

SOLITUDE GRAND PRIX

AUTOSPORT

AUGUST 2, 1963

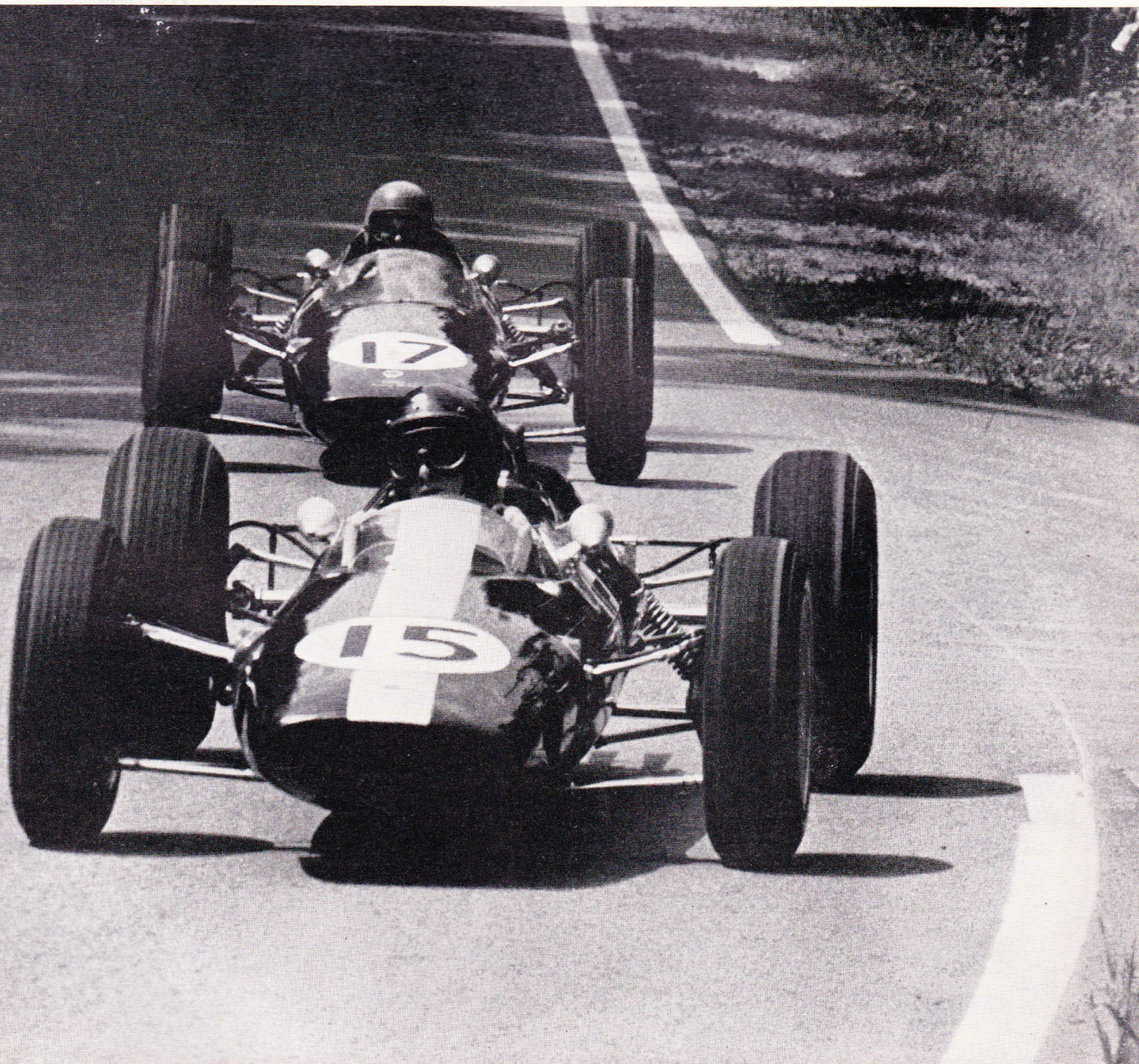
AUTOSPORT

2/-

EVERY FRIDAY
Vol. 27 No. 5

BRITAIN'S MOTOR SPORTING WEEKLY

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



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PHOENIX PARK RACES—FULL REPORT AND PICTURES : PANHARD-LEVASSOR STORY—PART 1
BRUCE McLAREN—FROM THE COCKPIT : ROAD TEST OF THE FERRARI 250GTE COUPE 2+2



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August 2, 1963 Volume 27 Number 5

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EDITORIAL

FORMULA ONE FINANCE

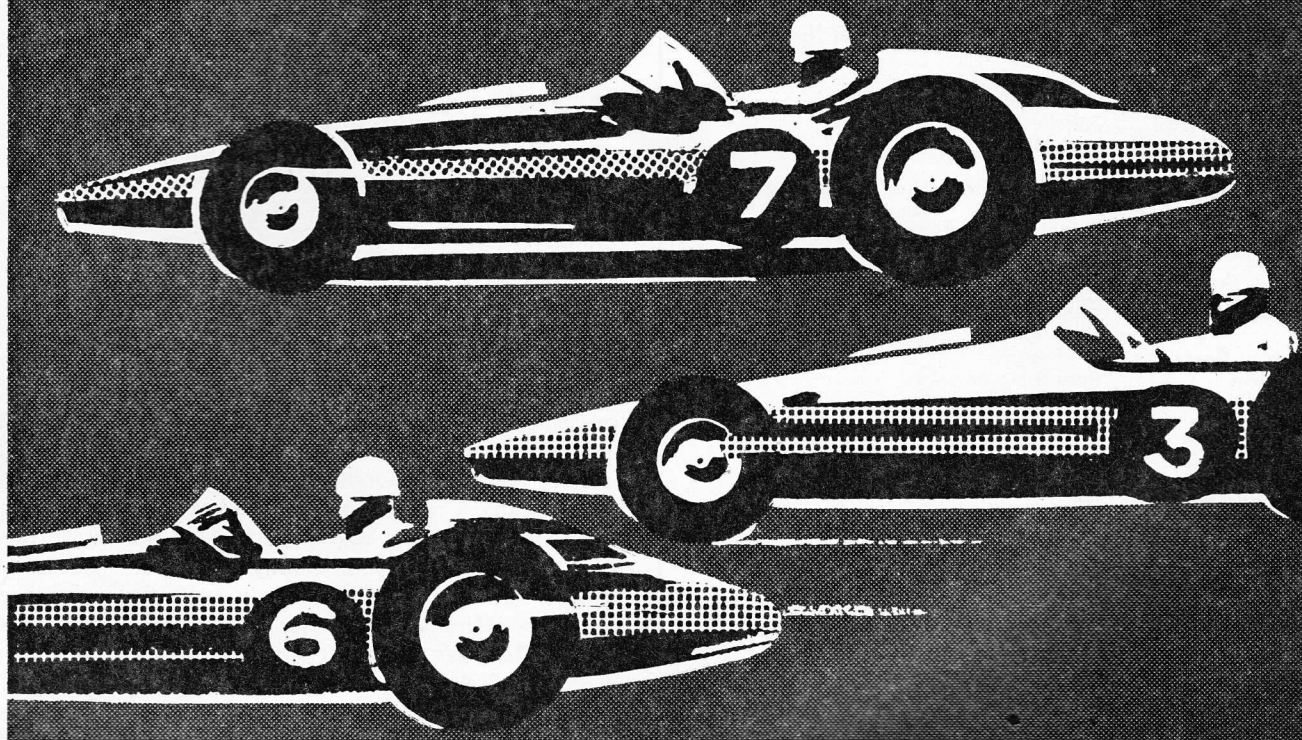
RACE promoters will almost certainly be faced with heavily increased outlay to stage Formula One events in the future. An entirely new scale of starting fees has been proposed, which could mean something like £2,000 per car for a first-line entry. Broadly speaking, those actively concerned with entering and running Formula One teams are not satisfied with the current arrangements, and feel that constructors should be recompensed by the promoters, and not have to look for rewards from other sources, such as the leading oil companies. It is suggested that the constructors' fees should be based on a minimum of £800 and £600 for first-class and second-class machines respectively. To this must be added the driver's stipend (usually shared by agreement with the entrant), and travelling costs, including air freight. At present a Grade One driver gets about £1,000 for a Grand Prix, and modified terms for certain events not of *grande épreuve* status. Whether or not race promoters can accept these proposals is open to question. Organization of a full-scale Grand Prix, already a most expensive undertaking, could only be undertaken at the cost of increasing admission fees, already high enough in many instances—unless, of course, the race itself is heavily subsidized by other interests. However, one must look at it from both sides. The cost of constructing Formula One cars is extremely high, and even 10 starts at the proposed fees would not cover the outlay on one V8-engined car. Other aspects, apart from continual preparation, must also be taken into consideration, as, for instance, crashes and blow-ups. Insurance of single-seater machines is so costly that it is rarely that policies are taken out; in any case, it is not possible to insure against mechanical failure. To keep in the running, development work must be unceasing, for which someone has eventually to pay. This was brought home in no uncertain manner by Coventry Climax, Ltd., when that concern withdrew temporarily from racing; and re-started the construction of engines only after financial aid was obtained from trade sources, without whose support modern Grand Prix racing would not be possible. In any case, the charges for a Formula One engine do not bear any relation to the cost; it is estimated that something like one-third of the expense is charged, and that the remainder is borne by Coventry-Climax, Ltd., and the group which provides support. Even so, the constructors have large financial commitments, and one cannot blame them for attempting to get something back. The drivers are in a different category altogether. Without them, the crowds would just not come. Every time they race they do risk their lives, and when one reads what some pop-singers and boxers receive, they cannot possibly be blamed for demanding fairly substantial sums in the shape of appearance money. Yet one or two influential promoters would like to see a different system adopted, based on results.

OUR COVER PICTURE

MAN with the Formula 1 "L" plates is Peter Arundell. Jim Clark shows Arundell the way round Solitude during a practice session. Peter proved to be a very adept pupil since he finished second behind Jack Brabham in the Grand Prix, after having won the Formula Junior race beforehand.

Photo: Günther Molter

BANK HOLIDAY MEETINGS



BRANDS HATCH August Monday—12 noon

SEE THIS FABULOUS LINE-UP—

World Champion GRAHAM HILL, JIM HALL, JOHN SURTEES, INNES IRELAND, BRUCE McLAREN, ROY SALVADORI, MICHAEL PARKES, TONY MAGGS, etc., etc., in the

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SNETTERTON August Monday—2.30 p.m.

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A thrilling afternoon's programme of Six races for Saloon Cars, Sports Cars and Racing Cars.

Admission 7/6

Children 2/6

Car Park free

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



AUTOSPORTSMAN by GUS

No. 13 : Chris Amon

KEN PURDY's book on Stirling Moss, *All but My Life*, has been reaching phenomenal heights on the best-selling-books lists.

R.A.C. JUBILEE CAVALCADE

SOME really beautiful machines were produced for the R.A.C. Jubilee Cavalcade of Motoring, staged at Woodcote Park on 27th July. Fifty years of progress were featured, starting with an original Rolls-Royce Silver Ghost, and ending with the 2-o.h.c. Ford Lotus Cortina, and Eddie Daniels's beautiful S3 Bentley—and Mrs. Daniels's attractive hat.

Amongst the very interesting machinery were the Albertini Hispano-Suiza, a G.N., a very lovely Rolls-Royce Silver Wraith, a post-war H.R.G., the historic Number One M.G., the Gulbenkian "Taxi", the Rover JET 1, Graham Hill's Championship-winning B.R.M., a C-type Jaguar driven by Basil Tye, Tommy Thomson's splendid Aston Martin and many others.

Devised by Phil Hackett, with commentary by Pat Gregory, this was one of the best R.A.C. presentations to date.

THE Italian Cesana-Sestriere hill-climb, a qualifying round of the European Mountain Championship, was won last Sunday by Edgar Barth (Porsche).

A FORMULA 3 René Bonnet is planned for next year, to be powered by a Renault R8 engine.

PORSCHE will introduce the new "Flat-Six" at the Frankfurt show on 11th September. Engine develops 140 b.h.p., and overhead camshafts are driven by chains. Maximum speed is quoted as 125 m.p.h. for the coupé.

NEW N.S.U.-WANKEL FOR FRANKFURT SHOW

IT was announced last week that an entirely new N.S.U.-Wankel will be exhibited at the Frankfurt Show on 12th September, and also at the Paris Salon and Earls Court. The power unit will be of aluminium construction, with triple combustion chambers, each of 500 c.c. displacement. This is designed to utilize normal clutch and gearbox transmission, has a compression ratio of 8.5 to 1, and is ignited by a single 12-mm. sparking plug. There is one firing impulse for each single revolution of the eccentric shaft, so to avoid lumpy running a flywheel is necessary.

One advantage of the Wankel positive displacement engine is that low-grade petrol can be used. Like the prototype 250 c.c. iron engine shown in London, the latest unit is water-cooled. Lubrication problems have been solved completely, oil being circulated through the hollow interior containing the combustion chambers, providing additional cooling.

Power output for the new engine is said to be 44 b.h.p., and N.S.U. confidently hope that speeds of over 100 m.p.h. will be possible with the sports-car which will be the first production model. Daimler-Benz A.G. are also far advanced in the development of Wankel-type units. Rudolph Uhlenhaut, chief engineer of Mercedes-Benz, sees immense possibilities in multi-unit engines. He states that there are no problems regarding coupling engines, and with one basic design a variety of vehicles could be produced without the need for expensive tooling for different capacities of engine.

AFTER winning Heat 2 of the Holmpatrick Trophy Race at Dunboyne on 20th July the Triumph TR4 of the Hon. Mervyn Wingfield was re-scrutinized. As certain modifications were not declared on his entry form, the Race Committee of the Leinster M.C. decided to alter his handicap from 1 lap and 20 secs. to 2 mins. 20 secs., raising his target speed from 78.0 m.p.h. to 79.9 m.p.h. Wingfield averaged 81.88 m.p.h. to maintain his win in Heat 2 but, on the combined results of the two heats, he now drops to second place behind the winner of Heat 1, Richard Heeley, in an M.G. Midget. The other placings are not affected.

Misfortune for John Love in Taca Cid Races at Lourenco Marques

BAD luck seems to follow Rhodesian John Love wherever he races. While holding a handy lead over Peter de Klerk in the 50-lap event for racing cars, main event at the two-day Taca Cid meeting at Lourenco Marques on 20th-21st July, a short developed in Love's late-model, four-cylinder Cooper-Climax, resulting in a flat battery and a dead motor.

This is the third stroke of misfortune suffered by Love in three meetings. In the Republic Trophy race at Kyalami, a steering link broke, putting him well behind the leaders, and then again recently in the Royal Show race at Roy Hesketh, a cracked rotor in the distributor put paid to his chances.

Love roared into the lead from the "off" in the 50-lap racing car event on the Sunday, and kept his advantage despite some spirited driving by Peter de Klerk in his Alfa Special. Then, with only about four laps to go, disaster struck, and the battery went flat. He coasted to his pit and his race was run. Love had been driving very competently and had turned in some laps of over 86 m.p.h., for the short, twisty circuit just outside Lourenco Marques.

With Love out of the race, de Klerk had the race sewn up. He was followed home by Ernest Pieterse, in the Lotus-Climax 21, and Trevor Blokdyk, in the Lupini Cooper-Maserati.

Neville Lederle, who is at present leading the South African Drivers' Championship, was unable to compete in this meeting because he is a world graded driver and can only

PIT and PADDOCK

LINAS-MONTLHERY CIRCUIT BANNED

THE well-known road-cum-track circuit of Linas-Monthlery will not be used for racing until further notice. The "Commission des Circuits" has at a special meeting in Paris on 19th July, banned its use, on the grounds that the entry to the road section from the banked track is dangerous. Permission to race there is refused, till I.U.T.A.C., controllers of the circuit, carry out extensive modifications.

The organizers of the 1,000 Kilometres of Paris, a G.T. championship event, have no option but to find another venue. Rheims, Rouen-Essarts and Auvergne have been proposed, and also there is a suggestion for a modified 6.3 kilometres circuit on the Monthlery road course, which would limit starters to 27.

R.A.C. AND SILVERSTONE

AS we close for press it is learned that the R.A.C. have advised the Silverstone Circuit Controllers that, until further notice, the pits must not be used. Clubs will require to make other arrangements in collaboration with the circuit management. This will, of course, mean entirely different arrangements for the pits in the Six-Hour Relay Race on Saturday week.

THE B.M.C. works entries for the Marathon de la Route comprise four Austin-Healey 3000s, for Rauno Aaltonen/Tony Ambrose, Paddy Hopkirk/Henry Liddon, Timo Makinen/Geoff Mabbs and Logan Morrison/Mike Wood, and a single M.G. 1100 for Pauline Mayman/Val Domleo.

WE learn from the B.A.R.C. that the Tourist Trophy, to be held at Goodwood on 24th August, will only cater for G.T. cars over 1,000 c.c. This event, now increased from 100 to 130 laps, will not now be a qualifying round of the Prototypes Championship, as was originally intended.

NOW nearly recovered from his Le Mans injuries, Willy Mairesse has been testing cars at Modena and hopes to race again very soon.

compete in meetings with a full international licence outside South Africa.

A rain-storm on the Saturday put the two leading cars out of the sports car race. Peter de Klerk had been leading the race in Jack Nucci's Lotus-Alfa 23, from Nic Kingwill, in his home-built Lotus 23-like Rapido-Alfa, when the rain came down. More than 30 of the 50 laps had already been completed.

The terrific amount of spray thrown up made visibility very bad. First de Klerk spun off, and then Kingwill stopped to get his goggles cleaned at his pit, and then his engine refused to fire. These episodes were what Brausch Niemann, in his Lotus-Ford 7, had been waiting for and he shot into the lead. He was followed past the chequered flag by Dawie Gous in the much-raced Porsche Spyder, and Henri le Roux in a Lola-Climax 1100.

Running without mudguards and lights, Niemann also took fourth place in the racing car event. Given comparable machinery to those of his fellow competitors, and South Africa may have a real racing "find".

The Grand Touring Car race also provided its incident. Chris Griffiths was lying a comfortable second when his modified Jaguar 3.8 hit a patch of oil at well over the "ton" and slithered out of control, before rolling. Griffiths was fortunately uninjured.

The race was won by Ian Fraser-Jones, in the Lotus Elite, with Kingwill second in the Rapido-Alfa, and Mario Lupini third in an Alfa Romeo TI.

ROGER HOUGHTON.



Coombs' Law

John Coombs has a Law for his racing Jaguars—and a law. Roland Law is his chief mechanic. And Coombs' other law is: when an engine is going well, leave it alone. Neither John Coombs nor Roland Law believes in stripping down when it can be avoided. They trust their engines—and their oil. And the oil is Shell X-100.

The Jaguars in the Coombs stable are very different animals from the ordinary road-going species. The 3.8

will out-accelerate a normal E-type up to 100 mph, while the fuel-injection lightweight E-type develops 300 bhp as against the normal 265. But the extra performance has not been achieved at the expense of reliability. Neither car has had its cylinder head off this season! A tribute to careful preparation—and Shell fuel and oil.

Coombs' Law suits Hill's judgment. This year Graham Hill has driven Coombs Jaguars at Snetterton, Oulton



Hill's judgment

Park, Goodwood, Aintree, Silverstone and Mallory Park—and scored at least one victory at each meeting. Roland Law praises Hill's skill in every type of car—the way he steps straight out of a Formula 1 racing car and wins saloon car races. Will he win for Coombs at Brands Hatch on August Monday? It's a favourite track of Hill's—he drove his first racing car there ten years ago.

If he wins he'll prove Coombs' Law again—and Shell.

1963 successes—for Coombs, Hill and Shell

Snetterton, 30th March. E-type wins 25-lap sports car and G.T. prototype event. 3.8 second in saloon event.

Oulton Park, 6th April. 3.8 wins touring car event.

Goodwood, Easter Monday. E-type wins Sussex Trophy. 3.8 wins St. Mary's Trophy.

Aintree, 27th April. 3.8 wins saloon event.

Silverstone, 11th May. E-type wins 25-lap G.T. event.

Mallory Park, 13th July. E-type wins Grovewood Trophy.

**GO WELL—
GO SHELL**



OWEN—ACCORDING TO STANLEY

LOUIS STANLEY has, in the past year or so, appeared on the Grand Prix scene armed with cameras and a pungent pen. In his annual book, *Grand Prix*,* he covers the World Championship series, gradually improving his photographic technique, and with added comments on personalities has evolved quite a novel treatment of the motor racing scene. However, in the 1962 volume, the author seems to have overstepped the bounds of good taste in what really amounts to an attack on his brother-in-law, Sir Alfred Owen, Chairman and Joint Managing Director of the Owen Organisation, and chief of the B.R.M. racing set-up. This is contained in a chapter headed "About the B.R.M.", and one feels that the book would have been far better without it.

Mr. Stanley sets out to explain who actually controls the organization; it transpires that the Owen Group comprises 52 privately owned companies, and B.R.M. is included under the Engine Development Division of Rubery Owen. The entire organization is owned by Sir Alfred Owen, Mr. Ernest Owen and their sister, Mrs. Jean Stanley (wife of the author).

The author explains that any suggestion that Sir Alfred finances B.R.M. from his private resources is inaccurate. He states: "In round figures about £1,000,000 have been squandered on the project, but whatever the total, you divide by three." He goes on to say that whilst Sir Alfred was keen, in theory he was a stranger to Grand

*Grand Prix. World Championship, 1962. Louis Stanley. Thomas Yoseloff Ltd. 55s. net.

ALL THE BOYS TOGETHER—by courtesy of Dunlop!—at the British Grand Prix. Seated in the front are Graham Hill and Jim Clark, while at the back are (left to right) Trevor Taylor, Bruce McLaren, Tony Maggs, Innes Ireland, Lorenzo Bandini, Jack Brabham, Jo Bonnier, Phil Hill, Jim Hall, Masten Gregory, Dan Gurney, Chris Amon, John Surtees and Richie Ginther. Innes's badge? It says "Vice-President in Charge of Vice"!

SPORTS NEWS

Prix circuits. His knowledge and information came from reports supplied by Mays and Berthon. Earlier, he alleges, Mrs. Jean Stanley became thoroughly fed up with the dreary B.R.M. record and its heavy, unprofitable expenditure.

The author continues "Alfred Owen has enjoyed a long innings, but there is not much to show on the scoreboard. The B.R.M. had failed time and again. There was promise in plenty, but no fulfilment. 1962 produced the first changes. On Jean Stanley's nomination, Tony Rudd was appointed Chief Engineer, with additional duties of Team Manager. He took both Graham Hill and Richie Ginther into his confidence."

Undoubtedly 1962 was a great year for B.R.M., but one feels that the author was piqued by the decision of the Ferodo Panel to award the Gold Trophy to Sir Alfred Owen, for there is not a single reference to this important occasion.

Referring to Sir Alfred, Louis Stanley says that he has a curious inability to accept criticism, or even enquiry. I quote "He is a provincial paragon of certain domestic virtues and has a streak of self-righteous egotism. . . I have heard it said that when faced with a crisis, he retires for half an hour for prayer. If that is so, then at times he seems singularly ill-advised."

Be that as it may, Sir Alfred Owen has the courage of his convictions and this

reviewer does not see why he should be criticized for so doing. In any case, a reference to his being a tower of strength in the Band of Hope is misleading. The author, as a relative by marriage, should know that Sir Alfred's main interest is the Crusaders movement, a highly regarded organization in this country.

The rest of the book is excellent, well-produced, with some superb photographs and snappy comments. The Championship races are dealt with admirably and include circuit diagrams and starting grids, but one feels that Louis Stanley is at his best in candid camera shots of personalities. Nevertheless, there are also one or two chapters which appear to have been written merely to provide an opportunity for satirical composition.

G.G.

GERMAN GRAND PRIX

THE organizers of the German Grand Prix, to be held at the Nürburgring next Sunday, have announced that all living previous winners of the event will be present either as spectators or driving. Those who have accepted the invitation are, reportedly, Juan Manuel Fangio, Louis Chiron, Hans Stuck, Giuseppe Farina, Tony Brooks, Stirling Moss, Joakim Bonnier and Graham Hill. It is threatened that the past winners will give a demonstration behind the wheel of famous racing cars of the past era.

PEDRO RODRIGUEZ driving a Genie Mk. 8 recently won the 150-mile feature race in the U.S. Road Racing Championship meeting at Pacific Raceways, Washington.





JIM RUSSELL'S new school building, service station and motorists' shop was opened recently at Downham Market, Norfolk, by Jack Grange, an 83-year-old pensioner who once taught Jim Russell to drive. He is seen with Jim Russell and Ian Walker drivers Frank Gardner (left), and Paul Hawkins (right) beside a school Lotus 20.

BY ANY OTHER NAME

REFERENCES in AUTOSPORT to curious interpretations of drivers' names have produced several which have appeared in Continental programmes, press hand-outs and newspapers during recent months. Can you recognize them?

Tonny Muggs (and Tony Baggs); Jean Camel-Jones; Ben Spoon; Dick Protherio; Bryce Macallarn; Tim Purcell; David Nobbes; Paul Hoskins; Miguel Parks; Jon Conckley; Bob Olternhoff; Sargent P. Sargent; Rishie Gunther; Patrick Hookkirk (and Paddy Popkirk); David Stiggle-Morse; Kim Berly; Mick Backwash; Tony Higginburn; Les Liston (Sonny's brother?); Peter Skycliff; Jack Sparrs; Mme Playman; Peter Poppe; Peter Proxster; Dick Stop; Alain Faster.

This gem appeared in a local Le Mans newspaper: "L'Anglais Jimmy Clark est Ecosais Volant. Le jeune chef d'agricole sera au Grand Prix de l'A.C.F. sur Lotus-Team Lotus est la meme chose 'Ecurie Ecosse,' les anciens vainqueur du vingt-quatre heures du Mans."

This was accompanied by a photograph of—Innes Ireland!

Car names also appear to confuse sub-editors and compilers, to quote the following: Ferrari GPO; Blister-Jaguar; Deep Anderson; Marcuska; Copper-Climax; Lotus-Climax-Ford; Aston-Healey; Marylin-Ford; T.V.R. Grannitoura; Elva Courtier.

JOHN WADSWORTH and Ted Rowland are privately entering John's Morris-Cooper S in the Marathon de la Route. The car is being prepared by Harry Ratcliffe and will be going in Group 2 tune, for which Harry predicts about 96 b.h.p.

TOUR DE FRANCE

BRITISH entries for the Tour de France include:

Donald Morley/Andrew Hedges (M.G.B.); Rosemary Smith/Valerie Pirie (Sunbeam); David Piper/X (Ferrari); Chris Kerrison/John Whitmore (Ferrari); Henry Taylor/Jim Blumer (Ford Cortina GT); Peter Harper/Peter Procter (Sunbeam); Tiny Lewis/Chris Amon (Sunbeam); O. S. Nordell/Chris Lawrence (Vauxhall); Paddy Hopkirk/Henry Liddon (Morris 1100); Pauline Mayman/Christabel Carlisle (Morris 1100); Logan Morrison/Timo Makinen (Morris-Cooper); Tony Ambrose/Rauno Aaltonen (Morris-Cooper); Terry Hunter/Denise McCluggage (Morris-Cooper); Sir Gawaine Baillie/Peter Jopp (Ford Galaxie).

A PETITION for a new racing circuit in the Warwick area is being circulated by Councillor J. F. Wallgrove, to gauge support for a Grand Prix course costing about £150,000 on the site of Warwick race-course.

Influential business people in Warwick are convinced that this would be a lucrative scheme, and Councillor Wallgrove would like to see a company formed, with Warwick Town Council holding about 51 per cent. of the shares.

R.A.C. HILL-CLIMB CHAMPIONSHIP

Positions After Bouley Bay

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AUGUST BANK HOLIDAY RACING

International B.R.S.C.C. Brands Hatch Meeting Heads a Busy List

THE weather plays an important part when it comes to the question of whether a race meeting is a success or not, especially on a day such as August Bank Holiday Monday—one of the most busy of the year. Last year, it will be remembered, it was cold and wet—a typical British summer's day!—so let us hope that the weather gods supply something better this time.

Nick Syrett does not deserve to have another wet Brands Hatch International this year, especially as the entry list for the Guards International Trophy meeting contains so many interesting cars and drivers never seen in this country before. A 10-lap race for Group 3 saloon cars opens the programme, this being an opportunity for some of the club racing boys to have a thrash round the Grand Prix circuit. Winner should be found from Albert Powell (Jaguar 3.8), John Young (Anglia), Alan Peer (Anglia), Chris Craft (Cortina), Doc Merfield (Lotus-Cortina), Mike Young (Anglia) and a very special works Mini-Cooper S for Paddy Hopkirk.

The "Twenty Guards" Trophy comes next, for sports cars up to 2,000 c.c. Mike Beckwith, Tony Highbourne, Keith Greene, Rodney Bloor and other members of the Lotus 23 gang will be taking on Roy Pierpoint (Attila), Bill Moss (Elva) and Frank Gardner (Brabham). The 1,150 c.c. class should see some fierce dicing between the marques Lotus and Elva, with Deep Sanderson, Merlyn, Lola, D.R.W. and Diva thrown in for good measure.

Next in turn are Group 2 saloon cars. Dan Gurney joins Jack Sears and Sir Gawaine Baillie in Ford Galaxies, so there should be a fight for superiority amongst the American monsters. In mere Jaguars are Graham Hill, Roy Salvadori, Mike Salmon and others, some of whom will be hard pressed to keep the Ford Cortinas of David Haynes, Bob Olthoff and Jimmy Blumer at bay. Rosemary Smith will be seen in an Alan Fraser Sunbeam Rapier, while Alan Hutcheson has his faithful Riley. Henry Taylor rejoins the racing fraternity for the second time this year to pilot a Ford Anglia Super and, with Mike

Young and Anita Taylor, will take on the irrepressible Mini brigade, including the works cars of John Whitmore and Paddy Hopkirk. Annie Soisbault, well-known French rally driver, will drive the Marquis de Montaignu's Fiat-Abarth 1000, thereby adding to the feminine element in this race.

The big race, the 50-lap Guards International Trophy Race for sports-racing and prototypes over 2,000 c.c. and G.T. cars over 2,500 c.c., follows. Many readers have written in expressing a wish to see big, hairy motor cars thundering round—well, this is it: the smallest car is the 2½-litre Lotus 19 of the British Racing Partnership, to be driven by Tony Maggs. Although the Chaparral will not now be appearing, the starting grid nevertheless contains many interesting machines. Lucien Bianchi will drive the 5-litre Maserati 151 that played with the Ferraris for two wonderful hours at Le Mans this year, while Lucky Casner has his revamped 3-litre Tipo 61 Maserati. Ferraris are entered in abundance: Lorenzo Bandini has one of the beautiful coupé 330LM Ferraris, Carlo Abate is to conduct the Ferrari TRI-61 that won at Rheims and Clermont-Ferrand, GTOs are to be driven by Jack Sears or Mike Parkes, Mike Salmon, David Piper, Tommy Hitchcock and Ulf Norinder, and Chris Kerrison has his rebodied 250GT. Unfortunately the 330P Ferrari that failed at Rheims and Silverstone will not now be appearing as Enzo Ferrari's staff have been told to concentrate on developing Formula 1 cars capable of winning the Italian Grand Prix.

The works Aston Martin team will be seen in action in this country once more: Innes Ireland drives the Project 215, while Bruce McLaren and Bill Kimberley will contest the G.T. category in the very fast DB4GTs which appeared at Le Mans. Chris Summers has his Cooper-Chevrolet and Climax-powered Cooper Monacos will be handled by Roy Salvadori and Tim Mayer; the former has a very fast car and will take a lot of beating.

John Mecom has brought over the controversial Zerex Special from America to be driven by Roger Penske, but nobody should

protest this one-time single-seater Cooper as it is now fitted with proper bodywork and complies fully to Appendix C regs. The other member of the Mecom racing team, Augie Pabst, is to drive the Chevrolet-powered Lola G.T. that was not finished in time for Le Mans. The John Coundley/Bill de Selincourt Lotus 19 is there and there are no fewer than four E-type Jaguars (all lightweight) for Graham Hill, Peter Sargent, Peter Sutcliffe and Dick Protheroe. Peter Jopp (A.C. Cobra) and Paddy McNally (Chevrolet Corvette Sting-Ray) complete the fabulous entry list, although it is noted with interest that Jimmy Blumer and the Marina-Rolls-Royce appear as first reserve. Lastly comes the race for G.T. cars up to 2,500 c.c. Likely winners are John Whitmore (Lotus Elan), Graham Warner (Lotus Elan), Trevor Taylor (Lotus Elite) and John Miles (Turner-Ford).

After this it hardly seems possible that there are other race meetings on Monday, but the B.A.R.C. have a national meeting at Aintree to which have been attracted many well-known Sports, Formula Junior and Historic Racing Car drivers.

The B.R.S.C.C., in addition to their Brands Hatch activities, have a race meeting at Mallory Park, organized by their Midland Centre. The meeting starts at 2 p.m. and such drivers as John Taylor, Jack Pearce, Jim Morley and John Romanes are included in the nine-race programme.

Ecurie Ecosse, who have not been doing too well recently, have their two Tojeiros and old Cooper Monaco at Snetterton for the Snetterton M.R.C. meeting, commencing at 2.30 p.m. The whole team is entered in three of the six races.

Completing Monday's list of race meetings is the Nottingham S.C.C.'s meeting on the Silverstone club circuit. A very good and interesting selection of cars will be present at the meeting, which starts at 1.30 p.m. The Bentley D.C. and Jaguar D.C. also have their Silverstone club meeting on Saturday.

West Country enthusiasts, starved of a motor racing circuit, nevertheless should be well entertained either by the National Autocross at Walford Cross, Taunton, or the Trengwainton hill-climb, near Penzance.

MICHAEL KETTLEWELL.



**JOHN
BOLSTER**
tests
the



Ferrari

250GTE Coupé 2+2

To drive a Ferrari is always a rewarding experience. It was thus with great pleasure that I accepted John Dalton's invitation to put his Pininfarina 2+2 through its paces. This test was with the approval of Maranello Concessionaires, Ltd., and I collected the car from their workshops after a check-over.

This particular model is Enzo Ferrari's conception of a luxurious high-speed touring car. It has two front seats of the utmost comfort and rear seating for two people, which is entirely adequate for short journeys, and would be suitable for long trips if the passengers in the back were not excessively tall. To achieve this extra space the engine is mounted farther forward than in the Berlinetta.

The power unit is the well-known over-square 3-litre 12-cylinder, with a single overhead camshaft for each bank, driven by triplex roller chains. The cylinder head and block are of light alloy with wet liners, the crankshaft resting on seven bearings. There are three twin-choke downdraught Weber carburettors as opposed to the six instruments of the competition Ferraris, and the power output is 235 b.h.p. at 7,000 r.p.m. on a compression ratio of 9.2 to 1.

The engine is in unit with a four-speed close-ratio gearbox, with synchromesh on all gears. At the rear of the box, a Laycock-de Normanville overdrive unit is fitted, which operates on the direct drive only. An axle ratio has been chosen which allows 7,000 r.p.m. to come up very quickly indeed on top gear, at 116 m.p.h. This renders

the car tremendously lively and is ideal for all but the fastest roads. Then the overdrive is switched in and the pleasures of 130 m.p.h. cruising may be enjoyed. This ratio is sufficiently high to prevent 7,000 r.p.m. being exceeded.

The open propeller shaft takes the drive to a hypoid rear axle, of which the light-alloy centre section has a ribbed oil sump. The semi-elliptic springs are reinforced with tubular radius arms. In front, there are forged wishbones with helical springs and an anti-roll bar. The steering is ahead of the wheel centres with a worm and peg box, slave arm, and three-piece track rod. The disc brakes are by Dunlop with Bendix servo operation and the wire wheels have three-eared knock-on caps. The steel tubular chassis is reinforced by the body structure.

To start the engine from cold the choke is never needed, three depressions of the accelerator pedal being sufficient to inject a little fuel into the manifold. An auxiliary electric pump is fitted and this may be used to fill the float chambers and ensure an instant start.

On moving off, the clutch is found to be smooth, and it is best to rev up the engine a little as the flywheel is very light. Extremely fast gear changes can be made, up and down, the ratios being unusually close and allowing 46 m.p.h. to be achieved in first gear, 68 m.p.h. in second, and 93 m.p.h. in third. It is rather easy to provoke too much wheelspin in starting, and one must acquire the knack of avoiding this

without losing too many revs, when taking performance figures.

The character of the engine is exactly right, for although it remains smooth throughout its wide range it has just a suspicion of "hardness" about it. It seems quite "busy" even at 2,500 r.p.m., and yet it is utterly effortless when cruising at 6,500 r.p.m. The four exhaust pipes emit a deep note which rises almost to a scream but is never loud enough to cause offence. Above all, it is the marvellous responsiveness to the slightest touch of the accelerator that is so delightful.

As the weight distribution differs from that of the two-seater Ferraris, the handling is not quite the same. Nevertheless, the 2+2 can be taken through corners in a fast, effortless manner in spite of its fairly considerable weight. The suspension is firm but the car gives a level ride, the handling characteristic tending towards

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Ferrari 250GTE coupé 2+2, price £5,606 16s. 3d. including P.T.

Engine: 12-cylinders 73 mm. x 58.8 mm. (2,953 c.c.). Single chain-driven overhead camshaft for each bank of cylinders. Compression ratio 9.2 to 1. 235 b.h.p. net at 7,000 r.p.m. Three twin-choke downdraught Weber carburettors. Two coils and distributors. Peugeot automatic fan.

Transmission: Single dry plate clutch. Four-speed all-synchromesh gearbox with short central lever. Laycock-de Normanville overdrive. Ratios 3.554 (overdrive), 4.57, 5.739, 7.769 and 11.412 to 1. Open propeller shaft. Hypoid rear axle.

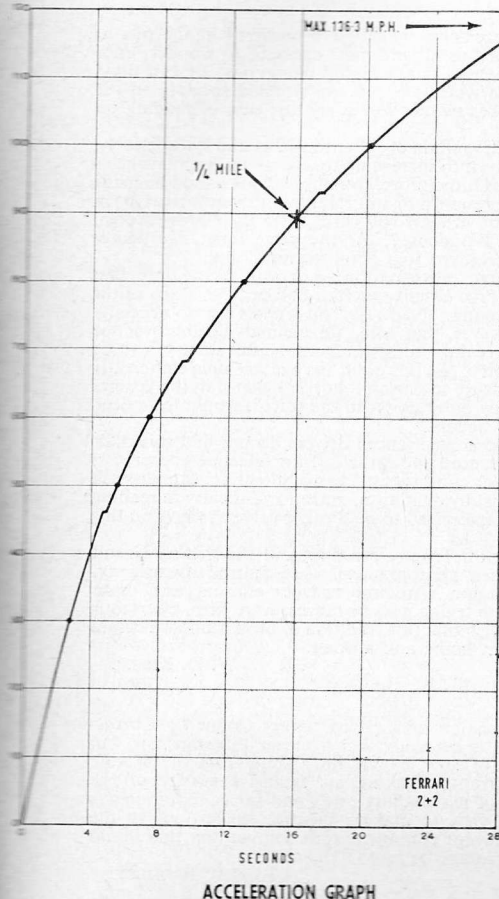
Chassis: Tubular chassis reinforced by body. Independent front suspension by wishbones, helical springs, and anti-roll torsion bar. Rear suspension by rigid axle on semi-elliptic springs with radius arms. Telescopic dampers all round. Dunlop disc brakes with Bendix servo. Borrani light-alloy wire-spoked wheels with three-eared knock-on hub caps, fitted Pirelli Cinturato tyres.

Equipment: 12-volt lighting and starting. Speedometer. Rev counter. Ammeter. Water temperature, oil temperature, oil pressure and fuel gauges. Clock. Cigar lighter. Heating, demisting and ventilation system. Two-speed windscreen wipers and washers. Rear window demisting. Flashing direction indicators. Radio.

Dimensions: Wheelbase 8 ft. 6 ins. Track (front) 4 ft. 7 ins., (rear) 4 ft. 6 ins. Overall length 15 ft. 5 ins. Width 5 ft. 10 ins. Turning circle 40 ft. Weight 1 ton 5 cwt. 3 qrs.

Performance: Maximum speed 136.3 m.p.h. (overdrive). Speeds in gears: Direct top 116 m.p.h. 3rd 93 m.p.h. 2nd 68 m.p.h. 1st 46 m.p.h.

Fuel Consumption: Driven hard, 16 m.p.g. (approx.).



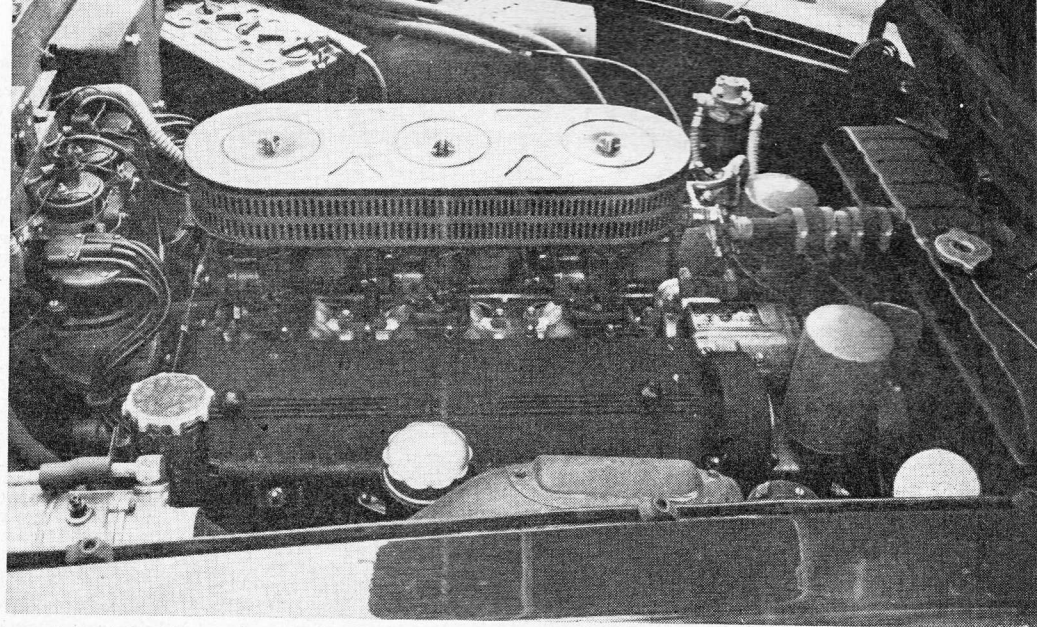
ACCELERATION GRAPH

under-steering. One soon feels fully in command of the machine and, though the steering is light, it is completely accurate. It goes without saying that the Dunlop disc brakes are very powerful and free from fading.

The seats are remarkably comfortable, giving support right up to the shoulders with perfect lateral location. The controls are all well arranged, the wooden steering wheel being placed for straight-arm driving and the pedals correctly set for heel-and-toe. Only the gear lever is rather far forward, causing the driver to stretch a little. The absence of wind noise is remarkable and the driver's window may be opened fully without causing a draught inside the car.

Because the gear ratios are close, one seems to have a gear for every situation and rapid overtaking is a potent safety feature. I was able to record a mean timed speed of 136.3 m.p.h., but this was with the tyres at normal touring pressures.

A QUICK PEEP inside the Ferrari (above) shows the comprehensive instrument panel, laid out very neatly indeed, and the wooden steering wheel. INTERESTING INNOVATION is the red light at the bottom right-hand corner of the door which is illuminated when the door is opened (below, right).



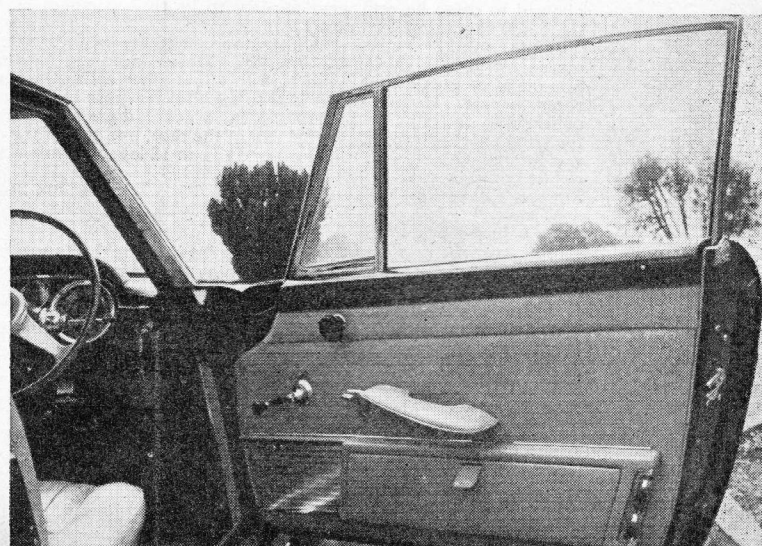
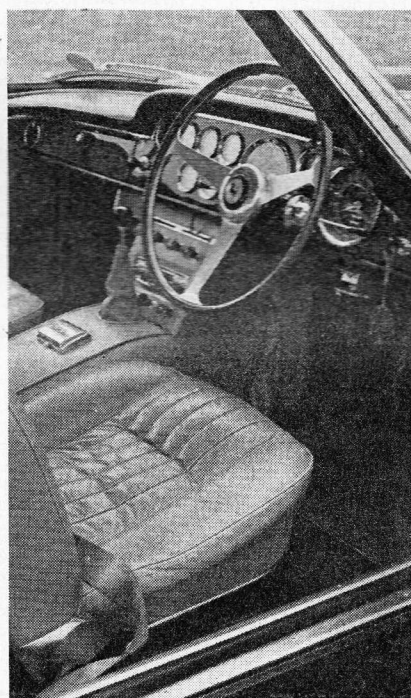
The makers claim 143 m.p.h. and I feel that, with harder tyres and perhaps a longer straight road, this very high speed could probably be attained. As this is a substantial car with full luxury equipment, the

performance must be rated as excellent. The acceleration is really fierce right up past 110 m.p.h.

The Ferrari is a wonderful combination of luxurious touring and super-sporting characteristics. It feels utterly safe and makes all the right noises in a way which encourages any keen driver to give of his best. In competition tune, the Ferrari has proved that no other car exists which can be driven so fast for 24 hours. As the 2+2 has basically the same power unit, there is no danger of over-driving it on the road, however hard one tries. All the performance is there to be used, all the time. Under these circumstances, a fuel consumption in the region of 16 m.p.g. is by no means unreasonable, and the tank holds about 20 gallons.

The Ferrari is entirely tractable and could be driven by anybody as a shopping car. Nevertheless, only a good driver with an appreciation of fine machinery will get the very best out of it, and the man who drives a "Detroit-Automatic" can never know why enthusiasts like ourselves would give almost anything to own such a car. Every journey is a delicious experience, and the very high quality of the construction, coupled with the exceptionally low stresses of the 12-cylinder engine, ensure absolute reliability during an extremely long life.

Having regard to the advanced design and the standard of workmanship, the Ferrari is by no means an expensive car. Indeed, for the relatively few who can afford the best, it must be regarded as remarkable value for money.



CORRESPONDENCE

The Le Mans Accident

It seems that so much has been said about the Le Mans shunt but, unforgivably, I must add my piece:

I arrived at the kink at the end of the straight behind a small French car driven by Manzon. As his car almost cleared this gentle corner it started spinning and overturned. Although I was able to avoid the car without altering my line in the corner, I was unable to hold my car, which was doing possibly 165 m.p.h., on the generous quantity of oil that covered the road and which had caused Manzon's accident. While most of the drivers who spun or crashed because of these conditions were lucky, one was not so fortunate, therefore I feel that the whole thing should have been treated with a deep amount of respect.

No excuses should be necessary—motor racing is motor racing. I am happy to hear that the Aston Martin was not held responsible for the oil on this corner, however, the report that the judge of fact found that there was no evidence of oil on this corner will unfortunately confirm so many people's opinions of Le Mans generally. All the drivers I have talked to who were driving at the particular time of the accident have told me that they reduced their speeds enormously for this corner and yet were still in difficulties going through the oil. From this, one can only imagine that the judge thought it completely unnecessary to ask for the opinions of any of the drivers.

While we seem to criticize many things about racing in England, it only takes an occasional Continental race to bring us all completely back to order.

TOLWORTH, SURREY.

ROY SALVADORI.

Television Commentary—Again!

I AM writing to you to express through your excellent magazine something which must go down in history as the worst piece of commentating ever heard.

Those of us who were unlucky enough not to have been able to get to Silverstone on 20th July must have been disappointed that the British G.P. was not being televised by the B.B.C. But we had some consolation by the fact that I.T.V. were covering part of the programme. Never in my life have I heard such a dreadful commentary on a motor race or, indeed, on any other sport. Half the time we couldn't understand what the gentleman was talking about, most of the time he got the drivers in the wrong cars, and frequently we knew about some incident a lap before the commentator did (i.e. when Bandini spun while chasing Bonnier and Ginther: we heard someone spinning and saw the yellow flag out, and it was not until a lap later he said that "Bandini has fallen well back all of a sudden").

Let us have motor racing on television more often, but do let's have someone who knows what he is talking about.

CHALFONT ST. GILES, BUCKS.

K. S. CUNDELL.

Slippery Circuits

How many more times must the British Grand Prix be run on a track liberally coated with oil and rubber by production cars? I was always under the impression that the British G.P. was the premier motor race in the British calendar. What an idiotic illusion!

Motor racing has reached the stage in this country where the "stock-car" mentality of many spectators is being catered for to an ever-increasing degree at the expense of the only really serious form of competition, Formula 1 Grand Prix.

I am not against Production Car Racing such as the Brands Hatch Six-Hours and meetings catering specifically for that type of car, but for goodness' sake (and for the safety of all Grand Prix drivers) let's run our national Grand Prix in a manner which befits its importance.

HORLEY, SURREY.

D. ELLIS.

Saloon Car Antics

THE time has surely arrived when the organizing bodies of motor sport in this country must take some firm action to curtail the antics of some drivers at present participating in saloon car racing. This branch of the sport, which is so popular with the race-going public, is rapidly becoming akin to stock car racing. This is a cause of much concern to many private entrants who spend much money and time in producing a raceworthy car and then find themselves involved in "bumping and boring" tactics on the part of the "hairy boys", many of whom are driving machinery in which they have no financial investment with apparent disregard for their own lives and for the lives of those against whom they are competing. A number of drivers are these days allowed to drive beyond what appears to be their personal limits—is the black flag no longer in use?

In the Grand Prix meeting at Silverstone, I had the misfortune to have my engine go sick during the first lap. Whilst motoring back to the pits on three pots I took good care to allow other competitors ample room to pass. Despite this, I had to take to the grass to avoid being collected by the hanging out tail of a car which had the whole width of the circuit at its disposal. By the end of the race, one side of the circuit was littered with crashed vehicles—and this in 12 laps! Is this what the public come to see? I doubt it.

SUTTON COLDFIELD, WARWICKSHIRE.

DON SMITH.

Tribute to Stirling Moss

AT the British Grand Prix Meeting at Silverstone I was speaking to Marcus Chambers who, in my opinion, made an excellent suggestion. It was "that in all future Grand Prix events the use of No. 7 be discontinued as a tribute to Stirling Moss."

I feel that this would be a splendid gesture to one whom many consider to have been the greatest Grand Prix driver of our time. Support of this suggestion by your journal would, I am sure, be of great assistance to it being adopted.

NORTHOWRAM, NEAR HALIFAX.

JOHN H. FARRAR.

Safety on Circuits

THE recent tragic, fatal accidents which have occurred at the pits at Silverstone have horrified us all and must cause us to wonder, once again, if the siting of these pits is not highly dangerous. I can think of no circuit in Europe on which the pits are situated so close to the exit of a corner. This makes neither for safety nor ease of reading pit signals.

Safety is uppermost in the minds of all enthusiasts and quite clearly, consideration should be given to increasing the safety of circuits wherever possible. May I suggest, therefore, that the pit area would be made safer by demolishing the present pits and rebuilding them farther back from the road in a situation at least 100 yards from their present position close by the exit of Woodcote? At the same time, *The Motor* bridge would have to be removed to a point nearer Copse.

As a newcomer to active participation in motor racing, my first experience of the Grand Prix circuit was the Saloon Car Race in the recent Martini Trophy meeting. Naturally, pit signals are no necessity in such a race; I felt, however, that some time-signals during practice would be useful. These were duly hung out from a point some ten yards beyond the middle of the pits. At this point the car was on a sufficiently straight course after Woodcote to permit a hurried glance in the general direction of the pit. At any point closer to the start it would have been impossible to pick up the signals.

I have no doubt that more experienced drivers do not find this difficulty to be quite so pronounced; nevertheless, the effective corner, i.e. distance through which a car continues to change direction, extends well up the pits and must, almost by definition, make for difficulty in reading signals. I should be most interested to read other drivers' views on this point.

Although both the Martini Trophy meeting, and the British Grand Prix, which I attended as a photographer, were marred by tragedy, the standards of organization were impressively efficient and more happily, all officials, despite trying circumstances, were firm, courteous and friendly. One could wish that this tradition of Silverstone was more apparent elsewhere both at home and abroad.

LONDON, S.E.24.

W. D. KELLY.

A B.M.R.M.C. Survey

SHERIDAN THYNNE's suggestion of a racing Safety Council ("Correspondence," 19th July) is certainly worth closer investigation, but obviously, the instigation of such a body must stem from the R.A.C. The B.M.R.M.C. are currently making an extensive survey of the provision and positioning of marshalling posts and safety requirements at British circuits with a view to making positive suggestions to the governing body. Any relevant comment from competitors that could aid our inquiry would of course be most welcome.

ROBERT BROMLEY.

PRESS OFFICER, BRITISH MOTOR RACING MARSHALS' CLUB.

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

BOOK REVIEW

THE GORDON BENNETT RACES

By Lord Montagu of Beaulieu
Cassell. Price 36s.

THAT indefatigable team, Lord Montagu and Michael Sedgwick, have produced another of their historical motoring books. In this case, the subject is the series of races for the trophy presented by James Gordon Bennett, which took place in the years 1900 to 1905 inclusive.

Gordon Bennett was an immensely rich newspaper man who ran the *New York Herald*, which had a Continental edition printed in Paris. He called his trophy the *Coupe Internationale*, but all newspapers, except his own, invariably named it the Gordon Bennett Cup. Briefly, the regulations allowed any country to enter a team of three cars, of which every component and accessory must have been manufactured in the country of origin.

The event started in a fairly small way, until S. F. Edge won it with his Napier in 1902. This created a frenzy in France, a nation which regarded motor racing as its own property. Henceforth, elaborate eliminating trials were held in each country. It could cost a firm £10,000 to build a team of racing cars and run them in this preliminary event, with no guarantee that they would get through to the main race. The French considered it absurd that their many manufacturers could have only three representatives, while countries with only one or two firms of racing calibre were allowed the same number.

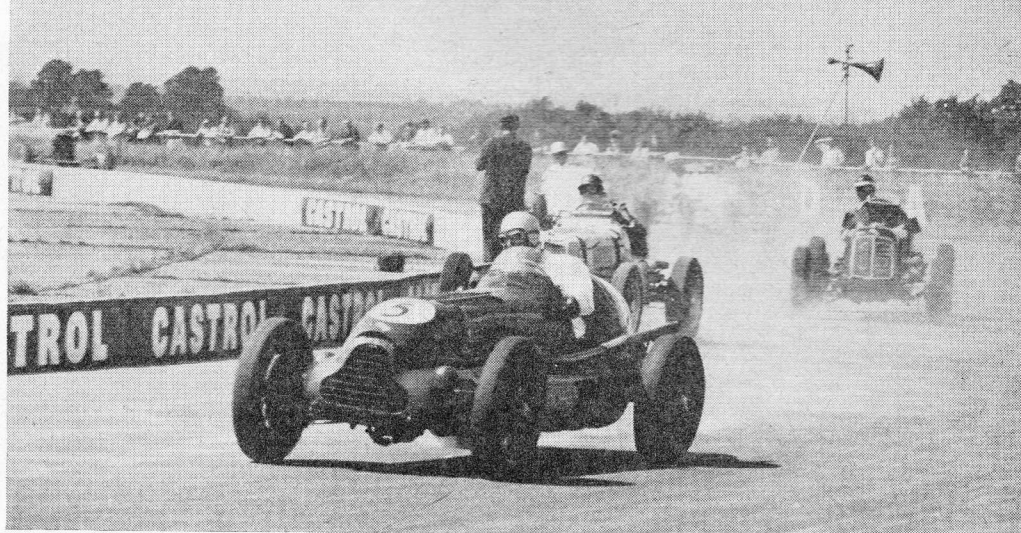
However, the French were obliged to race again in 1903 to avenge the Napier insult. The event was held in Ireland, thanks to a bill presented in Parliament by Lord Montagu's father. As it proved to be a victory for the German Mercedes, the furious French had no option but to have another go. This they did in no uncertain manner, Théry's Richard-Brasier making a mockery of Jenatton's Mercedes, much to the displeasure of the "All-Highest", who had come with great pomp and circumstance to enjoy a certain German victory. After Théry had done it again on his home ground in 1905, the French killed the Gordon Bennett and initiated a new race of their own, the Grand Prix, in 1906. This was a race for manufacturers' teams instead of national teams, a much fairer system.

Lord Montagu's book makes an enthralling story, and it is very well illustrated. One enjoys the scholarly touches, such as the use of accents on the name Mercedes, and the employment of capital letters for the *marque*, F.I.A.T., both of which were correct usage at that time. However, I dispute the statement that the Brasier had a T-head, as many photographs proved that these cars had side-by-side valves in L-heads. The book is rather expensive, but it does include details of the Gordon Bennett balloon and aeroplane races. Incidentally, James Gordon Bennett never drove a car and never watched a motor race!

JOHN V. BOLSTER.

FINE weather on the practice day was followed by brilliant sunshine from a clear blue sky on race day. The first event was a relay race, with 21 teams of three cars on handicap. The air was full of marvellous noises, such as the combined scream and rumble of the supercharged Bentleys, the hiss and chunter of big Edwardians, the deep growl by Alvises, and the tearing calico of Bugattis. The result of all this was an Alvis team victory, with the more heavily handicapped Frazer-Nashes snapping at their heels.

Three 5-lap handicaps followed, the first being most nostalgic as Edward Riddle's G.N., the big-twin engine plugging away on a 3-3 to 1 gear, passed Page's immaculate Calthorpe and went after Milner's equally beautiful A.C.-Anzani, but they were all overwhelmed by Keith Williams's relatively modern H.R.G. The next handicap was notable because Quartermaine's 30/98 Vauxhall touring car had to give a "blower" Bentley, with union jacks and all, 10 seconds start. H. F. Barr made up 25 secs. on Barton's 'Nash, the 4-3 Alvis proving an easy winner. The



BOULOGNE TROPHY SILVERSTONE

Nigel Arnold-Forster (Delage II) Wins at Vintage Sports Car Club Meeting

BY JOHN BOLSTER

following race was an absolute gift for Smith's Frazer-Nash with A.C. engine, but Elwell Smith's very fast Aston Martin came right through the field from scratch to finish second.

The 12-lap All-comers scratch race was notable for a mighty but harmless spin by a Connaught, right in the middle of the pack. A bit of a procession, with E.R.A.s in the first four places, it was won by Patrick Lindsay after a most impressive drive. The Boulogne Trophy, also over 12 laps, was Nigel Arnold-Forster's race. The big Delage went splendidly, but after 5 laps it showed signs of overheating, so Nigel had to ease up a trifle but he still kept ahead of Keith Schellenberg's mighty Bentley. Sam Clutton, in Bergel's Bugatti, had the dice of his life, and Bob

Ashley's Frazer-Nash and Footitt's A.C./G.N. were at it as usual. Peter Binns won his class with the Riley in third gear for keeps!

Another 5-lap handicap was quite exciting, but unfortunately Fearnley, who had taken the lead on the third lap, crashed his Frazer-Nash extremely violently at Woodcote, luckily without serious personal injury. This one was a win for Marsh, who drove his 4½-litre Invicta beautifully, and Barton just held second place, though his 'Nash was overtaken by Riseley's Aston Martin a couple of yards after the finishing line.

Next came a 5-lap All-comers scratch race, in which "Remus" fluffed momentarily on the line. Bertie Brown led for the first two laps, but then Lindsay got into his stride and took

FIRST LAP of the big bangers at Copse. Bertie Brown (E.R.A.) leads Pat Lindsay (E.R.A.) with Alan Cottam (E.R.A.), Peter Waller (E.R.A.) and Hugh Clifford (Alfa) well placed.

his usual place. Peter Waller, down on power on this occasion, completed the E.R.A. trio, and Delage II came thundering in behind them, steaming well as usual.

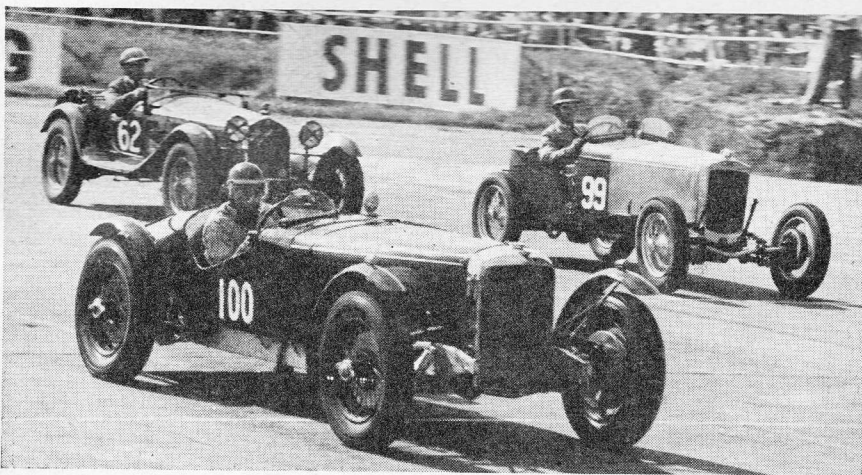
For the next race we change into the first person singular, as AUTOSPORT was competing. I drove the 1911 Silver Ghost Rolls in the Edwardian handicap, and she went as never before. The Brixia-Zust beat her off the line, but the Rolls got by on the outside at Copse and thereafter I was blissfully in the lead. However, the "real racers" soon demolished their handicap and Sam Clutton's 12-litre Itala passed me before Woodcote with at least 10 m.p.h. above my maximum speed. Then, approaching Copse, Kenneth Neve's Humber and Sir Francis Samuelson's Sunbeam thundered up, all three cars sliding and snaking with brakes on the rear wheels only. The Rolls was beaten but not disgraced, and she kept ahead of the Coupe de l'Auto Sunbeam as she finished in her usual ghostly silence.

The programme was completed by two more of the popular 5-lappers. In the first of these, Morris stalled "Hanuman" on the line, so Rippon's supercharged Bugatti had a runaway victory. Russ-Turner's Bentley 4½, also "blown", was second, and Alan Cottam's E.R.A. snatched third place. The final race was another Bugatti victory, Kain representing Molsheim on this occasion. He was pursued by some incredibly fast Austin Sevens, M. J. Harris keeping just ahead of Barry Clarke.

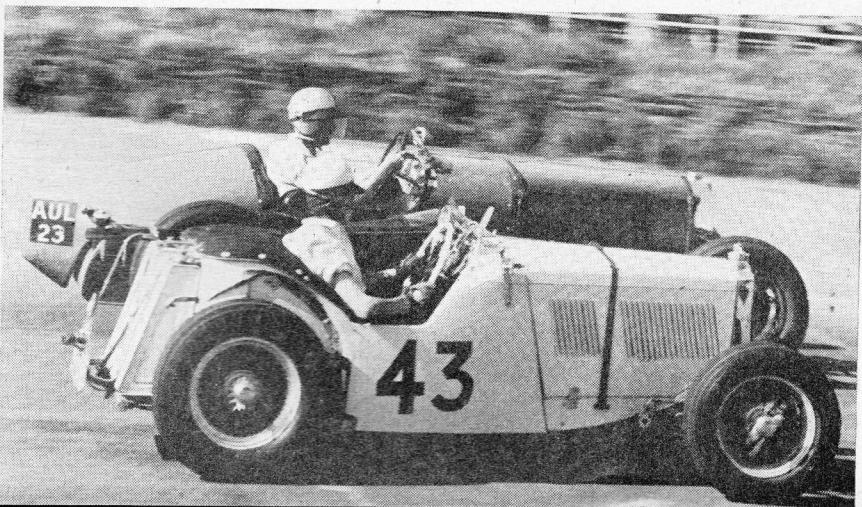
Once again, Tim Carson and his splendid V.S.C.C. team put on a most enjoyable day's racing. The pits were not available, but in fact they are quite safe when the Club Circuit is in use, the sharper corner at Woodcote avoiding the usual drama. Among the many old friends in the Paddock, it was delightful to see Brian Shawe-Taylor browsing among the E.R.A.s which he used to drive so well, and W. F. Bradley, the *doyen* of motoring writers in his 88th year, who was taken round for a fast lap in the 1908 Itala.

RESULTS

Inter-Team Relay Race (6 laps): 1, Team X: Alvis 2, 57.37 m.p.h.; 2, Team E: Frazer-Nash 2; 3, Team F: Alvis 1. **Handicap (5 laps):** 1, K. Williams (H.R.G.), 58.47 m.p.h.; 2, T. Goodman (Lea Francis Special); 3, B. M. Clarke (Austin). **Handicap (5 laps):** 1, H. F. Barr (Alvis), 64.87 m.p.h.; 2, B. Barton (Frazer-Nash); 3, C. L. Archdale (Frazer-Nash). **Handicap (5 laps):** 1, I. E. Smith (Frazer-Nash), 64.09 m.p.h.; 2, D. Elwell Smith (Aston Martin); 3, T. Goodman (Lea Francis Special). **All-comers (12 laps):** 1, Hon. P. Lindsay (E.R.A.), 77.53 m.p.h.; 2, B. E. Brown (E.R.A.); 3, P. Waller (E.R.A.). **Boulogne Trophy (12 laps):** 1, N. Arnold-Forster (Delage), 71.47 m.p.h.; 2, K. Schellenberg (Bentley); 3, F. P. Morley (Bentley). **Handicap (5 laps):** 1, J. A. E. Marsh (Invicta), 66.29 m.p.h.; 2, B. Barton (Frazer-Nash); 3, A. E. Riseley (Aston Martin). **All-comers (5 laps):** 1, Hon. P. Lindsay (E.R.A.), 77.23 m.p.h.; 2, B. E. Brown (E.R.A.); 3, P. Waller (E.R.A.). **Edwardian Handicap (3 laps):** 1, C. Clutton (Itala), 60.05 m.p.h.; 2, K. Neve (Humber); 3, Sir Francis Samuelson (Sunbeam). **Handicap (5 laps):** 1, A. W. Rippon (Bugatti), 67.88 m.p.h.; 2, B. M. Russ-Turner (Bentley); 3, A. S. Cottam (E.R.A.). **Handicap (5 laps):** 1, B. B. D. Kain (Bugatti), 62.95 m.p.h.; 2, M. J. Harris (Austin); 3, B. M. Clarke (Austin).



PASSING the finish line during a race are: H. F. Barr (Alvis), P. W. Still (Frazer-Nash) and R. A. Pilkington (Alfa Romeo), engaged in a fine scrap (above). SIDE BY SIDE are Mel Jones's 1933 supercharged M.G. and R.A. Hutchings's 1935-37 Bugatti, who had race-long duels in both the races they competed in.



CLOSE COMPANY at the Polo Grounds Corner, with Han Seng Lee (Lotus 22) ahead of Louis Jacobsz, Mervyn McKinney and Dave Riley (Coopers). South African driver Jacobsz almost clouted the railings in his efforts to keep up with the Malaysian Lee.

At 1.30 p.m., the first group of cars roared away from the grid in the 15-lap, 62.5-mile Saloon Car Handicap for the United Dominions Trust Trophy. For the first five laps all eyes were focused on Paddy Hopkirk and Mike Cave, who started off together, although Hopkirk had to give Cave a whole lap on handicap. Cave set up a new saloon car record lap of 84.6 m.p.h., which was more than 10 miles an hour better than his set handicap speed! On the sixth lap Hopkirk retired the Austin-Cooper S when a fuel pipe broke. On the ninth lap Cave, in the fabulous 1100 Austin A40, was in sixth position behind John Gavin and Paddy Curran (Renault Dauphine Gordinis), Eugene Ward (Hillman Imp), Frank Keogh (Morris 1000) and George Windrum (Rapier). D. Barrett turned over the other Hillman Imp at the Polo Grounds Corner, and at the same

THE PHOENIX PARK RACES

John l'Amie (Crossle-Climax) Wins Gold Flake Trophy and Adam Wyllie (Lotus 27) The Junior Race

Report and Photography by BRIAN FOLEY

IRISH MOTOR RACING CLUB, in co-operation with Irish Shell and B.P., Ltd., W. D. & H. O. Wills, Irish Ale Breweries (Sales), Ltd., United Dominions Trust, Ltd., and Irish Dunlop Co., Ltd., staged a first-class meeting over the four-miles Dublin "100" Circuit at Phoenix Park last Saturday. Mike Cave won the Saloon Car Handicap in an Austin A40; the Formula Junior Race was won by Adam Wyllie in a Lotus 27; the Gold Flake Trophy was decided on the combined results of two *Formule Libre* Handicap Races, the first being won by Mervyn Wingfield's Triumph TR4, and a new sports-racing Crossle-Climax driven by John l'Amie winning the second. John l'Amie won the Gold Flake Trophy, on the overall placings.

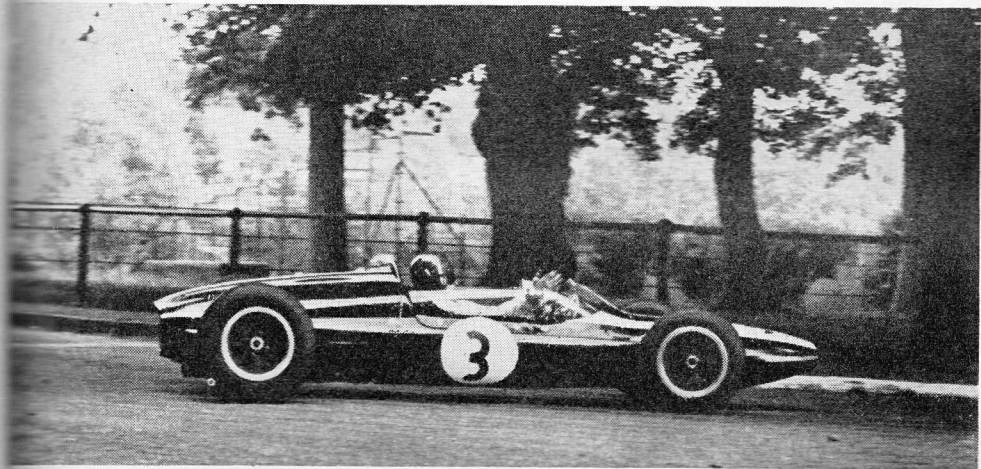
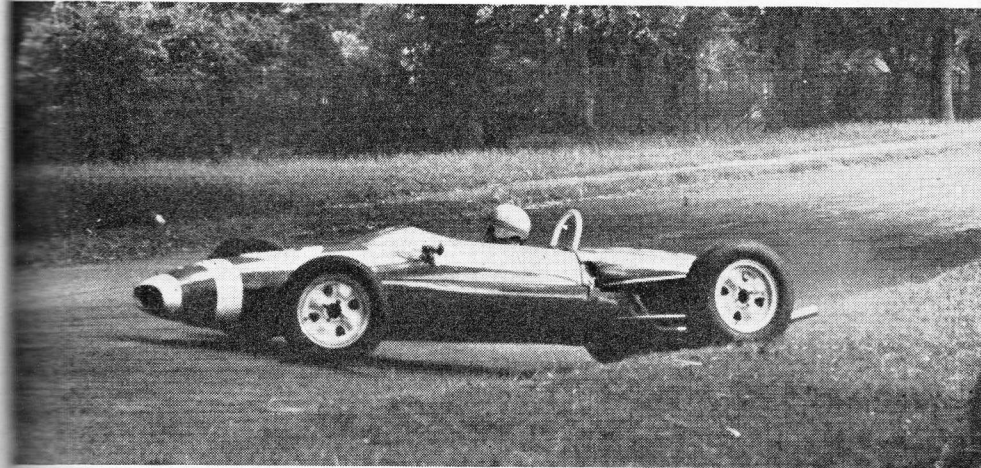
WHILE the good sensible wallowed in the luxury of slumberland, large flocks of early birds descended on Phoenix Park for the Thursday and Friday practice sessions, which were held between the hours of 6 and 8 a.m. on both mornings. John Pringle lapped his 2½-litre Cooper-Climax at 102.78 m.p.h. on the first morning, slightly faster than the lap record of 102.36 m.p.h. which he set up last year. Malcolm Templeton recorded 99.25 m.p.h. with his Lotus 22, which is now powered by a 1,600 twin-cam Ford motor. Fastest of the Juniors was Peter Procter, who took the Ken Tyrrell Cooper around in impeccable style at 98.33 m.p.h., easily beating the F.J. lap record of 93.44 m.p.h. set up in the wet last year by Malcolm Templeton in a Lotus 22. Several drivers did not appear on the Thursday, but arrived later that morning. A glorious sight to behold was the procession of about four or five Juniors being driven from the North Wall to Booth Poole's Garage, a distance of approximately three miles. Smiling Gardai waved them through the busy City Centre!

Pringle was again the fastest man on Friday, lapping at 103.48 m.p.h. Templeton clocked 102.49 m.p.h., and Alan Rollinson took the 1½-litre Holbay-Ford-powered Cooper around at 100.30 m.p.h. Tommy Reid created quite a stir when he recorded 100.94 m.p.h. in the Lotus 22, the only Junior to break the ton. Adam Wyllie (Lotus 27) did a lap at 99.77 m.p.h. Other fast Junior speeds were recorded by Roy James (Brabham), 99.51 m.p.h., and Procter, 99.25 m.p.h. Fastest saloons were Dean McQuaid (1,650 Ford Anglia), 80.33 m.p.h., Paddy Hopkirk (Mini-Cooper S), 79.65 m.p.h., and Mike Cave (A40), 78.24 m.p.h. Cave was handicapped to average 74.1 m.p.h.! Several drivers exceeded their set handicap speeds in the Gold Flake Trophy.

THE Park was a glorious blaze of colour on race day. The multi-coloured advertising banners and hoardings contrasted strongly with the bright green grass and the darker trees. A footbridge across the main road at the start/finish area lent a glamorous touch, as did the large tubular steel grandstand at Mountjoy Corner. Three big marquee bars also contributed to the Continental-like racing atmosphere.

PADDY HOPKIRK almost blinds Mike Cave with smoke from his tyres as he brakes hard for Zoo Corner (below). Hopkirk retired with a broken fuel line and Cave went on to win. ALEX POOLE (M.G. Midget) pushes Mervyn Wingfield (Triumph TR4) at Dublin Corner in the first of the Gold Flake Trophy races (bottom). Wingfield won from Poole.





spot Dean McQuaid rolled the very fast 1,650 c.c. Ford Anglia, both being unhurt. Windrum pulled off the road at the Zoo Corner with his Rapier sounding very rough, and by the tenth lap the flying Cave was in third place. He was second on the next lap, and on the twelfth lap he went into the lead, which he increased to 3 mins. 5 secs. when he took the chequered flag at the end of the 15 laps. His average speed was 83.46 m.p.h. Gavin held on to his second place, and Michael Ivis in his Austin-Cooper S displaced Curran for third place.

Eighteen cars faced the starter in the 100-mile Formula Junior race for the Hawthorn Trophy. Pole position on the grid was occupied by Tommy Reid in the bright red Lotus 22, and Roy James (Brabham) and Adam Wyllie (Lotus 27) completed the front row. Reid revved the Lotus to 6,000, but as he let out the clutch the car slewed sideways on the bad camber and within 30 yards he was passed by at least six cars. Passing the pits at the completion of the first four miles, Wyllie led from Peter Procter (Cooper), Teddy Dawson (Lotus 22), and James. Several cars were boxed in at Mountjoy Corner, which resulted in a gap between the first four cars and the remainder of the field which was led by Charles Eyre-Maunsell (Lotus 18), followed by Reid, Han Seng Lee (Lotus 22) and Mervyn McKinney (Cooper). On the third lap Procter dropped several places when he took to the grass at Dublin Corner, and into second place behind Wyllie came the dashing James in the Brabham, ahead of Dawson. Tommy Reid was fourth, and on the seventh lap he was catching up on James and Dawson. The eighth lap saw Reid retire the Lotus 22 with a broken gear linkage. Wyllie was averaging 99.96 m.p.h., and James and Dawson were having a wheel-to-wheel dice for second place. Procter was carving through the field and got into fourth place on the eighth lap, ahead of John Pollock (Gemini Mk. 4A), McKinney, and Dennis O'Sullivan (Brabham). Pollock went out with no rear brakes on lap 10. Fifteen seconds separated Wyllie and James on the fifteenth lap, but then James began putting on the pressure. Wyllie was having front brake fade, and with James now lapping

at over the ton a photo finish was quite on the cards. James was only 8 secs. behind on the twentieth lap, and reduced his deficit to 5 secs. on lap 22. Going into the last lap, James was 4 secs. behind and had Wyllie in his sights. Wyllie was coolness personified and did not make any mistakes, but James was too fast at the Polo Grounds Corner and he promptly revolved the blue Brabham, stalling the engine into the bargain. Before he restarted Dawson passed and finished second. Wyllie's average speed was only fractionally under 100 m.p.h. James finished third, and Procter brought the Cooper into fourth place, losing oil pressure on his last lap. O'Sullivan was fifth in the Brabham, and first Irish driver was Mervyn McKinney in sixth place. James set up a new F.J. lap record of 101.66 m.p.h.

Race One for the Gold Flake Trophy *Formule Libre* Handicap was run over 75 miles. Alex Poole, in an M.G. Midget, took the lead from George Reed's Sprite on the tenth lap, only to be passed by Mervyn Wingfield's Triumph TR4 four laps later. Wingfield won at an average speed of 86.19 m.p.h., making the handicappers look quite silly, as he was only set to average 78.9 m.p.h. This is the same car that the Hon. Mervyn Wingfield drove into first place on the previous Saturday in heat 2 of the Holmpatrick Trophy at Dunboyne. He was rehandicapped there, after the car was rescrutineered and found not to comply with the details on his entry form. Poole finished second in Race One, and Ronnie Desano came third in his hot Sprite.

Race Two of the Gold Flake Trophy, started off with a shunt at Mountjoy Corner on the first lap. John Pringle's 2½-litre Cooper-Climax was rammed amidships by Jack Slater's Lotus 23B, which was motoring too rapidly to take the corner. Both cars were eliminated, but neither driver was injured. The big Cooper was not badly damaged, but the Lotus suffered. Long-distance handicap races are difficult to follow and almost impossible to report, and the P.A. certainly did not make much of an effort to keep the large crowds informed of the goings-on. Leader on lap 4 was John Dickson in his 1,500 c.c. Crossle-Ford sports-racing car. John l'Amie, in his similar 1,500 c.c. Crossle-Climax, went

SPINNING AWAY second place in the Formula Junior race is Roy James, at the Polo Grounds Corner (left). The Brabham eventually finished third after failing to restart immediately. ABOUT to lose his Tyrrell Cooper at the same spot, Peter Procter takes his hands off the steering wheel (below, left). He finished fourth.

ahead of Dickson on the eighth lap, and the two blue Crossles maintained position to the end. L'Amie averaged a cracking 93.37 m.p.h., more than 10 miles up on his handicap. Sidney Taylor finished third in his Leinster Trophy-winning Lotus Elite. As well as the Pringle-Slater shunt, this race saw two other frightening prangs. Mervyn McKinney left the road at Mountjoy Corner and sent a small tree and its protective iron railings for six. Mervyn was unhurt and his F. J. Cooper was not too badly damaged. Han Seng Lee had a most miraculous escape on the 100 m.p.h. right-hander before the Zoo Corner. Gerry Kinnane's F.J. Cooper burst an oil pipe on this fast curve, and he took to the escape road with fire and smoke belching from the car. A fire-extinguisher was immediately on the scene, and little or no damage was caused. The flag marshal did not display the oil flag, until Lee went clean off the road. His Lotus 22 demolished one of the strong Park benches, and almost bent itself in two against a tree. The little Singapore driver was unhurt. Malcolm Templeton, who set up the fastest lap at 102.07 m.p.h., almost lost his Lotus 22 at the same spot. Prompt action by the flag marshal would certainly have helped, and possibly prevented these hair-raising incidents.

The first six cars in each race were impounded by the Irish Motor Racing Club after the meeting. All the Formula Junior cars had the correct engine capacity. Some of the other cars were not examined until the Sunday and Monday, so the results must again be very much subject to official confirmation. Provisional results show that John l'Amie wins the Gold Flake Trophy, from John Dickson. At the time of going to press, official results are not available.

RESULTS

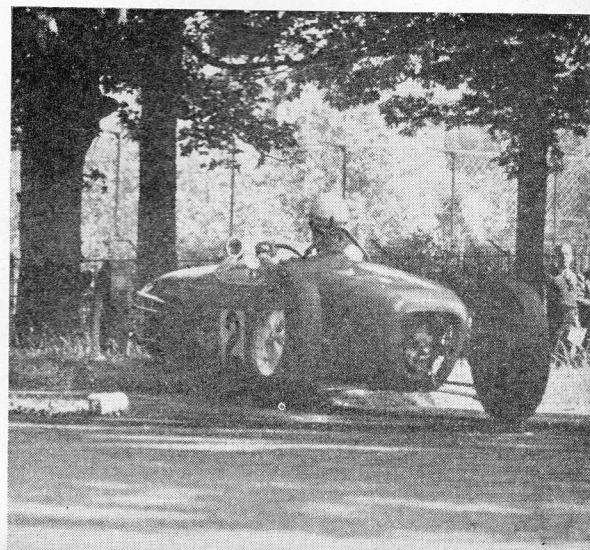
Saloon Car Handicap (15 laps—62.5 miles): 1, Mike Cave (Austin A40), 43 m. 56.2 s., 83.46 m.p.h.; 2, John Gavin (Renault Gordini); 3, Michael Ivis (Austin-Cooper S); 4, Paddy Curran (Renault Gordini); 5, Malcolm MacNaughton (Austin-Cooper s/c); 6, Eugene Ward (Hillman Imp). Fastest lap: Cave, 84.6 m.p.h. (Saloon record).

Formula Junior Race (24 laps—100 miles): 1, Adam Wyllie (Lotus 27), 1 h. 0 m. 24.2 s., 99.34 m.p.h.; 2, Ted Dawson (Lotus 22); 3, Roy James (Brabham); 4, Peter Procter (Cooper); 5, Dennis O'Sullivan (Brabham); 6, Mervyn McKinney (Cooper). Fastest lap: James, 101.66 m.p.h. (F.J. record).

Gold Flake Trophy: Race One (18 laps—75 miles): 1, Hon. Mervyn Wingfield (Triumph TR4), 43 m. 30.6 s., 86.19 m.p.h.; 2, Alex Poole (M.G. Midget); 3, Ronnie Desano (Sprite); 4, R. Dubsky (Triumph TR3); 5, Des Cullen (M.G. Midget s/c); 6, Edmund Williams (Sprite). Fastest lap: Wingfield, 86.67 m.p.h.

Gold Flake Trophy: Race Two (18 laps—75 miles): 1, John l'Amie (Crossle), 42 m. 42.4 s., 93.37 m.p.h.; 2, John Dickson (Crossle); 3, Sidney Taylor (Lotus Elite); 4, John Sharp (M.G.A.); 5, Bertie McElhinney (Lotus 7); 6, P. Sherman Kissner (Jaguar D-type). Fastest lap: Malcolm Templeton (Lotus 22), 102.07 m.p.h. Combined Results: 1, John l'Amie; 2, John Dickson. (Other placings not announced until all cars are checked.)

CHARLES EYRE-MAUNSELL and his Lotus 18 try to slip into the Dublin Zoo!



highly skilled drivers giving the spectators an exciting day's sport.

Finally, what of the future with more knowledge of this new surface? Will the hill be climbed in 45 secs? The way Peter Westbury kept reducing the time would indicate that in the not-too-distant future 45 secs. will be possible; 1964 will be eagerly looked forward to by many of the 1963 spectators.

RESULTS

B.T.D.: P. Westbury (Felday-Daimler), 47.97 s.
2nd B.T.D.: M. Daghorn (Cooper-J.A.P. 1100), 48.50 s.
3rd B.T.D.: D. R. Good (Cooper-Daimler), 48.74 s.
Sports Cars up to 1,600 c.c.: 1, R. Terry (Lotus-Climax 7), 52.75 s.; 2, A. Sargeant (Cooper-Climax), 55.34 s.; 3, B. Field (Lotus-Ford 7), 57.02 s.
Over 1,600 c.c.: 1, L. le Vesconte (M.G.B.), 59.19 s.; 2, J. Casey (Austin-Healey 3000), 60.29 s.; 3, R. Surcouf (Austin-Healey 3000), 61.47 s.
Racing Cars up to 750 c.c.: 1, M. le Fevre (Valentino 500), 53.66 s.; 2, P. Wilson (Martini Special), 56.76 s.; 3, D. de Gruchy (Cooper 500), 59.60 s.
751-1,000 c.c.: 1, P. le Gallais (L.G.S. II, 500 (s/c)), 51.21 s.; 2, J. Payne (Cooper-J.A.P.), 67.76 s.
1,001-1,500 c.c.: 1, M. Daghorn (Cooper-J.A.P.), 48.73 s.; 2, P. Boshier-Jones (Lotus-Climax 22), 51.0 s.; 3, T. Norton (Lotus-Climax 18), 55.76 s.
Over 1,500 c.c.: 1, P. Westbury (Felday-Daimler), 48.02 s.; 2, D. R. Good (Cooper-Daimler), 49.54 s.; 3, G. H. Keylock (Cooper-Buick), 52.46 s.
Karts: 1, T. Blanchet (Buckler), 56.85 s.; 2, M. Boizard (Fastakart), 57.04 s.; 3, R. Trehorel (Kart Progress), 66.81 s.
R.A.C. Hill-Climb Championship Runs: 1, P. Westbury (Felday-Daimler), 47.97 s.; 2, M. Daghorn (Cooper-J.A.P.), 48.50 s.; 3, D. Good (Cooper-Daimler), 48.74 s.; 4, P. Boshier-Jones (Lotus-Climax 22), 49.07 s.; 5, P. le Gallais (L.G.S. II 500 s/c), 49.98 s.; 6, R. Terry (Lotus-Climax 7), 51.04 s.; 7, G. Keylock (Cooper-Buick), 51.82 s.; 8, J. Epstein (Cooper-Chevrolet Monaco), 52.36 s.; 9, M. Eyre (Cooper-Buick), 53.10 s.; 10, M. le Fevre (Valentino 500), 53.46 s.

ENJOYING Radio Corner is S. Ashcroft (Lotus Super 7). However, several other drivers came unstuck here.

55.34 secs. Arthur Owen, the present hill-climb champion, ran right out of luck with an engine that did everything except drive the wheels; he clocked 59.66 secs. With the peculiar noise the engine made, Arthur crossed the finishing line, I suspect, by pushing his feet through the floorboards and running up the hill!

Tico Martini, last year's winner, was not competing. He sold his T.T. special to Peter Wilson, from Guernsey, who took it up the hill and, on his first run, chose to do some bank-climbing as well as some hill-climbing. His second run stopped the clock at 56.76 secs. Maurice le Fevre in a 750 c.c. Valentino really had a spectacular run, and recorded 53.66 secs.—a fine run in so low powered a racing car. Peter le Gallais, in his L.G.S. II, clocked 51.28 secs. on his first run; he eventually reduced this to 51.21 secs.

The more powerful cars then entered the competition and, as expected, Mac Daghorn set the pace with 49.29 secs. on his first run. His second trip up the hill gave him a time of 48.73 secs. This was good enough for him to win his class, and 2nd B.T.D.—a first-class performance by a local driver.

Peter Westbury was in great form from the very start. His first attempt was made in 48.73 secs. His second run in his Felday really smashed the record with 48.02 secs. Later, in the first of his Championship runs, he pulled out all the stops and, with a time of 47.97 secs., was a most worthy Bouley Bay Champion. His second run in the Championship was "slow", 48.34 secs.

Mac Daghorn also pulled out the stops in his Championship runs, but seemed to try too hard and found Radio Corner a bit of a so-and-so. Nevertheless he collected nine points for the Championship.

David Good made 3rd B.T.D., and had the spectators cheering, as the popular and highly skilled driver collected eight points and recorded 48.74 secs. In all, a wonderful day, good weather, excellent organization and

Bouley Bay Hill-Climb

A Win for Peter Westbury
BY R. H. le VAILLANT

WEDNESDAY, 24th July, saw rain and a slippery road—in fact, conditions were at their worst, and the drivers never had the opportunity of finding the "feel of the hill". Bouley Bay has a new surface, the concrete now being covered with dark asphalt. This, coupled with improved banking, gave all the indications that records must go. The local club's hill-climb on Whit Monday had already set the new time for the hill, Mac Daghorn setting a new record of 48.44 secs.

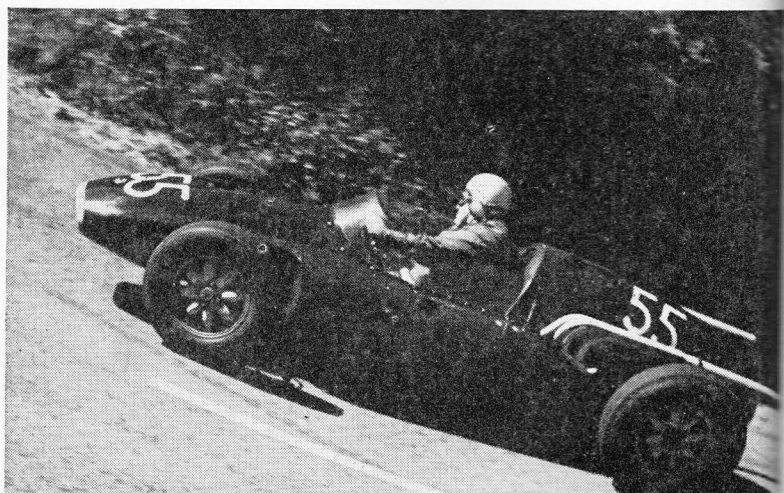
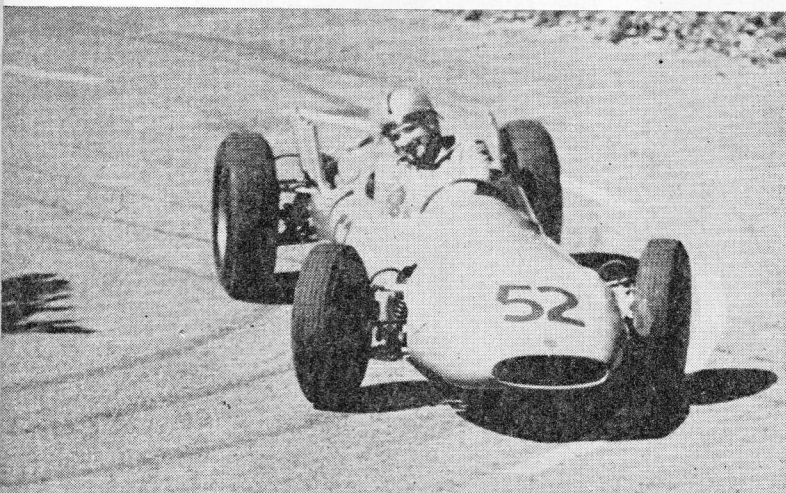
On Wednesday, during those appalling conditions, it was David Good who recorded the best practice time of 55.58 secs. Mac Daghorn was second fastest with a time of 57.55 secs.

Thursday, 25th July, brought perfect weather, sun and a gentle breeze, enabling the spectators to enjoy in comfort an excellent day's sport. The local club surpassed their usual organization, and events were run rapidly and any drivers who persisted in chewing the hedges were much appreciated by all!

With perfect conditions, records were expected to go—and go they did. Mac Daghorn's hill record was broken by Peter Westbury, who drove his Felday-Daimler up the 1,011 yards of Bouley Bay in 47.97 secs. This he did during his Championship Run, breaking Mac Daghorn's record by 0.47 sec. Westbury collected 11 valuable points towards the championship.

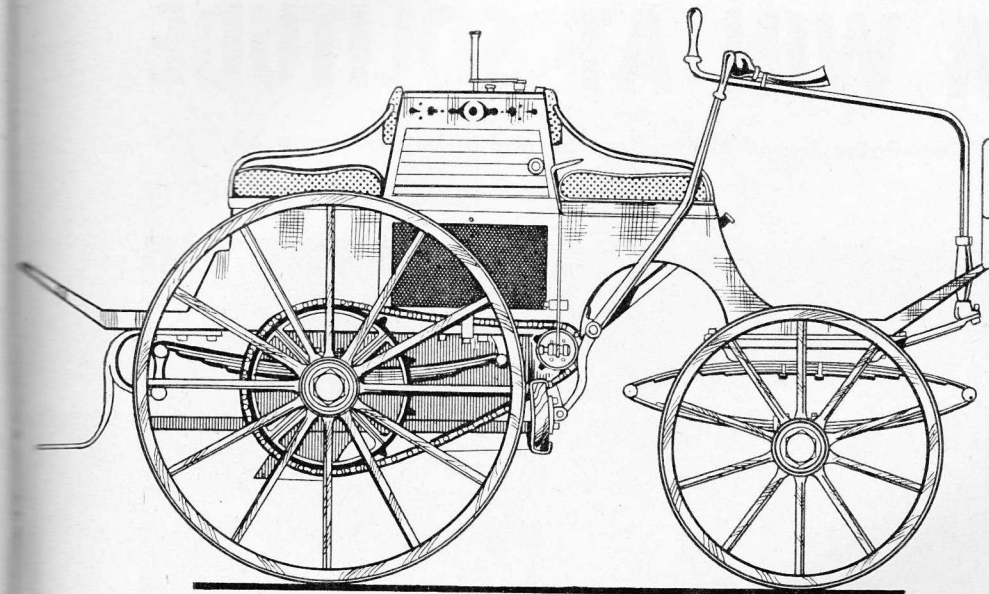
After the motor-cycles Tony Sargeant was the first to drive a car up the hill. His 1,100 c.c. Cooper established a new class record with

COOPER-BUICKS BOTH. George Keylock and Mike Eyre have met several times this year, each doing his best to beat the other! Keylock was the faster at Bouley Bay and he is seen rounding a tight curve (below, left). Seven-Fifty M.C. man Eyre struggles up the hill in his beast (below, right). REIGNING CHAMPION Arthur Owen made his first appearance this year in a sick 1,500 c.c. Lotus 23 (above, right).



THE VERY FIRST Panhard-Levassor with centrally mounted Daimler engine, which was built in 1890 and was running well in 1891. The whole front axle and suspension swivelled on a steering turntable.

Drawing: Theo Page



Accordingly, Emile Levassor and René Panhard decided to build cars at their works and also to sell the engines for boats and stationary purposes. They were still doubtful about selling as many as 30 a year, however, and so they tackled Armand Peugeot, the bicycle manufacturer.

Peugeot was already mad on cars, though the steam devices that he had built, to Serpollet's designs, had been utter failures. So he decided to "muck in" with Levassor and take a share of the Daimler engines. Both manufacturers built their first cars in 1890, and as Levassor had now married his Louise, the patents were secure.

Rather naturally, the Peugeot was a

THE PANHARD-LEVASSOR STORY

The First of Three Parts

BY JOHN BOLSTER

"HISTORY is bunk," so Henry Ford, who made quite a lot of it himself, is alleged to have said. The venerable Henry was right, as a matter of fact, at least as regards the average motoring history book.

Having read, in countless articles, that Emile Levassor built the first Panhard-Levassor with the engine in front, I was somewhat astonished about five years ago when I first saw a Panhard with the power unit in the current Grand Prix position. This was at Compiègne, in the carriage museum, and the car shown was the second Panhard ever built, of 1891. In the same museum, I also saw Amédée Bollée's steam carriage of 1878, "La Mancelle", which has the engine in front driving by shaft to the differential and chains. This is known in all French engineering literature as the *Système Panhard*, because Levassor "invented" it 12 years after Bollée had used it!

In the intervening years, I have done a little research on this subject. Now, Jacques Ickx has produced his magnificent pair of volumes, *Ainsi Nacquit L'Auto-*

mobile, and all the details of the first Panhards are revealed, even works invoices giving the engine numbers being reproduced. Thanks to this absolutely irrefutable source, it is possible to place Levassor's contribution to the history of the automobile in its correct perspective.

Let us give honour, straightaway, to Karl Benz, who built the first practical car. The Benz, however, had a slow-speed horizontal "gas engine" and flat belt drive, which was a design that was incapable of further development. The car of the future was to come from the engine that Gottlieb Daimler patented in 1885, which for the first time supported the cylinder on an enclosed crankcase. This engine, and the 20 deg. V-twin which followed it in 1888, had internal flywheels like a typical motorcycle unit of today.

Not only did this construction save much weight, but it allowed proper lubrication of the working parts to take place. Daimler's collaborator, Maybach, developed a spray-type carburettor, and though Daimler's preference for hot-tube ignition may seem reactionary today, one must remember that the system was reliable, which the alternative batteries and trembler coils were not at that epoch. The Daimler engine, which turned at the hitherto unimaginable speed of 750 r.p.m., was the direct ancestor of the modern high-speed power unit.

Daimler's German employers, who built stationary gas engines, saw little advantage in his advanced prime mover. Not so Edouard Sarazin, who became his French agent. In 1887, he asked Emile Levassor to build a few Daimler engines in the Panhard works to establish the patents in France. Regrettably, Sarazin died on Christmas Eve, but his widow, Louise, who inherited his business interests, decided to go ahead with the project. She took Levassor to Cannstatt to see Daimler, who spoke excellent French, as his letters prove. There they negotiated a settlement and contracted to sell 30 engines a year in France.

Daimler had constructed some crude experimental vehicles which proved that a car could be powered with his engine.

quadricycle with wire wheels and a steel tubular frame, the engine being at the back. The first Panhard was exactly like a horse-drawn vehicle, the chassis being of wood and the front axle pivoting on a turntable, which was steered by a tiller. The front springs were full-elliptics and the rear ones semi-elliptics, the wooden-spoked wheels having iron tyres, against which the spoon-type brakes acted directly. But—and this is the important point—the first Panhard was not built on the *Système Panhard*, for its engine was in the middle! It had a crude, brush-type clutch and just ahead of it was a change-speed gear with uncovered pinions. The drive to the rear wheels was by side chains.

So the first Panhard didn't have the engine in front as all the books say. They also say that Levassor invented the sliding pinion gear change, but this he did not do, for the device was well known in engineering and had been used in Daimler's experimental vehicles. Later, as we shall see, he enclosed the gears in a box to keep the grit out and the grease in, which was a useful advance. "Dashed inaccessible, these modern cars," said the early motorists, who liked to spread a handful of grease on their gear teeth each morning.

The first Panhard was a four-seater, with the occupants sitting back to back and the engine between them. As it had only about one b.h.p. in its single-cylinder, it was somewhat underpowered. The next three cars had the 20 deg. V-twin, which was moved back a little in the chassis. The face-backwards seats thus became very "occasional", the machines being two-seaters in intention. Though tiller-steered, they now had wheels turning on king-pins with a track rod, the front axle itself no longer pivoting. This one change alone made it possible to consider an increase in power and speed, for the turntable was deflected by every inequality in the road, of which there were many with flint or cobbled surfaces and iron tyres!

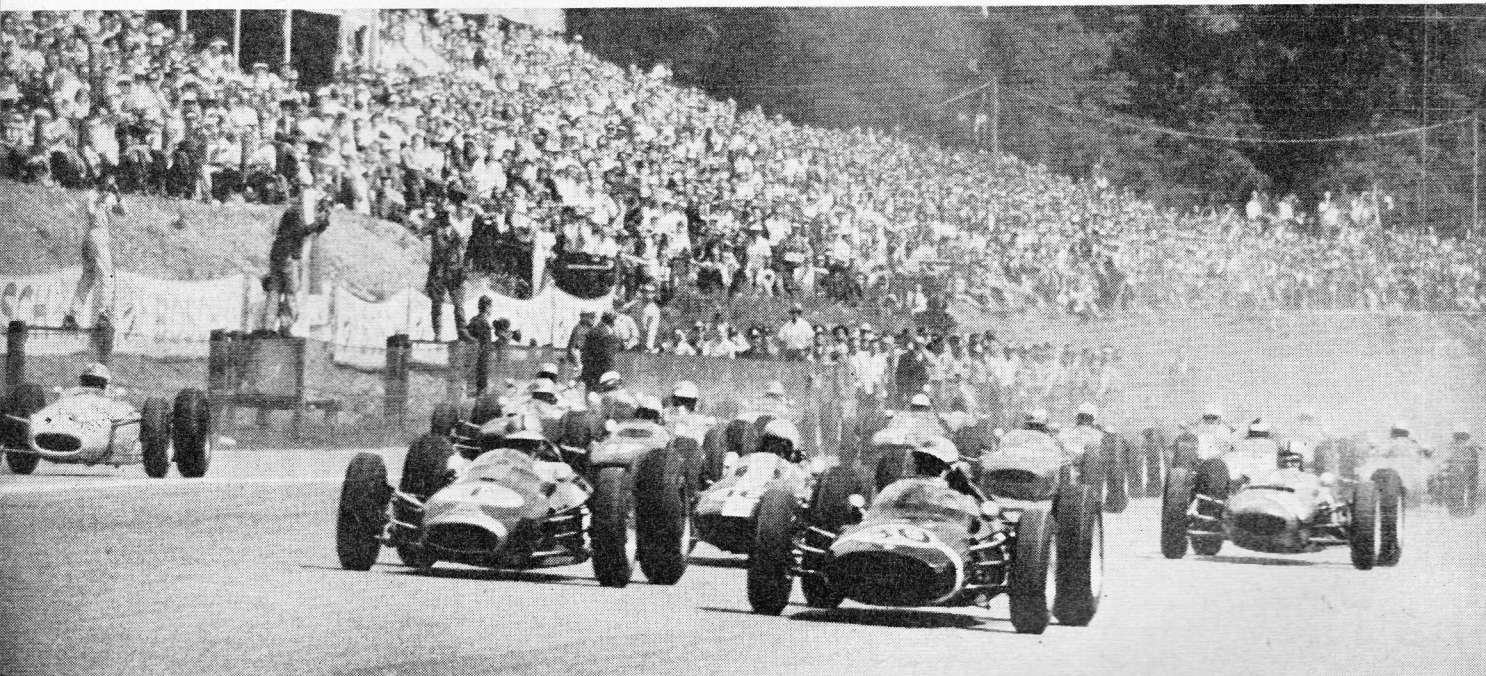
So the first four Panhards were rear-engined cars, but what about the fifth? At last we are coming to the *Système Panhard*, as my next article will reveal.

A BRABHAM WIN AT SOLITUDE

Jack Does it at Last in His Own Car—Peter Arundell Excellent Second in Lotus-Climax 25

By BILL GAVIN

Photography by GÜNTHER MOLTER



THE marque Brabham enjoyed its first Formula 1 success at Stuttgart last Sunday, when Jack Brabham himself won the Solitude Grand Prix. Second was Peter Arundell in a Team Lotus 25, third, Innes Ireland in the B.R.P.-B.R.M., and fourth, Lorenzo Bandini, who drove a splendid race to make up for an early pit stop. Jim Clark's Lotus 25 sheared a rubber U.J. at the start and Jo Bonnier retired when his Cooper's Climax engine seized while lying second, just behind Brabham, over a lap before the finish.

THE 7.1-mile Solitude circuit a few miles from the Bavarian city of Stuttgart is one of Europe's most attractive. The beautifully surfaced road climbs and falls through attractive pine forests, combining a few slow corners with many fast ones and a generous length of straight, which makes average speeds in excess of 105 m.p.h. attainable by the better F1 cars.

The organizers had contracted an exceptionally large field of 26 starters so, naturally, most of them were of little account, and the only important works entries were those of Jack Brabham, and the three Team Lotus 25s for Clark, Taylor, and Arundell.

At Friday's practice Clark made his best time of last year (around 3 mins. 55 secs.) look a bit old-fashioned when he flew round in 3 mins. 50.2 secs. which was a whole 5.5 secs. quicker than Jack Brabham. Bonnier with the Walker 1962 Cooper was 0.3 sec. slower than the Brabham, while Arundell managed 3 mins. 57.8 secs. with a carburetter-engined Lotus 25.

Saturday's practice saw Jack Brabham improve to 3 mins. 51.8 secs., but Clark equalled this with full tanks. Bonnier got down to 3 mins. 54.4 secs. which was just over a second faster than Arundell and Taylor who both drove the carburetter car after the Colotti gearbox of Taylor's fuel-injected car failed. Innes Ireland was next at 3 mins. 56.4 secs. in the B.R.P. monocoque with B.R.M. engine. Identical times of 3 mins. 59.0 secs. were recorded by Chris Amon in the Parnell Lola and Joseph Siffert in his private Lotus-B.R.M. Bandini had missed Friday's practice and scarcely got time to learn this difficult circuit, so was only tenth fastest at 4 mins. 01.2 secs., 0.9 sec. slower than Jim Hall in his Lotus-B.R.M. 24. Fastest of the four-cylinder cars

and faster than no fewer than eight V8s was Gerhard Mitter of Stuttgart in one of Carel Godin de Beaufort's Porsches at 4 mins. 04.9 secs., 1.5 secs. faster than de Beaufort himself.

* * *

THE good weather persisted, and race day was quite warm; in fact hot, when the sun was not obscured by cloud. The F1 race was the third event on the programme and followed a lengthy parade of miscellaneous vehicles—with a crowd reckoned at 220,000 people in attendance, this must have been valuable publicity for those that took part.

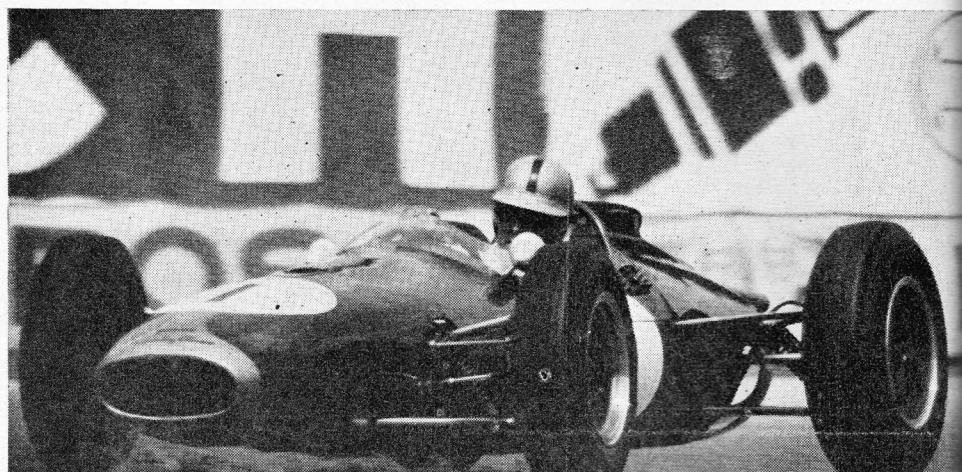
When the red, black and yellow German flag was dropped poor Jim Clark scarcely moved from his pole position for the offside rubber metalastic "doughnut", which is the inboard U.J. of the 25, sheared, possibly as a result of the loadings it received in practice, when some of its bolt heads were fouling the

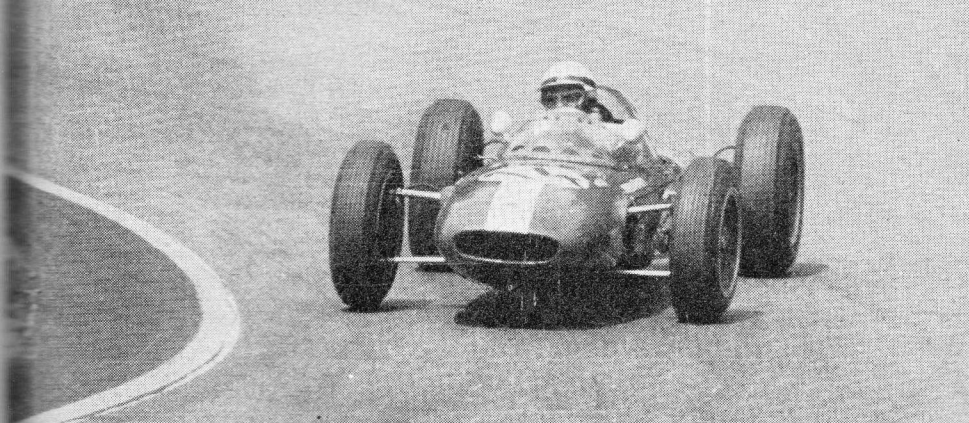
THE START: with Jo Bonnier (Cooper-Climax) taking a slight lead from Jack Brabham (Brabham-Climax) and Trevor Taylor (Lotus-Climax). Innes Ireland (B.R.P.-B.R.M.) is coming up on the outside, while Chris Amon (Lola-Climax) is also well placed.

final drive casing. Meanwhile, Bonnier and Brabham had made copybook starts and Jack shot across Jo's bows to lead into the long fast left-hander at the end of the pit straight, closely followed by Trevor Taylor. Taylor moved ahead of Bonnier to lay second to Brabham at the end of the first lap. Ireland was fourth, then Amon, Arundell, Siffert, Jim Hall, and Hailwood led de Beaufort and Mitter. On the second lap Chris Amon really got to grips with things and moved ahead of Ireland and Bonnier to occupy third place. The pits sounded like Palermo in rush hour as a klaxon honked continually, announcing the arrival at the pits of Hailwood, Phil Hill, Burgess, Parnell, and Carter after only two laps, and one quietly congratulated the organizers on assembling such a large field.

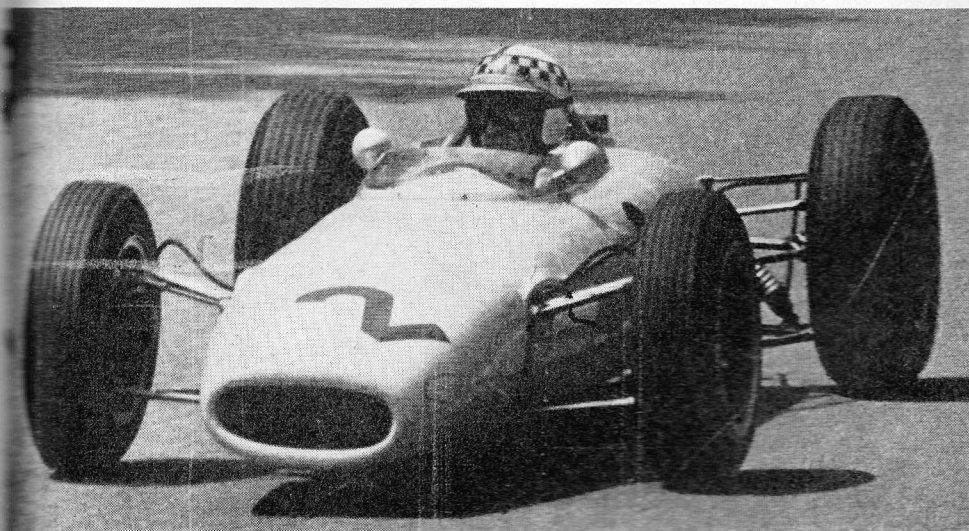
By the end of the fourth lap the field was well strung out though the interval between

JACK BRABHAM concentrating hard on his way to victory in his own creation—the Brabham-Climax





UNFAMILIAR in a Lotus was ex-World Champion Phil Hill, who drove Scuderia Filipinetti's B.R.M.-powered car (left). Unfortunately, the car was plagued with troubles and never got going well. INNES IRELAND was third in the B.R.P.-B.R.M. (below, left) but he never showed the form of his 1961 drive, when he won in a works Lotus.



Mitter who, it seems, has for too long squandered his abilities on his ridiculous D.K.W.-engined Formula Junior machinery. Sixth was Jim Hall, who didn't really settle down until the closing laps when he went ahead of de Beaufort, who finished nearly two minutes ahead of Anderson.

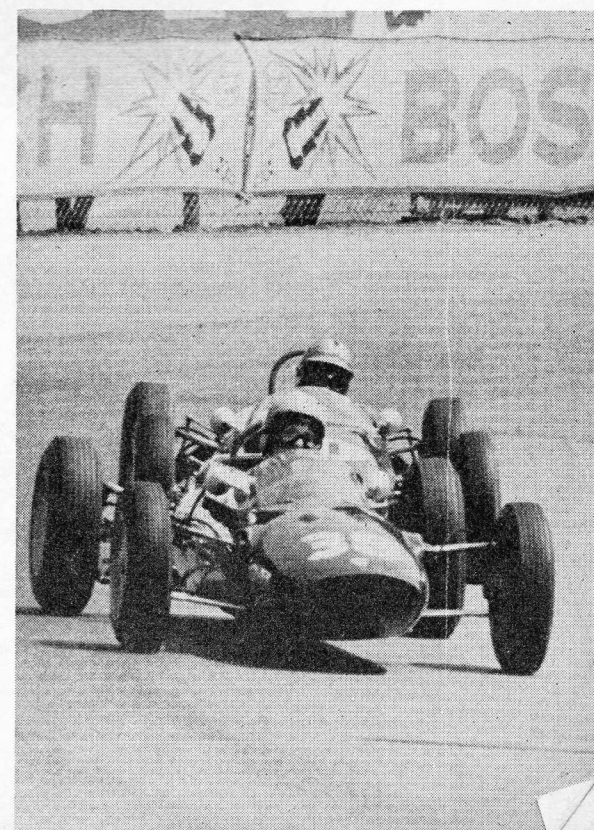
THE 15-lap Junior event was won convincingly by Peter Arundell in the Team Lotus/Ron Harris Lotus 27. For most of the race Hulme, in the works Brabham, and Arundell disputed the lead, but then Arundell decided to put to some use his superior knowledge of the circuit. Even Hulme couldn't match his times and his best lap of 4 mins. 04.7 secs. was better than over half the F1 field's. Frank Gardner (Brabham) came up to challenge Hulme in the closing laps and the Antipodeans finished 3.6 secs. apart and clear of Schlesser.

RESULTS

Formula 1—25 laps: 1, Jack Brabham (Brabham-Climax), 1 h. 40 m. 6.9 s., 171.06 k.p.h.; 2, Peter Arundell (Lotus-Climax 25), 1 h. 40 m. 31.6 s.; 3, Innes Ireland (B.R.P.-B.R.M.), 1 h. 42 m. 37.4 s.; 4, Lorenzo Bandini (B.R.M.), 1 h. 43 m. 46.0 s.; 5, Gerhard Mitter (Porsche), 24 laps; 6, Jim Hall (Lotus-B.R.M. 24), 24; 7, Carel Godin de Beaufort (Porsche), 24; 8, Bob Anderson (Lotus-Climax), 24; 9, Jo Bonnier (Cooper-Climax), 23; 10, Mario Araujo Cabral (Cooper-Maserati), 23; 11, Bernard Collomb (Lotus-Climax 24), 22; 12, André Pilette (Lotus-Climax 18), 21. **Fastest lap:** Clark, 3 m. 49.1 s., 179.4 k.p.h.

Formula Junior—15 laps: 1, Peter Arundell (Lotus-Ford 27), 1 h. 3 m. 2.0 s., 163.0 k.p.h.; 2, Denis Hulme (Brabham-Ford), 1 h. 3 m. 14.5 s.; 3, Frank Gardner (Brabham-Ford), 1 h. 3 m. 18.1 s.; 4, Jo Schlesser (Lotus-Ford 27), 1 h. 3 m. 40.1 s.; 5, Richard Attwood (Lotus-Ford), 1 h. 4 m. 14.0 s.; 6, Kurt Ahrens, Jr. (Cooper-Ford), 1 h. 4 m. 16.1 s.; 7, Paul Hawkins (Brabham-Ford), 1 h. 6 m. 30.0 s.; 8, Frank Müller (Lotus-Ford), 14 laps; 9, Bill Bradley (Lotus-Ford), 14; 10, David Baker (Lotus-Ford), 14; 11, Klaas Twisk (Brabham-Ford), 14; 12, "Elde" (Cooper-B.M.C.), 14. **Fastest lap:** Arundell, 4 m. 4 s., 167.9 k.p.h.

JOUSTING JUNIORS. Peter Arundell (Lotus 27) holds a narrow lead over Denis Hulme (Brabham-Ford), both drivers trying really hard.



STARTING GRID

Bonnier (Cooper-Climax V8) 3 m. 54.4 s.	Brabham (Brabham-Climax V8) 3 m. 51.8 s.	Clark (Lotus-Climax 25 V8) 3 m. 50.2 s.
Taylor (Lotus-Climax 25 V8) 3m. 55.9 s.	Arundell (Lotus-Climax 25 V8) 3 m. 55.6 s.	
Amon (Lotus-Climax V8) 3 m. 59.0 s.	Siffert (Lotus-B.R.M. 24 V8) 3 m. 58.7 s.	Ireland (B.R.P.-B.R.M. V8) 3 m. 56.4 s.
Bandini (B.R.M. V8) 4 m. 1.2 s.	Hall (Lotus-B.R.M. 24 V8) 4 m. 0.3 s.	
de Beaufort (Porsche "4") 4 m. 6.4 s.	Anderson (Lotus-Climax V8) 4 m. 5.2 s.	Mitter (Porsche "4") 4 m. 4.9 s.
Settember (Scirocco-B.R.M. V8) 4 m. 8.0 s.	Hailwood (Lotus-Climax V8) 4 m. 7.0 s.	
Cabral (Cooper- Maserati "4") 4 m. 19.9 s.	Raby (Gilby- B.R.M. V8) 4 m. 17.4 s.	P. Hill (Lotus- B.R.M. 24 V8) 4 m. 9.6 s.
Seifert (Lotus-B.R.M. 24 V8) 4 m. 28.4 s.	Robinson (Lotus-Climax 18 "4") 4 m. 28.0 s.	
Parnell (Lotus- B.R.M. 24 V8) 4 m. 43.6 s.	Pilette (Lotus- Climax 18 "4") 4 m. 38.7 s.	Collomb (Lotus- Climax 24 V8) 4 m. 29.5 s.
Maring (Lotus-Borgward "4") 7 m. 17.2 s.	Kühnke (Lotus-Borgward "4") 4 m. 51.2 s.	
Burgess (Scirocco-B.R.M. V8)	Carter (Lotus-Climax 18 "4")	

the leaders was not great. Brabham was just ahead of Taylor, Bonnier was again in front of Amon, while Ireland and Arundell were close by. Two laps later the order was changed drastically when Taylor's crown wheel and pinion failed and Amon's transistor box burnt out. Meanwhile, Arundell had got ahead of Ireland so that the order was Brabham, Bonnier, Arundell, Ireland, then a big gap to Siffert, and another to de Beaufort and Mitter who were ahead of Jim Hall who had spun at the first corner after the pits. Then in eleventh place was Bandini who had

started off on seven cylinders but, since a plug change after three laps, had already picked up eight places and in the process was also learning the circuit, which was a bit greasy at this stage. Bob Anderson in the Lola was next, then Mario Cabral, while poor Phil Hill, who was having an unhappy time with the Filipinetti Lotus 24, returned to the pits.

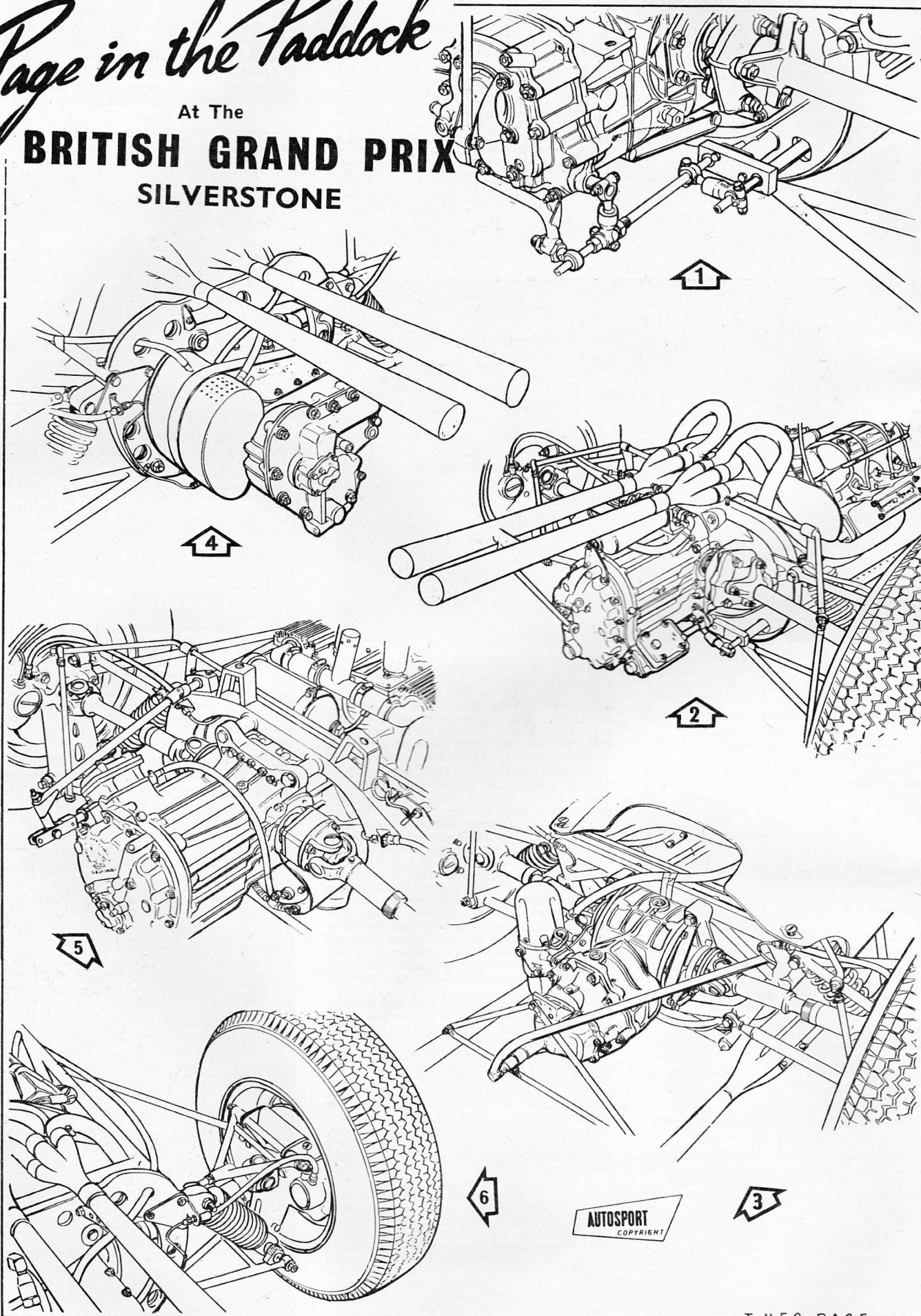
Brabham moved out to about 10 seconds in front of Bonnier and seemed quite content to maintain this interval while after 10 laps Bonnier led Arundell by 23 secs. Ireland occupied fourth place about half-a-minute farther back and a similar interval separated him from Siffert. The race seemed to be stagnating when, after 15 of the 25 laps had been run, Jim Clark appeared from behind the pits and joined the race just behind Brabham and immediately started to lap in the low fifties, which was considerably faster than anybody other than Bandini, who was now up to seventh place despite a spin. Clark set about the lap record with vigour and eventually lowered it to a fantastic 3 mins. 49.1 secs., which represents an average speed of 111.4 m.p.h.

Brabham maintained his lead and Bonnier seemed all set for a deserved second place when the Walker team's already incredibly long list of engine failures was added to. This time the engine seized and Bonnier came to a standstill just before the start-finish line at the end of the 24th lap, when only one remained. Had he crossed the line then he would have been credited with 24 laps and filled fifth place. Siffert's Lotus-B.R.M. dropped a valve after 18 laps, letting Bandini up a place.

At the end of the 25-lap Grand Prix Jack Brabham took the chequered flag, having been indisputably in charge for the whole race and showing form which suggests that he can still win more important races than this one. Peter Arundell finished 24.7 secs. behind, earning a splendid second place to complement his F.J. victory earlier in the day. Third place went to Innes Ireland, who didn't display the dash of his last outing here when he defeated the works Porsches in a photo-finish in 1961. Bandini drove another magnificent race to fill fourth place after his two-minute pit stop. Fifth, and a lap behind, was

Page in the Paddock

At The
BRITISH GRAND PRIX
SILVERSTONE



From the Cockpit

By rights these stories should be getting better, because I don't really write them in the cockpit, and it's the time that I take putting pen to paper that really counts. The way things have been going recently, I've had plenty of time for the latter.

One thing about watching from the sidelines, particularly at a circuit like Silverstone, is that you can get a very true picture of just what the other boys are up to, how hard they are trying, and how good their motor-cars are.

But first things first. The Grand Prix really started for me on the Tuesday when we went to Silverstone to test one of the hydraulically suspended Cooper Formula Juniors. Graham Hill was there with the monocoque B.R.M., but it wasn't performing up to expectations, and although we felt a certain amount of fellowship and understanding at the slow progress of a completely new car, we were also glad that it wasn't going to run away with things.

Late in the afternoon Jack Brabham turned up with one of his Formula 1 cars. He did a few quick laps and was immediately into the 1 min. 35 secs. region—not too far from the lap record! Jack has always been quick at Silverstone and Dan Gurney is no slouch anywhere, so we knew that in the practice sessions the Brabhams would be cars to keep stopwatches on.

And so it turned out. Jimmy Clark was pace-setter in the monocoque Lotus, with Graham Hill, John Surtees and myself not too far behind, but during the last half-hour on Friday the Brabham boys got with it and established themselves on the front row. We had already decided that my Cooper had been practised sufficiently and had started preparing it for the race, so I had the opportunity to take a close look at the cars coming through Club Corner.

Dan had got down to a time equalling Jimmy's best, and Jimmy was out to see if

he could do better. Graham was in danger of being knocked off the front row, so he was out too, and for 15 minutes while Jim, Graham, and Dan pounded around I was graphically reminded of the reason why people go to see motor racing.

When you're out in a G.P. car you haven't got time to think about the fact that you're moving fast; you're concentrating on keeping the movement of the car as smooth and graceful as possible, getting the throttle opened just that fraction quicker than last time, and keeping it open all the way when you've got it there.

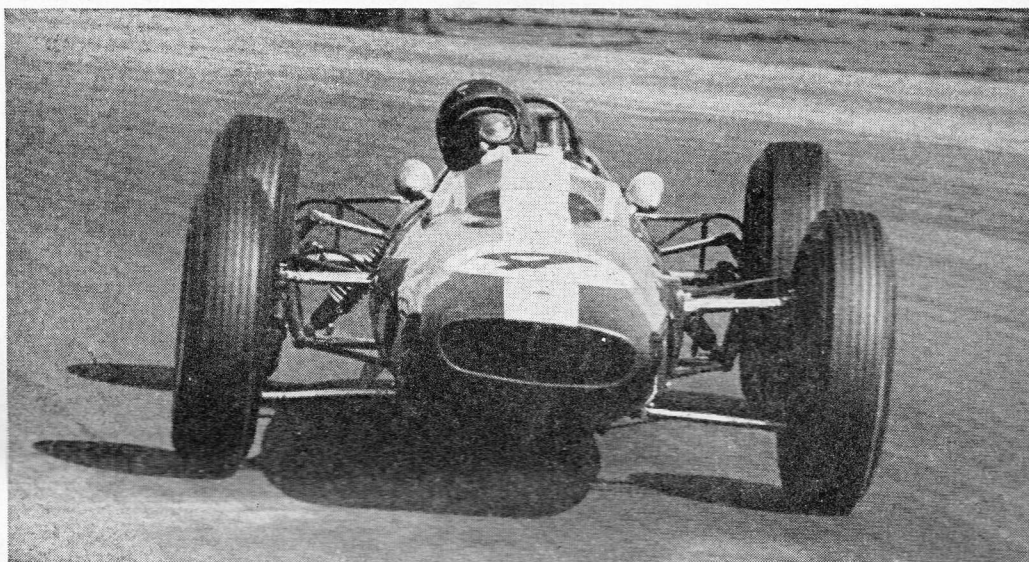
At Silverstone you concentrate on shaving the brick walls on the inside, not just an inch or two away, and you hold the car in a drift that if it were any faster would take you into a bank or onto the grass. If you are any slower you know that you are not going to be up with those first three or four. You know perfectly well you are

Something like Indy, I should imagine.

At two o'clock the real business of the day started. The briefing was quick and to the point. The "2 MIN" board was up and my team mate Tony Maggs was in trouble. Part of the ignition system had let us down again. So while Tony sat with arms raised to signify that he wasn't going to move, the flag was lifted and with the deafening blast and excitement of Formula 1 racing, 1963, the race was on.

I made a good start in behind Gurney and alongside Graham's B.R.M. But suddenly I was nearly on top of Gurney's Brabham. I assume he missed a gear-change. I swerved to miss his rear wheel and felt a bump as I touched someone else's wheel. Jimmy had made a poor start and Jack snatched the first corner in the lead with Dan and myself right on his tail and Jimmy a yard or two behind us.

For six laps we had the sort of motor



MAN TO BEAT: Jim Clark applies some opposite lock at Silverstone.

trying just as hard as you possibly can, and I know when I've done a few laps like this, I come in and think to myself, well, if anyone tries harder than that, good luck to them.

But you haven't thought about the people who have been watching. At least I haven't anyway, but here at Club Corner the rôle was reversed, and I was watching—it was really exciting!

Jimmy came in so fast and left his braking so late that I leapt back four feet convinced that he wouldn't make the corner, but he went through, working and concentrating hard. I'm sure his front wheel just rubbed the wall. I barely dared to watch him come out the other end.

And then Graham came through with the B.R.M. steering wheel moving almost quicker than you could see, and the front wheels arcing to and fro, just holding the car on that very fine balance between a tenths corner achieved and a backwards-off-the-road incident.

Dan came through just the same way, really working, and on my watch there was hardly a thing in it. They were all lapping in just under 1 min. 35 secs. I've seen a lot of motor racing, and if I could get excited over this, I can imagine how the crowd of 115,000 on Saturday must have felt.

It struck me that Clark and Gurney's experience at Indianapolis this year may have had something to do with their first and second places on the grid. Silverstone is just one fast corner after another taken with all the power turned right on and the whole car in a pretty fair slide but, nevertheless, in the groove for that corner.

racing that I haven't been in since the F.2 days at Brands Hatch—when you're close enough to the man in front or alongside you to see whether he's under- or over-steering; to be able to sense whether he has got the power on; to know whether it is safe to slip inside him. Jimmy came through and soon took command of the bunch, but after six short laps the song from my Climax V8 was abruptly strangled. Initially, it seemed as though it was a petrol or ignition failure, but a quick glance in the mirror showed enough smoke coming out the back to screen a small-sized army. So that was that, and I parked the Cooper alongside Becketts.

While the initial disappointment wore off I stood and watched Clark, Brabham, Gurney, Hill and Surtees fighting for the lead. They reminded me of a Brockbank cartoon. Jimmy came through with his mouth open, and occasionally his tongue between his teeth. The tyres were holding a tenuous grip on the road with the body and chassis leaning and pulling at the suspension, like a lizard trying to avoid being prized off a rock by a small boy. Then Dan arrived really throwing the Brabham into the corner, understeering and flicking the car hard until he had it almost sideways, then sliding through with the rear wheels spinning and the inside front wheel just on the ground.

Jimmy's runaway win and the rest of the race is history-book stuff, and pretty dull as far as I'm concerned. How can we tactfully suggest to Jimmy that some of the rest of us would like to win a Grand Prix now and then?

THEO PAGE AT SILVERSTONE

1. Trevor Taylor's Lotus-Climax 25 was fitted with a six-speed Colotti gearbox.
2. Jim Clark's winning car, on the other hand, retained the five-speed ZF unit.
3. Rear-end layout of Jack Brabham's ill-fated Brabham-Climax.
4. Bob Anderson's Lola-Climax also used a Colotti gearbox.
5. As did the British Racing Partnership's B.R.P. driven by Innes Ireland.
6. Rear suspension of Bob Anderson's Lola is pretty conventional by modern standards.

CLUB NEWS

By MICHAEL DURNIN

THE entry list for the London M.C.'s restricted race meeting at Mallory Park on 22nd September opens today and closes on 12th September. Invitation is open to the B.R.S.C.C., Snetterton M.R.C., Jaguar D.C., B.A.R.C., M.G.C.C., Seven-Fifty M.C., Nottingham S.C.C. and Peterborough M.C. There is a total of 10 events, and judging by the popularity of the L.M.C.'s recent Snetterton meeting it would be advisable to send the entries to Barry Simons, 8-10 Charing Cross Road, London, W.C.2, without delay. . . . The Snetterton M.R.C. are organizing a restricted race meeting at Snetterton on 25th August which is open to the B.R.S.C.C., B.A.R.C., West Essex C.C. and Eastern Counties M.C. There are five events, including the final of the Club Championship and an Inter Circuit Challenge Race. Entries close on 12th August and applications should be made to Oliver Sear, Old Buckenham Hall, Attleborough, Norfolk. . . . The Hampton and D.M.C. are organizing the Fourth September Sojourn on the 7th/8th September. It is a restricted rally and is open to member clubs of the London Counties Association who have accepted the organizers' invitation and entrants in the L.C.A. Championships. Regs. are available from Derek Stockall, 6 Cumbernauld Gardens, Sunbury-on-Thames, Middlesex, not later than 4th September. . . . The Thames Estuary A.C. are promoting a restricted Autocross at Canewdon on 25th August. Invited clubs are the B.A.R.C., West Essex C.C., Romford E.C.C., London M.C., Maidstone and Mid-Kent M.C., Falcon M.C., Seven-Fifty M.C., East Anglian M.C., B.R.S.C.C. and the Cambridge C.C. Entries close on 18th August and are available from T. Batty, 45 St. Mary's Road, South Benfleet, Essex. . . . The Airedale and Pennine M.C.C. in conjunction with the Caldervale M.C., De Lacy M.C. of Pontefract and the Elland M.C. are promoting a closed Autocross meeting at East Bierley, Bradford, on 25th August. Entries close on 20th August and T. B. Smith, 15 Whitehall Road West, Birkenshaw, Bradford, has the entry forms. . . . The Shenstone and D.C.C. are promoting a closed Grass Hill-Climb at Weeford Park on 18th August. Entry list closes on 13th August and M. Usher, 131 Halton Road, Sutton Coldfield, is secretary of the meeting.

COMING ATTRACTIONS

FOREIGN EVENTS

- 4th August. GERMAN GRAND PRIX, Nürburgring (F.I.).
11th August. FREIBURG HILL-CLIMB, Germany (S., G.T., T.).
CANON RACES, Karlskoga, Sweden (F.I., F.J.).
PERGUSA GRAND PRIX, Sicily, Italy (F.J.).

BRITISH EVENTS

- 3rd August. Bentley D.C. and Jaguar D.C. Race Meeting, Silverstone, near Towcester, Northants. Starts 1.30 p.m.
4th August. Cheltenham M.C. Sprint, Little Rissington, near Bourton-on-the-Water, Glos. Seven-Fifty M.C. (Cumberland Centre) Sprint, Kirkbride, Cumberland.
Allard O.C., Herts County A. and Ae. C. and National Sprint Association (Car Section), Drag Sprint, Church Lawford, near Rugby. Starts 1.30 p.m.
Liverpool M.C. Driving Tests. Starts Bewsey Hall, Burtonwood, near Warrington, Cheshire, at 2 p.m.
5th August. B.R.S.C.C. INTERNATIONAL RACE MEETING, BRANDS HATCH, near Farnham, Kent. Starts 12 noon (P., S., G.T., T.).
B.A.R.C. National Race Meeting, Aintree, near Liverpool, Lancs.
B.R.S.C.C. (Midland Centre) Race Meeting, Mallory Park, near Hinckley, Leics. Starts 2 p.m.
Snetterton M.R.C. Race Meeting, Snetterton, near Thetford, Norfolk. Starts 2.30 p.m.
Nottingham S.C.C. Race Meeting, Silverstone, near Towcester, Northants. Starts 1.30 p.m.
Taunton M.C. National Autocross. Starts Walford Cross, Taunton, Somerset, at 2 p.m.
West Cornwall M.C. Hill-Climb, Trengwainton, near Penzance, Cornwall. Starts 2 p.m.
Stockport M.C., Mid-Cheshire M.C. and B.R.S.C.C. Autocross. Starts Moorside Hotel, Disley, Cheshire, at 1.30 p.m.

Seven-Fifty M.C. (Southern Centre) BLANDFORD HILL-CLIMB

THE one thing that the Seven-Fifty M.C. (Southern Centre) did not bargain for was sunshine for their 7th Blandford Hill-Climb on Sunday, 21st July, and yet it was just this that caused the odd bothers during the day! Whilst the officials, and even some from London, were at the course before 8 a.m., it was another two hours before the doctor arrived and practice could commence. By this time the recently resurfaced course was beginning to wilt under the unusual heat of the sun and after three of the 500s had revolved in a row on the first corner, drivers were beginning to complain that up at Cuckoo Corner it was like driving on a mattress of ball-bearings.

Fortunately, the most interesting machinery proved to be the fastest in each class, so that we had Daniel Richmond, Fry, and Trickett, taking the honours in the small saloon category, the first two being in S-type Cooper-Minis with much concealed b.h.p. spinning their front wheels on take-off. In the Vintage and Post-Vintage class it was Russ-Turner's beautiful 44-litre Bentley, then the ever-youthful Bruce-White in "Alt'cok", with Kergon's R12B/C E.R.A. making all the right noises for third place.

Tony Lock, driving Vic Hood's well-known 750, headed the 750 Formula class, with George Vallender, safely recovered from his recent Silverstone accident, second, and Mike Stinton, in what must surely be the lowest ever A7 Chummy, third. This Chummy cornered without trace of roll on its Mini wheels and was turned out in pristine yellow. Bryan Small made no mistake about the 1172 Formula award.

J. Lord in a Classic-engined Lotus Super Seven made some snatch changes to record 32.41 secs., with Bill Wilks only half a second away in his recently completed Bristol (BS1) Special. Nice to see Wilks competing again after his Targa Florio drive in the Mike Eyre Cooper Monaco. Third was a 2-litre Lotus Mk. 10 in the hands of C. W. Drake. Brabin's J.B.S.-J.A.P. beat 34 secs. to head the 500s and, as expected in the larger racing class, Elton's ex-David Good 1100 Cooper-J.A.P. recorded 29.91 secs. to make B.T.D. Bennett's Merlyn Junior made second B.T.D., and third in the class was Dean's Rudeani, this delightful little bomb making one of the cleanest and quickest sprint take-offs to the first corner, with "HiFi" to suit.

In the Sports and G.T. Class, Bloomfield's Diva was nearly 2 secs. ahead of Gardner's very special Sprite. This Sprite was fitted with a head fairing and two twin-choke Webbers, so there must be some desiamizing of the ports somewhere. In the same class for

2-litre cars Palmer's Morgan Plus 4 beat Scobey's TR2, the latter having to leave early to make the long run back to Penzance. Just for a change in the unlimited class, Farquharson's big Allard beat Fry's Berlinetta, these two having a season-long duel with the honours about even.

During the afternoon runs the sun again took a hand and upset the transistorized timing equipment so that there was a pause to allow this to cool down. Everyone preferred to laze in the grass, drink in the sun and talk motor cars rather than come to the line, and start line marshal Peter McManus was just about purple in his efforts to get drivers moving again. Mention must be made of the Tiger-Triumph, this being a kart powered by a 500 Triumph Twin motor located by the driver's left knee, there being no fire protection of any kind, the seat being thrown in after operation of the kick-starter. It was certainly fast, but another couple of starts and the rear slicks would have been worn down to cotton-reels. The only 250 was beautifully constructed, the engine note changing with each gear shift like the sound of a well-known three-speed electric shaver!

A pleasant day for the competitors, but hardly so for the spectators, since there were few programmes and no public address to keep them informed. Still, we all went home with very red faces from that delightful sun.

COLIN PECK.

RESULTS

B.T.D.: T. Elton (Cooper-J.A.P. 1100), 29.91 s. Saloon Cars up to 1,300 c.c.: 1, D. Richmond (Mini-Cooper S), 32.81 s.; 2, R. Fry (Mini-Cooper S), 34.36 s.; 3, N. Trickett (Mini), 36.11 s. 1,301 to 2,000 c.c.: 1, R. Payne (Sunbeam), 36.00 s.; 2, M. F. Edwards (Cortina), 39.23 s.; 3, J. Cornish (Volvo), 42.53 s. Vintage and Post-Vintage Thoroughbred: 1, B. Russ-Turner (Bentley), 35.38 s.; 2, F. Bruce-White (Alt'cok), 35.59 s.; 3, D. N. Kergon (E.R.A.), 36.31 s. 750 Formula: 1, A. J. Lock (Austin), 38.61 s.; 2, E. G. Vallender (Austin), 39.63 s.; 3, M. Stinton (Austin), 41.32 s. 1172 Formula: 1, B. A. M. Small (Special), 33.43 s.; 2, R. E. West (Special), 37.69 s.; 3, B. L. Petty (Special), 38.03 s. Sports-Racing Cars: 1, J. J. Lord (Lotus Super 7), 32.41 s.; 2, W. Wilks (Bristol Spl.), 33.08 s.; 3, C. W. Drake (Lotus Mk. 10), 33.86 s. Racing Cars up to 500 c.c.: 1, J. Brabin (J.B.S.-J.A.P.), 33.78 s.; 2, L. Stone (Cooper), 34.39 s.; 3, S. Pemberton (Cooper), 34.48 s. Over 500 c.c.: 1, T. Elton (Cooper-J.A.P. 1100), 29.91 s.; 2, H. Bennett (Merlyn Junior), 30.46 s.; 3, D. Dean (Rudeani 997), 31.12 s. Sports and G.T. Cars up to 1,100 c.c.: 1, J. R. Bloomfield (Diva), 31.98 s.; 2, V. Gardner (Sprite), 33.81 s.; 3, F. Hackforth (Sprite), 36.13 s. 1,101 to 1,600 c.c.: 1, Major N. MacKinnon (Elite), 34.24 s.; 2, R. N. Thomas (Marcos), 34.80 s.; 3, H. Pollard (Elite), 36.05 s. 1,601 to 2,000 c.c.: 1, J. D. Palmer (Morgan), 36.00 s.; 2, E. D. Scobey (TR2), 37.26 s.; 3, P. R. Rumney (Morgan), 38.32 s. Over 2,000 c.c.: 1, P. Farquharson (Allard), 30.48 s.; 2, R. Fry (Ferrari Berlinetta), 31.37 s.

STAFFORD & D.C.C.

ENGLISH ELECTRIC (STAFFORD) C.C.

POTTERIES & NEWCASTLE M.C.

AUTOCROSS

It was a Mini-Cooper benefit day at Stafford and District Car Club's Scott Moncrieff Trophy Autocross on Sunday, 21st July, these cars taking first and second overall placings, and showing several potent sports cars the way home.

Co-promoted with the English Electric (Stafford) Motor Cycle and Car Club and the Potteries and Newcastle Motor Club, the event was staged on a 750-yard grass track course at Lapley, near Stafford, and attracted 36 entries.

Peter Hawthorne, with his rapid Austin Mini-Cooper, returned the best time of day at 1 min. 27.6 secs., against Roger Upton-Brown's 1 min. 27.8 secs. with a similar car. Nearest rivals were J. A. Thorley (Lotus Super Seven), 1 min. 28.8 secs. and Brian Harper (Sebring Sprite), 1 min. 29 secs.

Although equipped for any emergency, the Red Cross were not called upon, the only incident of the day being when the front SP of Vic Evans's Mini came off the rim whilst he was negotiating the hairpin, showering nearby marshals with mud! It was a great pity that the Mangoletsi M.G. 1100 of J. Wood developed transmission troubles during practice, as the car was going very quickly until then. The unfortunate owner did not get his

car in motion again until the results were declared at the end of the afternoon!

Stafford Car Club must be congratulated on the excellent organization of the meeting, especially the commenting over the P.A. system, which, in fact, was superior to several race meetings attended by the writer this season!

MURRAY LOAKE.

RESULTS

Overall Winner (Scott Moncrieff Trophy): P. Hawthorne (Austin Mini-Cooper), 1 m. 27.6 s. Best Lady Driver: Mrs. V. Harper (Sebring Sprite), 1 m. 33.2 s. Class Winners: R. Bradbury (Triumph Herald Convertible), 1 m. 40 s.; R. W. Beech (Austin Mini), 1 m. 31 s.; D. B. Stott (Ford Anglia), 1 m. 44 s.; P. Hawthorne (Austin Mini-Cooper), 1 m. 27.6 s.; B. Harper (Sebring Sprite), 1 m. 29 s.; J. A. Thorley (Lotus Super Seven), 1 m. 28.8 s. Team Prize: 1, Stafford and District Car Club, aggregate, 4 m. 27.6 s.; 2, English Electric (Stafford) M.C. and C.C., 4 m. 32.8 s.; 3, Potteries and Newcastle M.C., 4 m. 50.8 s.

SHENSTONE AND D.C.C. DRIVING TESTS, 14th July

RESULTS

B.T.D.: D. Harris (D.M.F. II), 425.1 s. + 5 per cent. (446.3 s.). Cars of Wheelbase 8 ft. 2 ins. and Over: 1, I. Mantle (Morris-Cooper S), 469.3 s.; 2, D. B. Smith (Austin-Cooper), 474.5 s.; 3, W. T. Meredith (Austin-Cooper S), 477.7 s. Other Closed Cars: 1, F. B. Pickering (Volkswagen), 567.1 s.; 2, J. R. Parkin (Morris), 583.1 s.; 3, D. G. Jones (Volkswagen), 597.7 s. Open Cars and Specials: 1, D. Harris (D.M.F. II), 446.3 s.; 2, J. E. Livingston (M.G. Midget), 470.6 s.; 3, R. Squire (M.G. Midget), 470.6 s. Team Award: Mantle, Meredith and Harris ("Thrashers").

WITH the result of the annual Inter-Club Hill-Climb at Shelsley Walsh in doubt until the last runs, on Sunday, 21st July, it was won by one of the reserve teams, Liverpool M.C., by a margin of 1.6 secs; so, as can be imagined, the fair-sized crowd was treated to some pretty fast and furious driving in the course of seven hours' sport.

Twenty-nine teams entered this year, each running three cars in the competition, and although there were one or two non-starters the Midland A.C. officials had their hands full. The only delay, and that not a long one, resulted when the team handicaps had to be worked out.

This is essentially a day out for "the boys" as distinct from the out-and-out speed hounds, but with teams fielding drivers of the calibre of Chapman, May, Boshier-Jones and Keylock there was no lack of fire and fury or fast times.

In the previous day's practising Peter Boshier-Jones had come out on top with 36.63 secs. in his diminutive yellow Lotus-Climax, followed by C. A. N. May (Cooper F.J.) in 36.88 secs., George Keylock who recorded 37.49 secs. with the ferocious 3.5-litre Buick-engined Cooper built for him by Geoff Richardson, Tony Griffiths who took 37.72 secs. in the ex-Leslie Wilson Lotus 18, and then, all in the 38s, Terry (Lotus), 38.18 secs., Livingstone (Cooper-J.A.P.), 38.41 secs. Chapman (Chapman), 38.72 secs. and R. Hargreaves, last of this top group, in 38.77 secs. with the ex-Peter Westbury Cooper-Daimler, now modified to coil springing at the back and with a new Daimler engine.

Sunday morning was taken up with individual runs for class placings and B.T.D. R. G. Phillips opened the meeting with a spitting Cooper 500 in 47.04 secs. First of the fast ones was J. Ford with one of those ear-splitting, whippy Cooper-J.A.P.s. The bearded Ford achieved a splendid 37.74 secs. to win the up to 1,200 c.c. class from the tail-sliding Lotus 18 of Tony Griffiths (37.80 secs.).

Sixth fastest was the redoubtable Ashley Cleave in 43.69 secs., a time which beat even Ralph Broad's highly modified Austin-Cooper.

J. T. Butterworth in a smart, very fast Lotus 23, and one of the members of the winning Liverpool team, recorded 39.29 secs. His compatriot Digby Martland (Mini-Cooper) took 46.37 secs.

Class 2, cars 1,201-2,000 c.c., was won in 38.12 secs. by Peter Gaskell's Kieft creation in noisy but smooth style. Second was Terry (39.16 secs.) and third, the well-known Rose Elite (40.86 secs.).

The open class produced a fierce collection of cars with vast cubic capacities to blast them along. Tiller's J2 based Allard, Croot's 3,442 c.c. version (this being the old Sopwith Sphinx), the E-types of Warburton and Lambert, the Cooper-Buick, the Cooper-Daimler (second in 37.84 secs.), Nicholas's prototype Healey, Phil Chapman's Mercury (third in 38.13 secs.), Charles Sgonina's ex-Jim Clark DBR1 Aston Martin, in immaculate trim, and Farrell's well proportioned 5.9-litre Farrelac Allard. The class was won, of course, by the smallest-engined car, Boshier-Jones's Lotus. With their appetites thus whetted by these exciting personal battles between men and machines, the crowds waited patiently under the glowing sun for the inter-club events.

The scoring system to obtain the lowest winning aggregate total or net score was by adding the total of the team's first and second runs and then subtracting the team handicap.

The runs opened in big-hearted fashion with the Allard O.C.'s handful of litres driven by Tiller, Croot and the left-hand-drive Palm Beach model of R. W. May. Net score was 232.54 secs. for 11th place. B.A.R.C. (South Wales) fielded R. Phillips, van Moyland in the fast Cooper sports-racer and K. G. Evans (TR2), who netted ninth spot in 229.95 secs. They were split by the 230.07 secs. recorded by Shenstone and District C.C.'s Peter Hughes (Cooper 500), R. Baker (Appleton) and Hazelwood (Simca). The relatively small differences in times indicated how well the handicappers knew their cars and drivers for even the first place team was only six seconds "quicker" than the ninth climb.

Bristol M.C. and L.C.C. were represented

by Ford, Ian Swift (Morgan Super Sports) and Ashford with his hot Midget. Not favoured with an over-generous handicap, all three really went to work and earned their 7th place in 228.69 secs. E. W. J. Williams upset Burnham-on-Sea M.C.'s chances when valour overcame discretion and he crashed in the Esses, slightly damaging his F.J. Elva's nose.

Just ahead of the Bristol men, by 0.32 sec., came Hagley and District L.C.C. with Livingstone, M. J. Virr in a speedy 1,500 c.c. Morgan and Gaskell doing the honours. Livingstone all but lost his Cooper Twin on his second ascent after clouting the bank on the exit from the Esses.

Lambert, Rose and Broad piloted modified E-type, Elite and Mini to great effect for the 432 M.C., their total times making 250.55 secs. which the handicap reduced to 225.83 secs., for 4th place. Impressive by reason of their identical appearance and immaculate turn out, if not for their speed, were the three blue

Inter-Club Shelsley Walsh

By TONY BEX

M.G. Midgets of M.G.C.C. (South-Eastern Centre) members N. Dunton, R. Randall and J. A. Calton. The Bugatti team of T. W. S. Wild and B. B. D. Kain (1.5 litre) and R. A. Hutchings (3.3 litre) incurred a 60 secs. penalty for faulty starting.

On scratch were Keylock, Terry with the all-independent Lotus 7 and Griffiths for the "home" club and, while easily the fastest trio on the hill with times of 114.16 secs. and 114.95 secs., the lack of a handicap was too much even for their talented spirit, although the Cooper-Buick undoubtedly lost a second in a bank-bashing episode. Their total time of 229.11 secs. gave them 8th place.

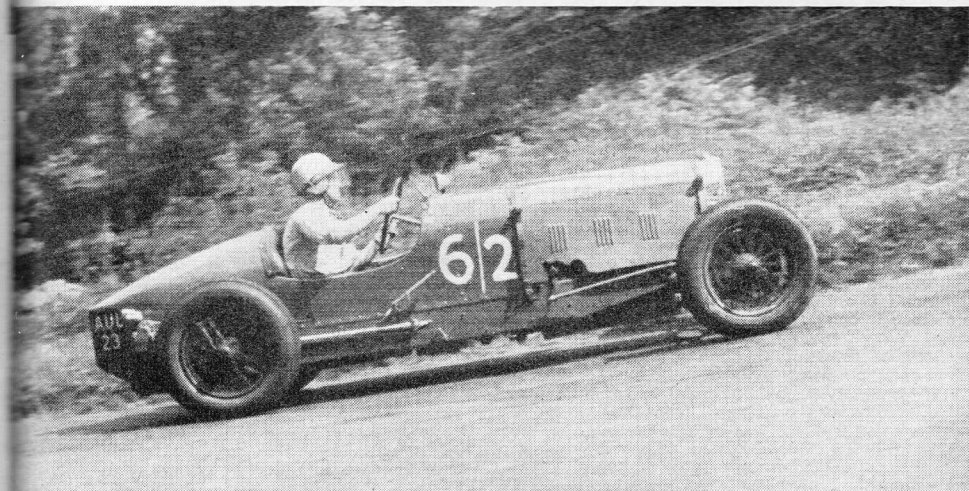
The Morgan 4/4 C.C. team of Meredith, Duncan and Brown perhaps made the handicappers a little wary of their potential for despite three determined onslaughts their labours brought no better than 15th position.

J. A. McEwan (Morgan Plus 4), N. S. Bennett (Ford Cortina) and Walton with his fierce and fast Walton-Bristol took over the lead from 432 M.C. for North Midland M.C. with a net score of 225.34 secs. Rugby M.C., represented by the Invicta-cum-Ford special like Healey prototype of D. G. Nicholas, R. J. Ladbroke's Morris-Cooper and the wonderful bellowing Hargreaves's Cooper-Daimler, notched 5th place with a net total of 226.35 secs.

Phil Chapman, the Mercury running sans tail, flung the white car over the Shelsley bumps (they do not lessen, it seems, with the years) with tremendous verve for Sheffield and Hallamshire M.C. He was ably supported by Bill Needham (much-modified Austin 750) and P. Bramall (Ford Anglia), so much so that they all but wrested the lead from North Midland in 225.60 secs.

With only the reserve Liverpool M.C. left to run it seemed that North Midland had the whole thing sewn up—but Butterworth, Martland and J. R. Kennerley (3.8 Jaguar), and the handicappers, really pulled one out of the bag with a best net time of 223.74 secs. The handicap was 31.96 secs.

Completion of individual runs brought to a close a thoroughly enjoyable meeting, characterized by efficient organization, enthusiastic driving and an excellent commentary by A. Derby, N. Hay, P. J. Cahill and B. F. Williams, who "filled in" down to the smallest suspension movement.



OBVIOUSLY CLIMBING is R. A. Hutchings, hard at work behind the wheel of his Bugatti. Unfortunately the Bugatti team received a penalty.

RESULTS

1, Liverpool M.C., J. T. Butterworth (Lotus 23), D. Martland (Mini-Cooper) and J. R. Kennerley (Jaguar 3.8), 1st run 127.0 s., 2nd run 128.40 s., total 255.70 s.; handicap 31.96 s.; net total 223.74 s.
2, North Midland M.C., J. A. McEwan (Morgan Plus 4), N. S. Bennett (Ford Cortina), J. R. Walton (Walton-Bristol), 1st run 133.13 s., 2nd run 133.85 s., total 266.98 s.; handicap 41.64 s.; net total 225.34 s.
3, Sheffield and Hallamshire M.C., J. P. Chapman (Chapman Mercury), W. D. C. Needham (Austin 750), P. Bramall (Ford Anglia), 1st run 145.25 s., 2nd run 146.47 s., total 291.72 s.; handicap 66.12 s.; net total 225.60 s.
4, 432 M.C., A. J. Lambert (Jaguar E), R. Rose (Lotus Elite), R. Broad (Austin-Cooper), 1st run 125.61 s., 2nd run 124.94 s., total 250.55 s.; handicap 24.72 s.; net total 225.83 s.
5, Rugby Motor Club, R. J. Ladbroke (Morris-Cooper), R. Hargreaves (Cooper-Daimler), D. G. Nicholas (Austin-Healey), 1st run 128.58 s., 2nd run 127.83 s., total 256.41 s.; handicap 30.06 s.; net total 226.35 s.
6, Hagley and District L.C.C., J. F. Livingstone (Cooper-J.A.P.), M. J. Virr (Morgan 4/4), P. Gaskell (Kieft-Ford), 1st run 119.57 s., 2nd run 120.92 s., total 240.49 s.; handicap 12.12 s.; net total 228.37 s.
7, Bristol M.C. and L.C.C., J. Ford (Cooper-J.A.P.), I. D. Swift (Morgan Super Sports), R. Ashford (M.G. Midget), 1st run

125.55 s., 2nd run 124.94 s., total 250.49 s.; handicap 21.80 s.; net total 228.69 s.
8, Midland Automobile Club, G. H. Keylock (Cooper-Buick), R. M. Terry (Lotus-Climax 7), A. B. Griffiths (Lotus-Ford 18), 1st run 114.16 s., 2nd run 114.95 s., total 229.11 s.; handicap 0.00 s.; net total 229.11 s.
9, B.A.R.C. (South Wales), R. G. Phillips (Cooper 500), A. H. van Moyland (Cooper-Climax), K. G. Evans (Triumph TR2), 1st run 136.44 s., 2nd run 136.59 s., total 273.03 s.; handicap 43.08 s.; net total 229.95 s.
10, Shenstone and District C.C., P. W. Hughes (Cooper 500), R. Baker (Appleton Special), M. F. B. Hazelwood (Simca), 1st run 130.94 s., 2nd run 133.47 s., total 264.41 s.; handicap 34.34 s.; net total 230.07 s.

Individual Runs

B.T.D.: P. Boshier-Jones (Lotus-Climax 22), 34.57 s. Up to 1,200 c.c. Class: 1, J. Ford (Cooper-J.A.P.), 37.74 s.; 2, A. B. Griffiths (Lotus-Ford 18), 37.80 s.; 3, J. F. Livingstone (Cooper-J.A.P.), 38.49 s. 1,201-2,000 c.c.: 1, P. Gaskell (Kieft-Ford), 38.12 s.; 2, R. M. Terry (Lotus-Climax 7), 39.16 s.; 3, R. Rose (Lotus Elite), 40.86 s. Over 2,000 c.c.: 1, P. Boshier-Jones (Lotus-Climax 22), 34.57 s.; 2, R. Hargreaves (Cooper-Daimler), 37.84 s.; 3, J. P. Chapman (Chapman Mercury), 38.13 s.

PLYMOUTH M.C. HEMERDON HILL-CLIMB

THE Plymouth Motor Club's Hill-Climb was closed to club and was held at Hemerdon Mine, near Plymouth, on Sunday, 21st July, in what can only be described as the only real day of summer that we have had so far this year. With this blessing and some excellent organization, on behalf of the club, some 47 cars had three timed runs each in the space of three hours.

The highlight of the afternoon's sport was the battle for B.T.D. between John Grafton (Lotus), Amie Lefevre (M.G. Midget), David van Horn (Morgan) and Mike Lane in his very hot and mucky Mini. The course being only about 440 yards long, concrete surfaced and with five fairly tight corners, meant that no one had any real advantage over the other. Amie Lefevre broke his old hill record to lead after the first two runs, but John Grafton pulled out all the stops on his last run to make B.T.D. and create a new hill record with a time of 24.68 secs.

The battle for honours amongst the seven ladies present was fairly hectic, with Sylvia MacGregor, unfamiliar in a Mini, finally finishing on top.

RICHARD SPEAKMAN.

RESULTS

B.T.D.: J. Grafton (Lotus), 24.68 s. Class Winners: C. Milner (Mini), 27.16 s.; R. Doidge (Cooper), 26.94 s.; R. Harper (VW), 28.54 s.; A. Lefevre (Midget), 25.24 s.; J. Hoare (Porsche), 27.46 s.; D. van Horn (Morgan), 25.54 s.; N. McKee (M.G.), 29.74 s. Ladies' Award: Mrs. S. MacGregor (Mini), 27.80 s. Novice Award: G. Capps (Midget), 26.10 s.

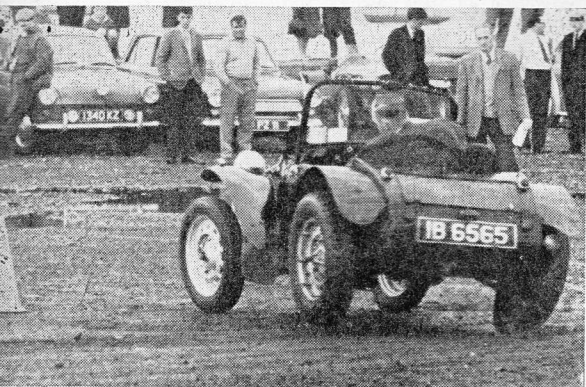
ASSOCIATION OF CENTRAL SOUTHERN MOTOR CLUBS CHAMPIONSHIP PLACINGS

Driving Tests Championship: 1, R. Randall, 30 points; 2, B. Greaves, 25; 3, J. Farncombe and F. L. Bishop, 21; 5, G. M. Hutchings, 20; 6, D. Beare, P. J. Mann and L. V. Crutenden, 19.

Rally Drivers' Championship: 1, J. Head, 35; 2, R. H. Ambrose, 34; 3, J. Huson, 25; 4, M. J. Robertson, 21; 5, D. P. Keen and J. P. Otton, 20.

Rally Navigators' Championship: 1, M. H. Addington, 38; 2, O. M. Fowler, 37; 3, B. J. Jones, 25; 4, T. A. Weaver, 18; 5, J. Mace, 16; 6, C. R. G. Turk, 15.

ULSTER A.C. DRIVING TESTS



DES SLOANE handbrake turns his McCandless special around a pylon during the Ulster A.C.'s recent "Then" and "Now" Driving Tests meeting.

THE Ulster A.C. organized a splendid "Then" and "Now" Driving Tests meeting on Wednesday, 17th July, the object of which was to see whether the past exponents of the art could hold their own with the modern generation of drivers. The "old-hands" or "Thens" were classed as those drivers who had competed in events pre-1956, the "Nows" ones who have started since.

Many of the "Thens", however, can still occasionally win the odd prize, an example being Paddy Hopkirk.

Fifteen "Thens" and 29 "Nows" turned up at Luke's Point car park, Bangor, to do

STROLLING SCOTS—the R.S.A.C. Veteran Car Run

WHILE Flying Scot Jim Clark was notching up his fourth Grand Prix in succession a number of his countrymen were indulging in a much more leisurely progression. They were taking part in the Royal Scottish Automobile Club's annual veteran car run which, this year, made its way from Glasgow to Gourrock.

Thirty-one cars were involved. These ranged from the 1903 Sunbeam, very nicely restored by George Gibson, of Edinburgh, to an Aston Martin of 1931 vintage, driven by E. C. Brooks, of Johnstone. It was one of the "International" Astons, which were in production from 1928 to 1932, and the dry sump engine has a single overhead camshaft with thermo-siphon cooling of the block, and pump cooling for the cylinder head.

From the start to the finish the run was graced with brilliant sunshine and, even in quiet villages like Kilmacollm, each stopping place was remarkable for the number of people who swarmed over the old cars and almost overwhelmed the drivers with their questions.

Envious eyes were cast over Hartley Whyte's lovely little 1926 Rolls-Royce coupe. Hartley bought this at the recent sale of the Sword collection and it has been reconditioned in excellent taste, with paintwork in gig yellow and black that makes it stand out in any company.

The event was notable for the lack of mechanical bothers. There were only the minor grievances of a bent rim and a burst tyre which affected a regular participant in the run, the 1911 Renault being shared by Arthur Stubbs and Alistair Cameron.

This is the model best described as "Early Perpendicular" and everything from the buttoned upholstery in the rear compartment to the snake bulb horn is in first-class order.

George Simpson brought his model "T" Ford through from Edinburgh and Chrissie Neil and "Andy" were back at the wheel of their Vulcan. Well-known R.S.A.C. official Alen Wallace had a 1911 Vermorel and, as a change from his efforts in the Scottish rally championship, Hamish Wilson was dressed in period costume at the wheel of a 1909 Renault, restored in the family garage.

Alex Reid's little Super Cycle Car, with its tandem body and belt gear that constantly

battle. Six tests had to be completed, three at a time, with an interval after the first lot for the officials to change the tests. It was during this time that Adrian Boyd had great fun demonstrating the lighting mechanism of Ian Woodside's new Lotus Elan.

Due to the fact that the tests were quite tight and the surface loose, neatness was at a premium. The third test was of particular note since it caught many people, including Robert Woodside and Paddy Hopkirk. It consisted of reversing through a very tight curved channel. Many pylons bit the dust!

At the half-way stage the "Nows" had a lead of two marks over the "Thens", while the best individual performance was by a "Now", Ian Woodside (A.-H. Sprite), with 44.6 marks lost. Frank Robinson (VW 1500) and Fred Stinson (Mini), both "Thens", followed with 48.4 while 0.2 mark further down came "Then" Cecil Molyneaux (Mini-Cooper "S") and "Now" Derek Boyd (Mini-Cooper).

The next lot of tests were fairly straightforward and 2 hrs. 15 mins. after the start most people adjourned to the warmth of the Royal Hotel, Bangor, to await the results. These were quickly published and showed that the "Thens" had pulled back to win the day by 5.9 marks.

Ian Woodside won the individual award with 95.8 marks lost but "Now" Ronnie White (Sebring Sprite) had driven extremely well to pull up into second place with 100.6 marks lost, while Frank Robinson was third and the best of the "Thens".

A special word must go to the officials for an extremely slick and well-organized meeting.

BEATTY CRAWFORD.

RESULTS

Team Competition: 1, "Thens", 115.8 marks lost 2, "Nows", 121.7. Individual Performances: 1, Ian Woodside (A.-H. Sprite), 95.8; 2, Ronnie White (Sebring Sprite), 100.6; 3, Frank Robinson (VW 1500), 100.8; 4, Fred Stinson (Morris Mini), 102.4; 5, Cecil Molyneaux (Mini-Cooper "S"), 103.0; 6, Derek Boyd (Mini-Cooper), 103.8.

menaces his stern, attracted lots of attention, as did John Lumsden's 1914 Calcott, which had come all the way from Inverness.

Not only did the spectators at the various stopping places, and all along the route, enjoy the sight of the cars, but their drivers and their crews had a wonderful day. On their passage along Greenock Esplanade they saw the new America's Cup challenger *Sovereign* being raced against the yacht *Septre*, and their ballooning spinnakers made a wonderful sight against the sky blue-water that reflected the brilliance of the sun.

Then, to end the day, the whole entry of cars paraded round Gourrock Park to make a grand finale for the Highland Games which were taking place there while thousands of spectators cheered them to the echo.

Nobody really bothers about the results of this annual run. They go for the enjoyment but, for the record, the award for the best turned out veteran car went to Hugh Cleland's 1908 Renault, from Edinburgh, and the one for vintage cars was won by Thomas Pate's 1927 Wolseley, from Ayr, and it really was immaculate.

"AENEAS".

CAERNARVONSHIRE & ANGLESEY M.C.

DRIVING TESTS

THE Caernarvonshire and Anglesey Motor Club held a successful Driving Tests meeting at Ty Croes Camp, Anglesey, on 21st July. Twenty-two entrants were divided into three classes, Minis, Sports and Saloons, and this proved a most popular way of sorting the entry. Six longish tests kept drivers well occupied. The surface here is loose gravel on tarmac, and Clerk of the Course Frank Campbell made full use of the open area available.

Using electronic timing, well-briefed and efficient marshals and a results team housed in the club's caravan, the event ran smoothly, even to the weather for a change. Provisional results were announced within five minutes of the last car finishing.

Best time of day was put up by the present leader of the Minis in the Flather Star Championships, Bill Meredith (Cooper S), though Jon Whalley ran him close in his modified Mk. 1 Sprite. D. G. Jones had little difficulty in winning the saloon car class (Volkswagen). An exciting needle-match developed between two lady drivers, which ended with Mrs. Meredith, in her husband's Cooper S, winning from Helen Nicholson (Sprite) by a margin of only 0.2 sec. Both were eligible for class awards, but took Novice and Ladies respectively instead.

HELEN NICHOLSON.

RESULTS

B.T.D.: W. T. Meredith (Mini-Cooper S). Minis: 1, R. Comer (Mini); 2, E. M. Evans (Mini). Sports: 1, J. Whalley (modified Sprite); 2, M. Haighton (Sprite). Saloons: 1, D. G. Jones (Volkswagen); 2, J. Phillips (Ford). Novice Award: Mrs. Meredith (Mini-Cooper S). Ladies' Award: Miss H. Nicholson (Sprite).

WALSALL C.C. DUDLEY & D.C.C. AUTOCROSS

ON 14th July, Walsall C.C. used their newly found venue at Howdles Farm, Brownhills, for an Autocross meeting which attracted 35 entries from this and the co-promoting Dudley and D.C.C.

The entry was divided into three classes, for conventional saloons, sports cars, and f.w.d. and rear-engined cars. The first of these was won by Brian Hill, who drove his Anglia very well to beat various cars with i.r.s. The best time of the day was made by John Bloxham, in his ex-works Healey 3000, by a wide margin from the next fastest and winner of Class C, B. Pedley in his Cooper-Mini. Miss Margaret Cooper (Austin-Cooper) won the Ladies' award after a furious tussle with Miss Carol Tyler in an M.G. Midget.

A. R. PARKIN.

RESULTS

B.T.D.: J. Bloxham (Austin-Healey 3000). Class Winners: B. Hill (Ford Anglia); P. Darbyshire (M.G. Midget); Miss C. Tyler (M.G. Midget); B. Pedley (Mini-Cooper); A. Worthington (Mini-Cooper). Ladies' Award: Miss M. Cooper (Mini-Cooper).

LIVERPOOL M.C.**B.A.R.C. (YORKS & N.W. CENTRES)****SEVERN VALLEY M.C.****OULTON PARK SPRINT**

ORGANIZED by the Liverpool Motor Club and co-promoted with the Severn Valley M.C. and the North-Western and Yorkshire Centres of the B.A.R.C., a closed sprint meeting took place at Oulton Park on Saturday, 27th July.

One of the hottest days of the year brought crowds of members and friends to see over one hundred competitors make two runs against the clock on the short circuit at Oulton, i.e. turning right at Cascades to rejoin the

main stem above Knicker Brook, a distance of 1 mile 887 yards.

At the same time, within the framework of the closed permit, four inter-club teams, each of five cars, took part in a separate competition, the total time to count. Rather naturally the clubs chose the "experts" for these runs, the trophy going to the Liverpool M.C. with a time total of 13 mins. 16.2 secs.

Best time of day, as expected, went to Phil Scragg, whose B.R.M. in "full song" recorded 1 min. 9.2 secs., his nearest rival being E. A. Worswick (Lotus-Climax) with a grand run in 1 min. 13.6 secs.

Others to turn on the heat included Don Hill (Lotus 18), 1 min. 14.4 secs., Keith Moore (Fairley), 1 min. 14.4 secs. and J. L. Charnock (Lotus Super 7), 1 min. 16.6 secs. Saloon

FOLKESTONE & EAST KENT C.C.**DRIVING TESTS**

THE Folkestone and East Kent Car Club organized their first Restricted Driving Tests Meeting on Sunday, 28th July, at Eastern Heights, Dover, commencing at 12 noon.

An event counting for the Driving Tests Championship of the South Eastern Association of Motor Clubs, it was, of course, divided into the usual eight classes, for ADO15s (all sorts), three saloons, three sports and specials.

Forty-two entries were received with no fewer than 21 in the "Spridget" class, with the inevitable Worgan, Gee, Randall, Dunton, Calton mob leading the usual revolts to the organizers. When they all give up (if ever) Driving Tests will be rather dull affairs!

The four tests were simple in character, the first comprising a central pylon and two garages; the second, four similar manoeuvres at stopping astride a set of staggered lines, reversing being confined by channels. The third test was an unnecessarily tight affair with two pylons and two garages and taxing most people's patience as well as their skill. Test four was a simple set of runs around a pair of well-spaced pylons.

Best time of the day went inevitably to Randall whose immaculate M.G. Midget

achieved best time in each test, but he was hard pressed by Doug Worgan, who made a welcome return to his more normal form and Ron Gee and John Calton all got under 100 secs. for the overall score. Cruttenden achieved 100.4 secs., in the Cooper-Mini, after making a nonsense of test three in both runs.

Redsall was neat with the Herald and Jenkins' performance with the Anglia 105E was impressive, but Miss T. Canini in a Sprite with a very smoky exhaust put up a very fine and well-ordered performance with a total score of 104.0 secs.

John Calton eventually proved superior to Gee and Worgan in the Midget, 4.8 secs. in arrears to Randall. A nameless soul rolled a tyre completely off his Minor 1000 and Bushell tried desperately to turn his A35 on its roof.

For a first restricted event a very good, well-controlled exercise for future meetings.

LEO CRUTTENDEN.

RESULTS

B.T.D.: R. Randall (M.G. Midget), 92.3 s. ADO 15s Class: 1, L. V. Cruttenden (Austin-Cooper), 100.4 s.; 2, J. B. Farncombe (Austin-Cooper), 104.4 s.; 3, R. Hills (Austin Mini), 113.4 s. Saloons Class: 1, S. H. Redsall (Triumph Herald), 116.4 s.; 2, A. Jenkins (Ford Anglia 105E), 121.1 s.; 3, A. Bushell (Austin A35), 131.2 s. Sports Class: 1, R. Randall (M.G. Midget), 92.3 s.; 2, T. Calton (M.G. Midget), 97.1 s.; 3, R. Gee (Austin-Healey Sprite), 98.4 s. Best Member of Promoting Club: Miss T. Canini (Sprite), 104.0 s.

cars tied when H. S. Shepherd (Jaguar 3.8) and John Fitzpatrick (Austin-Cooper) were timed at 1 min. 20 secs.

Liverpool Motor Club are to be congratulated on a successful event, well organized and somewhat out of the ordinary.

FRANCIS PENN.

RESULTS

B.T.D.: E. P. Scragg (B.R.M.), 1 m. 9.2 s. Class Winners: H. S. Shepherd (Jaguar 3.8), 1 m. 20 s.; J. Fitzpatrick (Austin-Cooper), 1 m. 20.0 s.; A. Rathmell (Ford Anglia Super), 1 m. 27.8 s.; C. Hudson Wild (Volvo), 1 m. 30.4 s.; J. A. Haworth (Ford Zodiac), 1 m. 39.6 s.; E. A. Worswick (Lotus-Climax 7), 1 m. 13.6 s.; J. R. Kennerley (Triumph Spitfire), 1 m. 28.0 s.; G. Gray (Austin-Healey 3000), 1 m. 19.4 s.; E. E. Turner (Elva-Climax), 1 m. 16.0 s.; G. D. Hill (Lotus-Ford 18), 1 m. 14.4 s. and K. J. Moore (Fairley-Climax), 1 m. 14.4 s. Best Liverpool M.C. Entrant: E. P. Scragg (B.R.M.), 1 m. 9.2 s. Best Novice on Handicap: J. E. Hutchinson (Lotus Super 7), 1 m. 29.4 s. nett. Best Lady on Handicap: Mrs. M. Reakes (Ford Anglia), 1 m. 38.0 s. nett. Inter-Club Event: 1, Liverpool M.C., 13 m. 16.2 s.; 2, B.A.R.C. (N.W.), 13 m. 21.0 s.; 3, B.A.R.C. (Yorks), 13 m. 40.6 s.; 4, Severn Valley M.C., 15 m. 4.0 s.

DUDLEY & D.C.C.**DRIVING TESTS**

FOR their first restricted event of any kind, Dudley and D.C.C. received 27 starters at the spacious lorry-park of British Road Services, at Oldbury. In view of the holiday season, and the fact that there are already two restricted driving tests meetings during July in the Midlands, this was a reasonable total for a first effort.

By starting the meeting at 1.30 p.m., it was possible to run eight tests of a varied nature during the afternoon and, by arranging that the final test was a long one, during which times could be added up, the results were available very quickly at the end. Many of those competing were surprised by Test 2, which involved stopping astride lines—but with both offside or nearside wheels over—not front or rear!

Best time of the day, as at the last Dudley and D.C.C. meeting, went to Phil Darbyshire, driving his Weber-carburetted Mini, by a

(Continued overleaf)



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West Hants and Dorset C.C. WISCOMBE HILL-CLIMB

SUMMER came in with a vengeance at Wiscombe last Sunday for the West Hants and Dorset C.C. Hill-Climb. Brilliant blue skies, a hot sun, and a pleasant breeze combined to bring out summer frocks and sun tops among the ladies, and some fearsome shirts, and almost as fearsome bare torsos, among the male members of the community.

Practice went off without a hitch, and the usual West Hants paddock discipline kept the meeting running right on schedule all day, despite the unexpected delay caused by a gentleman who left his handbrake off in the paddock, and found his motor car some 100 ft. away, nose first at the stream at the bottom of the field. Unfortunately, the runaway carried the timing gear cables away, causing a major breakdown. Luckily the P.A. wires went as well, or we might have been treated to the blasphemous comments of timekeepers Dibben and Moss, who have got through many "hitchless" meetings in the past!

Sundry "scrutineered" moves to a higher class left only three runners in the first Class, thus preventing an award. However, B. Dale's Mini was fastest in 58.70 secs.

Ron Fry's Mini-Cooper S trounced all opposition in Class 2, getting up in 54.13 secs.

with a resounding win in 54.82 secs. (54.83 secs. on his second run). A surprising second place was taken by N. Trickett, who came up from Class 1, with a rather tatty-looking Mini, which showed a tremendous turn of speed in 56.28 secs.

Harry Stiller's very smart blue and white Elite made a tremendous noise and did a very impressive 52.81 secs. Tony Taylor's M.G.A just scraped home in front of a couple of Elites, to take second place in the class, netting the driver the Novices Award as well. R. E. Love's black M.G.A sounded very sick on its first run.

Shortage of entries in Class 10 denied Ron Fry an award, but the Ferrari's time of 50.80 secs. was most impressive, while the same trouble beset the Vintage Class, which was a "drive-over" for the very interesting Scriven Special, which started life under the magic hand of the late Parry Thomas in 1925 at Brooklands. Running on 19 in. Dunlops, the car looked a nostalgic reminder of a past era.

There was a very keen battle in the Sports-Racing Class, finally going to M. Kemp's Lotus Super 7, in 51.30, though he was very closely pursued by the impeccably handled Lotus of John Lord. Mike Burgess was extremely quick on his latest version of the Lilfo, possibly assisted by one of the finest shirts seen in the paddock!

Of the racing cars, John Macklin was a regretted non-starter, being, we understand, confined to quarters with mumps! Howard Bennett's immaculate Merlyn was tremendously fast up to Sawbench, but gearbox trouble let the revs. die right away, and the

engine promptly went on to three cylinders, as well as staying in the wrong ratio. This happened on both runs, which was wretched luck. W. A. Liddell had announced that he was still learning, on the big Cooper, but both his runs looked pretty impressive, though not quite fast enough to put him among the top boys this time. The fascinating little Rudeani, driven by Frank Dean and W. R. Heaton Rudd, has 10-in. wheels, on C41s, a lot of Mini about the rear end, and a Ford 105E power unit. It was tremendously fast, but very twitchy around the back end, as both drivers found on Sawbench. Patsy Burt's beautiful Cooper went up in an immaculate 48.93 secs., netting her the Ladies Award. Best time of day was made by Wally Cuff, who was in tremendous form with his Cooper, getting down to 47.26 secs. on his second run, to the delight of the crowd. A special mention must be made of Tom Elton, who got the ex-Good Cooper cracking as it never has before, and fairly tore up in 48.59 secs., without any undue fireworks, or untoward happening.

The whole meeting was without any unpleasant incident, there were no bent motor cars, and we hope that the large number of people who were competing in their very first speed event went home determined to have another go at the earliest possible opportunity.

TONY HOLLISTER.

RESULTS

B.T.D.: W. Cuff (Cooper-J.A.P.), 47.26 s. Best Lady: Miss P. Burt (Cooper-Climax), 48.93 s. Class Winners: B. Dale (Mini), 58.70 s.; R. Fry (Mini-Cooper), 54.13 s.; R. Payne (Sunbeam Rapier), 56.00 s.; A. F. Lefevre (M.G. Midget), 54.82 s.; H. Stiller (Lotus Elite), 52.81 s.; R. Fry (Ferrari 250GT), 50.80 s.; E. W. Rich (Scriven Special), 63.34 s.; M. W. Kemp (Lotus Super 7), 51.30 s.; W. C. Cuff (Cooper-J.A.P.), 47.26 s.

HARLOW & D.A.C. UNITED HOSPITALS & UNIVERSITY OF LONDON M.C. NORTH LONDON E.C.C.

DRIVING TESTS

ON Sunday, 21st July, the Harlow and D.A.C., United Hospitals and University of London M.C. and North London E.C.C. held a closed co-promoted Driving Tests meeting at North Weald Airfield, Essex.

There were six fairly open type tests, each attempted twice. The best time counted in the results. Tests 3 and 6 were run in pairs, which added to the interest. The entry of 26 cars included a Jaguar E-type, a 1930 Riley 9 tourer, an A35 Countryman, a blown Allardette and a Classic-engined Anglia Estate as well as the more usual driving tests types.

A feature of the event was the spectacular driving of D. M. Harris in his Sprite, and of Doug Worgan in his Sprite.

RESULTS

B.T.D.: D. M. Harris (D.M.H. Special), 146.7 s. Class Winners: W. J. Battin (Mini), 208.5 s.; D. Wilkinson (Morris 1100), 218.5 s.; B. Salmon (Super Anglia), 204.2 s.; I. Grant (Vitesse), 210.2 s.; R. A. Jacques (Cooper-Mini), 206.7 s.; D. M. Harris (Sprite), 163.4 s.; W. J. Battin (TR3), 203.9 s.; D. M. Harris (D.M.H. Special), 146.7 s.

Dudley Driving Tests—continued

decisive margin from Grahame Cooper in his Cooper-Mini.

The saloon car award was won by Brian Pickering, who seems to find it more fruitful to enter his VW than to use his Midget, with Peter Blankstone second in a Herald.

Mike Barber was the fastest sports car driver in his Midget, beating John Spain for the small sports award. A new combination in the large sports class was Peter Anton and an M.G.B. but, being still unfamiliar with this car, he could make little impression upon Dave Ward and Roger Wilkinson, who gained first and second places in their TRs.

A. R. PARKIN.

RESULTS

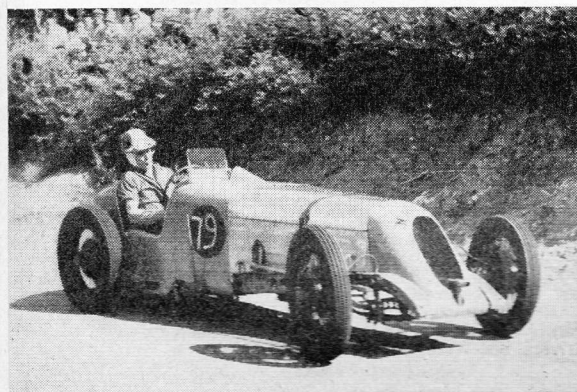
B.T.D.: P. Darbyshire (Austin-Mini), 279.1 s. Minis: I. P. Darbyshire (Austin-Mini), 279.1 s.; G. Cooper (Cooper-Mini), 295.2 s.; J. Spain (Austin-Mini), 334.0 s. Saloon Cars: I. B. Pickering (VW), 341.5 s.; P. Blankstone (Herald), 349.9 s. Small Sports Cars: I. M. Barber (Midget), 300.2 s.; J. Spain (Sprite), 309.4 s. Large Sports Cars: I. D. Ward (TR3A), 313.2 s.; R. Wilkinson (TR3A), 317.6 s.

B.A.R.C. (YORKSHIRE CENTRE) DRAG SPRINT, CHURCH FENTON 14th July

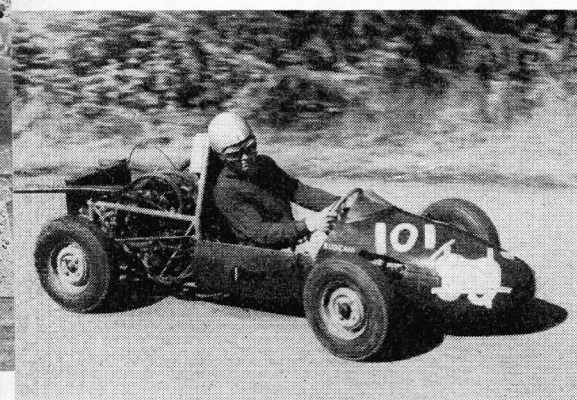
OWING to the peculiarities of Doctor Beeching's British Railways, our report of the recent B.A.R.C. (Yorkshire Centre) Church Fenton Drag Sprint, scheduled to appear two weeks ago, never reached us. It has probably found a resting place at the parcels office of a disused railway station by now! For the record, we publish the results below.

RESULTS

B.T.D.: M. R. G. Eyre (Cooper-Buick), 22.85 s. B.M.C. Minis up to 850 c.c.: 1. R. Soper (Morris Mini), 32.15 s.; 2. J. Richardson (Austin Mini), 32.74 s.; 3. Mrs. M. J. Warburton (Austin Mini), 34.24 s. Over 850 c.c.: 1. H. J. Wilson (Austin-Cooper), 31.71 s.; 2. K. N. Lee (Morris-Cooper), 32.41 s.; 3. A. Staniforth (Morris-Cooper), 32.51 s. Touring Cars up to 1,300 c.c.: 1. S. A. Coulson (Ford Anglia), 32.22 s.; 2. A. S. Carr (Ford Anglia), 33.39 s.; 3. A. Rathmell (Ford Anglia), 33.81 s. 1,301-2,000 c.c.: 1. A. W. Raylor (Lotus-Ford Cortina), 30.43 s.; 2. A. Richardson (Lotus-Ford Cortina), 30.67 s.; 3. C. V. Wray (Lotus-Ford Cortina), 30.72 s. Over 2,000 c.c.: 1. C. G. Wood (Jaguar 3.8), 27.98 s.; 2. K. J. Oldham (Jaguar 3.8), 29.96 s.; 3. D. L. Gray (Jaguar 3.8), 30.81 s. Modified Touring Cars: 1. J. F. Normanton (Austin A40), 29.35 s.; 2. J. M. Wheatley (Morris-Cooper), 29.71 s.; 3. E. J. B. Mitchell (Ford Anglia), 30.02 s. Marquee Sports Cars up to 1,300 c.c.: 1. R. D. Sutherland (Austin-Healey Sprite), 30.33 s.; 2. J. Mountain (Triumph Spitfire), 31.18 s.; 3. I. J. K. Lund (Austin-Healey Sprite), 31.78 s. 1,301-1,650 c.c.: 1. B. Newton (M.G.A 1600), 31.82 s.; 2. J. A. Wilson (M.G.A 1600), 31.96 s.; 3. J. Thwaites (Sunbeam Alpine), 32.23 s. 1,651-2,900 c.c.: 1. P. O. de Roeck (Triumph TR4), 29.93 s.; 2. R. Sanderson (Triumph TR4), 30.26 s.; 3. E. A. Worswick (Triumph TR3), 30.79 s. Sports Cars 1,151-1,900 c.c.: 1. J. C. Brierley (Lotus Elite), 27.22 s.; 2. P. J. Smith (Speedwell G.T.), 27.94 s.; 3. T. M. Wood (T.V.R. Grantura), 28.74 s. 1,901-3,000 c.c.: 1. C. G. Gray (Austin-Healey 3000), 26.42 s.; 2. B. Joell (Morgan Plus 4), 27.94 s.; 3. C. Dormand Stewart (Morgan Plus 4), 28.16 s. Over 3,000 c.c.: 1. B. R. Waddilove (Jaguar E), 25.09 s.; 2. E. M. Gray (Jaguar XK120), 25.36 s.; 3. J. S. Ramsbottom (Jaguar E), 26.12 s. Sports-Racing Cars up to 1,000 c.c. push-rod o.h.v. and 1,200 c.c. side-valve: 1. A. Rawnsley (Beacon U2), 27.62 s.; 2. G. First (R.G.F.), 29.53 s.; 3. R. W. Miller (Lotus 7), 32.12 s. 1,301-1,600 c.c.: 1. J. T. Butterworth (Lotus-Ford 23), 25.84 s.; 2. E. A. Worswick (Lotus-Ford 7), 25.99 s.; 3. R. G. First (Cooper-Climax), 26.06 s. Over 1,600 c.c.: 1. T. B. Gibson (Jaguar C), 23.77 s.; 2. J. P. Chapman (Chapman-Mercury), 25.83 s.; 3. J. Goddard (Lister-Bristol), 26.82 s. Racing Cars up to 1,150 c.c.: 1. C. A. N. May (Cooper-Ford), 24.03 s.; 2. J. Croft (Gemini Mk. 2), 29.41 s.; 3. R. J. Prest (Kieft-Vincent), 29.70 s. Over 1,150 c.c. and Dragsters: 1. M. R. G. Eyre (Cooper-Buick), 22.85 s.; 2. A. Densham (Worden Dragster), 40.21 s. Standing Quarter-Mile: 1. M. R. G. Eyre (Cooper-Buick), 12.59 s.; 2. C. A. N. May (Cooper-Ford), 13.23 s.; 3. T. B. Gibson (Jaguar C), 13.51 s.; 4. J. P. Chapman (Chapman-Mercury), 13.81 s.; 5. E. A. Worswick (Lotus-Ford 7), 14.30 s.; 6. B. R. Waddilove (Jaguar E), 14.38 s.



INTERESTING Scriven Special (above), which started life in 1925 at Brooklands, was only prepared the night before. RUDEANI SPECIAL was very rapid (below). It is handled here by W. Heaton-Rudd, who shared with Frank Dean.



on his second run. Bill Holland tried hard to get to grips with him, but, on his second run, after a quick start, he overdid things a bit on the first corner, first aviating up the outside bank, then doing an "Autocross" for some distance on the inside. These manoeuvres only added 4 secs. to his first run time of 57.24.

R. Payne won Class 5 with the Hartwell-entered Rapier, in a very quick 56.00 secs. The two VX4/90s were fast through the corners, though Ronnie Mountford ended up in the passenger's seat on one occasion! 60.03 secs., after being strapped in, was the final result of his efforts. The second car, driven by John Woodfield, found itself in a higher class, through a slight misunderstanding of the regs. regarding carburettors, and recorded 60.08 secs.

Amie Lefevre was in cracking form with his Midget, repeating his St. Audries success



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AUSTIN-HEALEY 100/6, Sept. 1958, red and black, heater, part exchange, H.P.—£395, 15,000 Green Shield stamps.—Phone: BYRon 8794.

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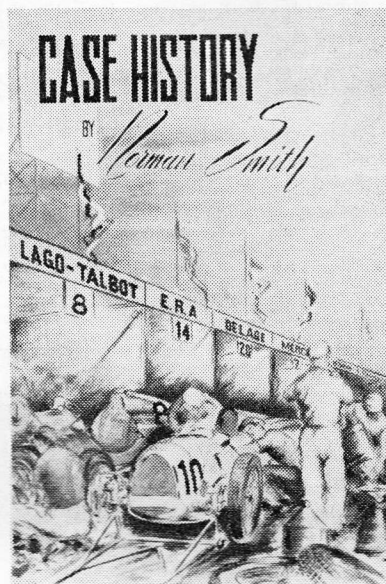
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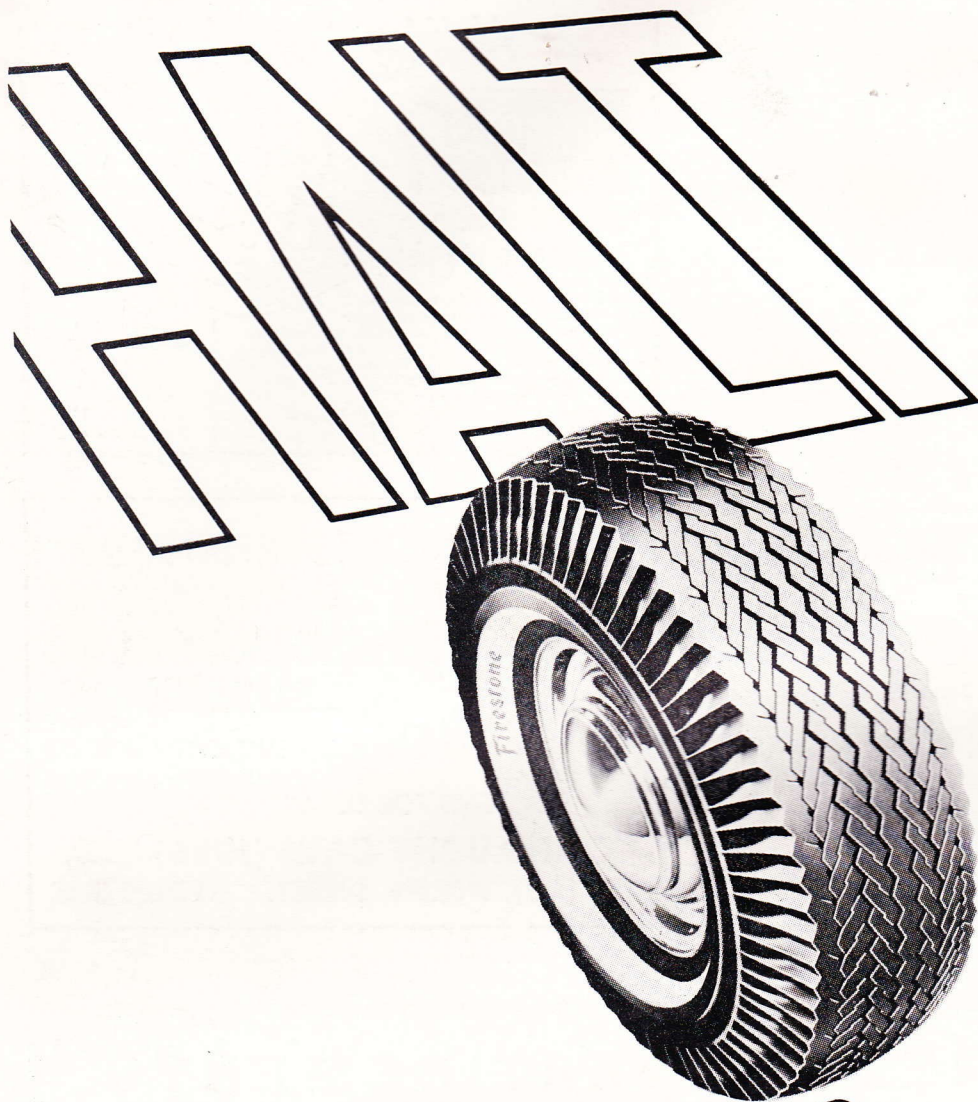
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