Bottom Straight. The meeting was being observed for National status next year and everything was obviously organized with this in mind.

The feature of the day was the dice between the Lotus 7s of M. J. Crabtree and John Butt and the Merlyn Mk. 4 of Clive Lacey. The two latter were in the same "heat" of four cars and Butt led off, having made the better time in practice. Lacey followed, tried just that little bit too hard coming out of Druids and revolved, leaving Butt in command with 2 mins. 5.8 secs. until Crabtree returned 2 mins. 4.4 secs. in the next foursome. This was to remain as B.T.D., although Lacey got himself organized on his second run to the tune of 2 mins. 4.8 secs., while Butt improved to 2 mins. 5.0 secs. Close enough! As a result, Crabtree was the outright winner, Lacey won the award for fastest open car and Butt took class 6.

Seventeen Minis contested Class 1, which was easily won by the Cooper of F. E. Burton in 2 mins. 24.2 secs., a time he recorded on each of his runs. His nearest rival, J. P. Madgwick, similarly mounted, was four seconds slower.

Classes 2 and 3 were amalgamated, but still only produced four Normal and Improved Series Production Touring Cars between 1,000 c.c. and 1,600 c.c. Of these, G. Lawrence circulated his Austin-Cooper "S" in fine style in 2 mins. 22.8 secs. This car should go well when it has run a little more than the 400 miles recorded on its

out and the ground dried out considerably and better times were expected.

The official runs started promptly at 2 p.m. in front of a very welcome number of spectators brave enough to risk the threat of rain. The first class was for rear-wheel drive saloons on normal tyres and was won easily by Geoff Snow in his very fast Triumph Vitesse, despite a lot of sideways motoring and going off-course on his second run. Next came the sports cars on normal and all-weather tyres. Nick Ramus in his quick Sebring Sprite made the best time on normal tyres after a strong challenge by Horace Appleby, who nevertheless took the best time on all-weather tyres in a Sprite. After the sports cars had finished, spectators and competitors alike were treated to a fantastic exhibition by both Mr. and Mrs. Howard Parkin in their very fierce Lotus Cannonball. This is an amazing vehicle with four-wheel drive, but otherwise basically Lotus with a Classic engine, and it was of little surprise to anyone when it was heard that it had made the best time of the day by quite a large margin. After the Cannonball, the other two classes seemed rather

mileometer! Second man Rob Mackie in the Monte Carlo Rally 997 c.c. Allardette, had a little moment on his way out from Bottom Bend on his first timed lap, but recovered well and stopped the watch at 2 mins. 30.8 secs. This in fact gave Mackie the class, since Lawrence took the award for the fastest Production Touring Car.

Classes 4 and 5 were also amalgamated but could only produce three Jaguars, a 3.8, a 3.4 and a 2.4. They finished, appropriately, in that order, with P. A. Rohan's 3.8 returning 2 mins. 25.6 secs.

Classes 7 to 14 were for Group 3 and 4 cars, and in the up to 1,000 c.c. category the fine-sounding 105E powered Marcos G.T. of M. Brandon won as it liked with 2 mins. 13.2 secs. (recorded twice), although the sensation of the class was R. M. Henderson's Minnow-Mini, which got down to 2 mins. 29.2 secs. to take second place in the category.

R. Rye's very rapid 1,446 c.c. Lotus Mk. 6 ran right away with Class 10 to the tune of 2 mins. 10.0 secs., second man up R. J. Neville following with 2 mins. 21.4 secs. in his Lotus 7.

Alan Mann won Class 11 with 2 mins. 14.6 secs., driving the Ford Cortina Super used successfully by Jimmy Blumer and Henry Taylor the previous day, the car being obviously none the worse for its six-hour gruelling, although the exhaust was sounding a little tired. Mann's six-hour car, the three-wheeled Zodiac stood, meanwhile, forlornly in the paddock.

As expected, Adrian Dence's Morgan Plus 4 took Class 12 as he liked, his time being 2 mins. 11.6 secs. against the 2 mins. 25.0 secs. of second man J. Quick in a TR3A.

Don Jones, not to be outdone, circulated in 2 mins. 12.1 secs. in his Lawrence-tuned Morgan Plus 4, electing to run with hood and sidescreeens erected so as to qualify as a "saloon" and taking the award for the fastest closed car. Allen Allard made two neat runs in the 1,500 bhp Allardette, the faster of which, in 2 mins. 17.4 secs. won his Class 13.

By virtue of Crabtree recording B.T.D., Mike White won Classes 8 and 9 (amalgamated) in his Sprite with a time of 2 mins. 17.4 secs. As a climax to a well-run event, duplicated results were distributed very soon after the last run was completed.

RON AMBROSE.

RESULTS

B.T.D.: M. J. Crabtree (Lotus-Climax 7), 2 m. 04.4 s. Best Production Touring Car: G. Lawrence (Mini-Cooper "S"), 2 m. 22.8 s. Best Open Car: C. Lacey (Merlyn-Ford Mk. 4), 2 m. 04.8 s. Best Closed Car: D. S. Jones (Morgan Plus 4), 2 m. 12.0 s. Class Winners: F. E. Burton (Austin-Cooper), 2 m. 24.2 s.; R. J. Mackie (Allardette), 2 m. 30.8 s.; P. A. Rohan (Jaguar 3.8), 2 m. 25.6 s.; J. O. Butt (Lotus 7), 2 m. 05.0 s.; M. Brandon (Marcos G.T.), 2 m. 13.2 s.; M. H. White (Sprite), 2 m. 17.4 s.; R. Rye (Lotus Mk. 6), 2 m. 10.0 s.; A. G. Mann (Ford Cortina Super), 2 m. 14.6 s.; A. C. Dence (Morgan Plus 4), 2 m. 11.6 s.; A. R. Allard (Allardette), 2 m. 17.4 s.; D. A. Beckett (Lister-Jaguar), 2 m. 07.6 s.

tame, although Laurie Manifold in his VW was very neat and fastest in his class for rear-engined cars. Frank Pryor, who last year won the event, was seen this time in an Austin Mini and despite his claim that it was just an ordinary 850 Mini, it went very quickly indeed to make best time in Class G for front-wheel drive cars, against several other Minis, a Saab and an M.G. 1100. On the second runs most cars were faster, but class positions were unaltered.

The event finished at about 5.15 p.m. after a most enjoyable day's sport which was well organized and quite exciting at times.

TIM WALTON.

DOWTY M.C. HUNTER'S MOON RALLY, 29th-30th JUNE

RESULTS

Results 1, J. Francis/T. Mason (Mini-Cooper S), 3 m.; 2, B. Ryder/C. Malkin (Mini-Cooper), 8; 3, T. Costello/R. Lyall (Sunbeam Alpine), 11; 4, C. D. Noble/L. M. Brook (Ford Anglia), 12; 5, A. Newhouse/D. Jenkin (Mini-Cooper) and V. J. Turner/L. R. Clark (Austin-Healey Sprite), 15; 7, R. C. Bennett/C. Foster (Triumph TR3A) and R. J. Stephens/D. J. Andrews (Mini-Cooper), 16.



Ecurie Ecosse at Charterhall

By W. K. HENDERSON

PROBABLY one of the best meetings of recent years organized by the Winfield Joint Committee was held at Charterhall on Sunday, 30th June. As secretary Bill Martin said when asked about the number of non-starters: "We certainly have quality if not quantity," and this was borne out by some of the closest racing seen for many a day at this border circuit. It was all the greater pity that a damp misty day was to deter the usual number of spectators from watching the five eight-lap events.

The meeting started promptly at 3 p.m. with the first car event for up to 1,300 c.c. sports cars. The P.A. announcement of local farmer Jim Clark's lead in the French Grand Prix inspired Bill Stein to do likewise in his Lotus 23, opening an ever-increasing lead over David Porter, whose Lotus 7/20 is equipped with wishbone rear suspension and had competed at Rest-and-Be-Thankful the previous day. He was soon overwhelmed from his second place by Jim Mackay's Shannon-Lotus, with Gordon Jones in hot pursuit in the Marcos and G. Robinson (Lotus 11) and Andrew Fletcher (Lotus 23) locked in a private battle.

The second event brought out the over 1,300 c.c. Grand Tourers, including the two Ecurie Ecosse Tojeiros, while John Williamson took over John Milne's blown Sprite.

Jackie Stewart howled into the lead just ahead of Tommy Dickson in the Tojeiro, gradually outstripping a T.V.R. (not on the programme!) and R. Scarth's Jaguar, the latter closing on the former, with the smaller car losing on the straights what it made up on the corners until from lap four, the Jaguar slowly opened the gap. G. A. Percival was enjoying his ride in his rather tatty and rough-sounding 105E Anglia, as was a gum-chewing John Williamson in the Sprite. By lap five Dickson was pulling up on Stewart as they began to lap the field, but the latter held his lead narrowly to take the flag.

The racing cars next took over, all going off together. Jimmy Blumer snatched the lead in the Ecurie Ecosse Cooper Monaco, soon to be harried by Ted Dawson (Lotus 22) and Adam Wylie (Lotus 27) locked in battle, the speed of which overhauled the Monaco on lap seven. Meanwhile, A. Lovejoy (Lotus F1) watched from overall fourth with Jack Slater (Lotus 23B) next in line and Willie Forbes (Lotus 22) closing on Bill Stein (Lotus 23) to pass him on lap five for third place in the 1,100 c.c. class. Wylie in the newer Lotus forged ahead on lap seven to take the flag ahead of Dawson.

Ecurie Ecosse held the front row of the grid in the over 1,300 c.c. sports race, the Monaco of Jimmy Blumer making no mistake from pole position. Jackie Stewart turned on too much power at Tofts and spun the Tojeiro, letting Slater's Lotus 23B into second place, which he held, despite all Stewart could do in a car which trailed a thickening cloud of steam. However, he continued at undiminished speed, as it appeared that it was only an overflow playing on the exhaust. Tommy Dickson did not appear too happy with the other Tojeiro's handling while according to the programme D. J. Taylor and E. Blackadder drove Lotus Super 7s ahead of the bearded A. R. Bateman (Jaguar C).

As the mist closed in on the circuit the tourers and Grand Tourers set off together, Gordon Jones taking command in the pale green Marcos, with John Milne's special-bodied M.G. Midget in full song behind; despite cornering on the hub caps, it could

DICE OF THE DAY in the last event: the winner R. McCutcheon (Austin-Cooper) leads Bill Borrowman (Austin-Cooper) through Tofts Turn.

not hold the Marcos. Bill Borrowman and R. McCutcheon swapped places in their Austin-Coopers in the closest of battles, while a little behind Brian Coyle, Jack Calder and G. Kennedy, similarly mounted, disputed every inch of road, as did J. G. McWilliam (M.G. Midget) and J. Dryden (Austin-Cooper).

Last lap and everyone forgot about Jones and Milne taking the flag as Borrowman and McCutcheon swept into Tofts with Borrowman taking the lead out of the corner, slipstreamed by McCutcheon down the straight until they swept under the spectator bridge absolutely level, with the latter's blue and white model getting a headlamp glass in front at the flag. This was by far the most thrilling finish to any Charterhall meeting to date and one of the best so far.

RESULTS

Sports Cars up to 1,300 c.c.: 1, W. J. Stein (Lotus-Ford 23), 82 m.p.h.; 2, J. Mackay (Shannon Lotus-Climax 11); 3, G. Jones (Marcos-Climax). **Grand Touring over 1,300 c.c.:** 1, J. Stewart (Tojeiro-Buick), 82.63 m.p.h.; 2, T. Dickson (Tojeiro-Buick); 3, R. Scarth (Jaguar E-type). **Racing Cars—Overall Winner:** A. R. Wylie (Lotus-Ford 27). **Up to 1,100 c.c. Class:** 1, A. R. Wylie (Lotus-Ford 27), 86.75 m.p.h.; 2, E. Dawson (Lotus-Ford 22); 3, W. Forbes (Lotus-Ford 22). **Over 1,100 c.c. Class:** 1, J. Blumer (Cooper-Climax Monaco), 86 m.p.h.; 2, J. S. Slater (Lotus-Ford 23B); 3, A. Lovejoy (Lotus-Climax F1). **Sports Cars over 1,300 c.c.:** 1, J. Blumer (Cooper-Climax Monaco), 83.8 m.p.h.; 2, J. S. Slater (Lotus-Ford 23B); 3, J. Stewart (Tojeiro-Buick). **Grand Touring Cars up to 1,300 c.c. and Touring Cars up to 1,000 c.c.—Overall Winner:** G. Jones (Marcos-Climax). **Touring Car Class:** 1, R. McCutcheon (Austin-Cooper), 70.5 m.p.h.; 2, B. Borrowman (Austin-Cooper); 3, J. R. Calder (Austin-Cooper). **Grand Touring Class:** 1, G. Jones (Marcos), 75.6 m.p.h.; 2, J. E. Milne (M.G. Midget).



JACKIE STEWART's Ecurie Ecosse Tojeiro at Lodge Corner. Perhaps the car would look better with different shaped windows?

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ULSTER TROPHY RACE

Wilbert Todd Wins at Bishops court

By D. B. CRAWFORD

WILBERT TODD, driving a 1,498 c.c. Anglia, won the Ulster Trophy (the first to be held since 1955 when it was at Dundrod) in an easy manner from Derek Boyd and Michael Adams, both in Mini-Coopers, on 22nd June.

The event consisted of three eight-lap heats with 27 cars in each heat, the first nine per heat taking part in the final, the next nine in a consolation race for the Bishops court Trophy.

Unfortunately, due to a mixture of bad weather and poor organization, the first heat was 1½ hours overdue before it got started. This was a great pity, since a circuit such as Bishops court is too good to be wasted.

When at last the first heat got under way it was Jock Eassie (1,172 c.c. E.S.R.) who went straight into the lead, followed by Tommy Megrath (1,440 c.c. T.D.M.) and Davy McCullough (1,172 c.c. Crossle-Ford).

Farther back N. E. McQuaid in the ex-Johnny duMoulin Anglia was really motoring for this to be only his second race.

Ronnie Desano (1,098 c.c. Sprite) was also going quite fast, but spun at the Esses and eventually retired with a slipping clutch. On lap 6 McQuaid caught McCullough and set off after Megrath, whom he passed on the penultimate lap, the final order being Eassie, with McQuaid second, 2.2 secs. behind, and Megrath, a further 2.2 seconds down, third.

The second heat consisted of a lot of Formula Junior cars, Malcolm Templeton in his new twin-cam Lotus 22 and John Pringle in his I.C.F. Cooper and various other bits of fast machinery.

Limit man Joe Kinnear (488 c.c. J.P.) held the lead for three laps until caught by Bill Stern (Lotus 23). Pringle, the scratch man, wasn't at home on the very wet track, while Malcolm Templeton, who set up fastest lap, could only finish 11th. The final order in this race was Bill Stein (Lotus 23), Andrew Fletcher (Lotus 23) and John l'Amie (1,500 c.c. Crossle-Climax).

The third heat was composed mainly of saloons and sports cars. The main excitement was centred around a dice between Michael Adams and Derek Boyd, who were really trying. Young Adams was driving very steadily, but was passed by Boyd on lap 5, who was having his moments particularly at the Cutting which was very dicey. Behind them George Windrum (Rapier) was holding Wilbert Todd, Derek McMahon and Billy Morrison (Mini-Coopers) at bay. McMahon, however, soon retired when a wheel came off. This was how they eventually finished, Morrison being fifth.

Next was the consolation race. This was easily won by Mike Weiniger (M.G. Midget) from Tom Johnston (Mini) and Cecil Innes (Rapier).

Colin Andrew (Austin-Cooper) initially held the lead in the final of the Ulster Trophy race. He was soon passed, however, by Boyd, Adams and Todd. Todd was really motoring now and, try as Adams did, Todd took him by the half-distance of the 16-lap final. He then set out after Boyd and got past on lap 9. Boyd tried to stay with him, but eventually dropped back, intent on keeping second place. And so

Wilbert Todd won easily at an average speed of 70.18 m.p.h. over this very fast circuit; 35 secs. behind was Derek Boyd, and third was Michael Adams, a similar distance behind. Behind Adams came N. Browne with George Windrum fifth and T. Maken sixth.

PROVISIONAL RESULTS

Heat 1: 1, J. Eassie (E.S.R.), 68.94 m.p.h.; 2, E. N. E. McQuaid (Ford Anglia); 3, T. D. Megrath (T.D.M. Special). **Heat 2:** 1, W. Stein (Lotus 23), 83.67 m.p.h.; 2, A. D. T. Fletcher (Lotus 23); 3, J. l'Amie (Crossle-Climax). **Heat 3:** 1, D. Boyd (Mini-Cooper), 67.38 m.p.h.; 2, M. Adams (Mini-Cooper); 3, G. Windrum (Sunbeam Rapier). **Bishops court Trophy Race:** 1, M. Weiniger (M.G. Midget), 63.22 m.p.h.; 2, T. Johnston (Mini); 3, C. O. Innes (Sunbeam Rapier). **Ulster Trophy Race:** 1, W. Todd (Ford Anglia), 70.18 m.p.h.; 2, D. D. Boyd (Mini-Cooper); 3, M. H. Adams (Mini-Cooper). **Fastest lap of the day:** Malcolm Templeton (1500 Lotus 22), 1 m. 57.8 s., 92.15 m.p.h.



TOMMY REID, at the wheel of his Formula Junior Lotus-Ford 22, kicks up spray during the Ulster Trophy Final.

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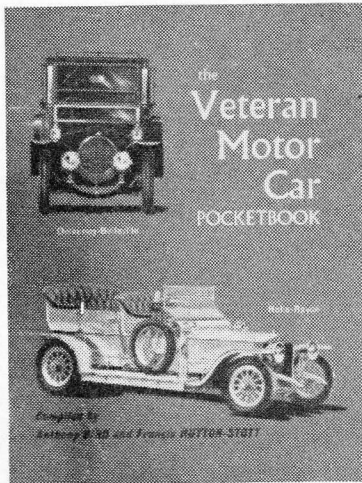
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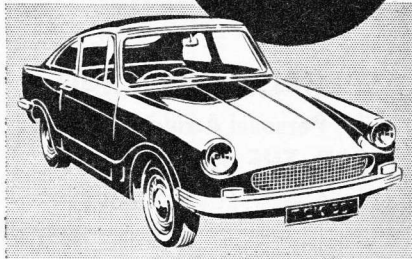
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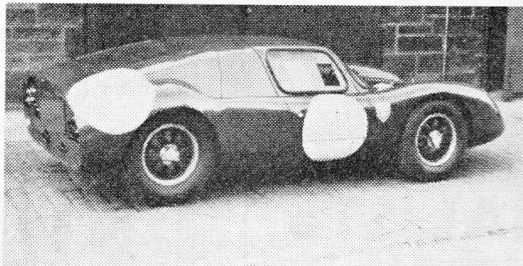
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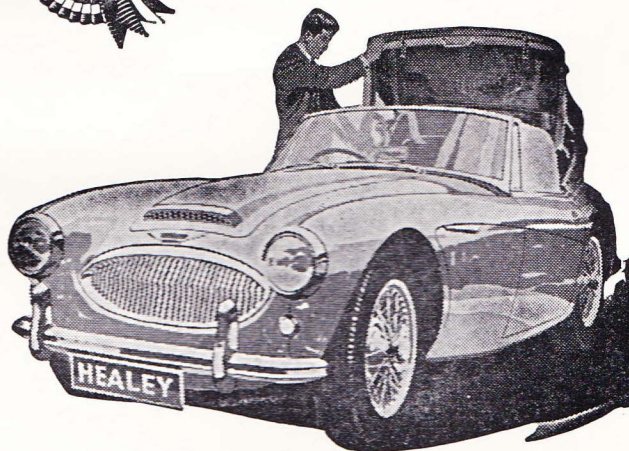
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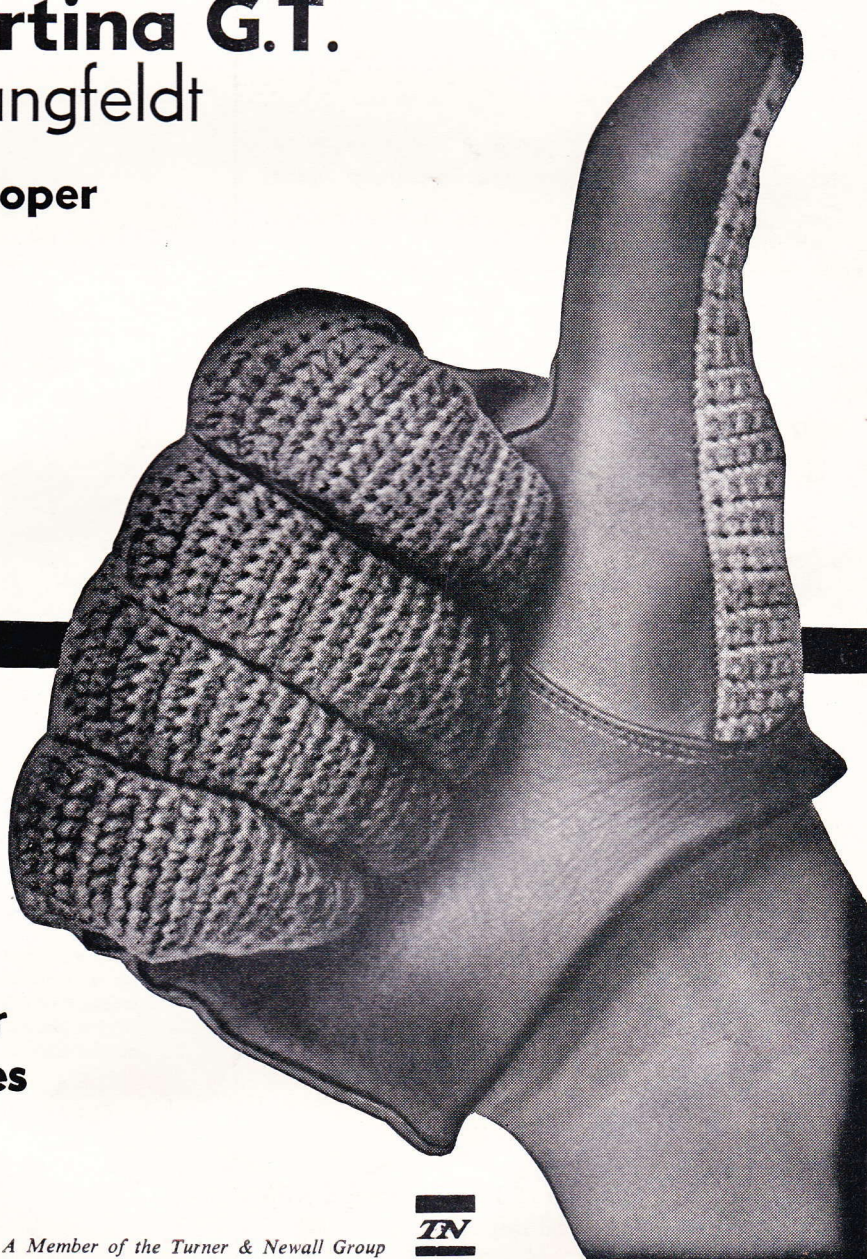
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