

CLARK'S KARLSKOGA WIN

AUTOSPORT

AUGUST 16, 1963

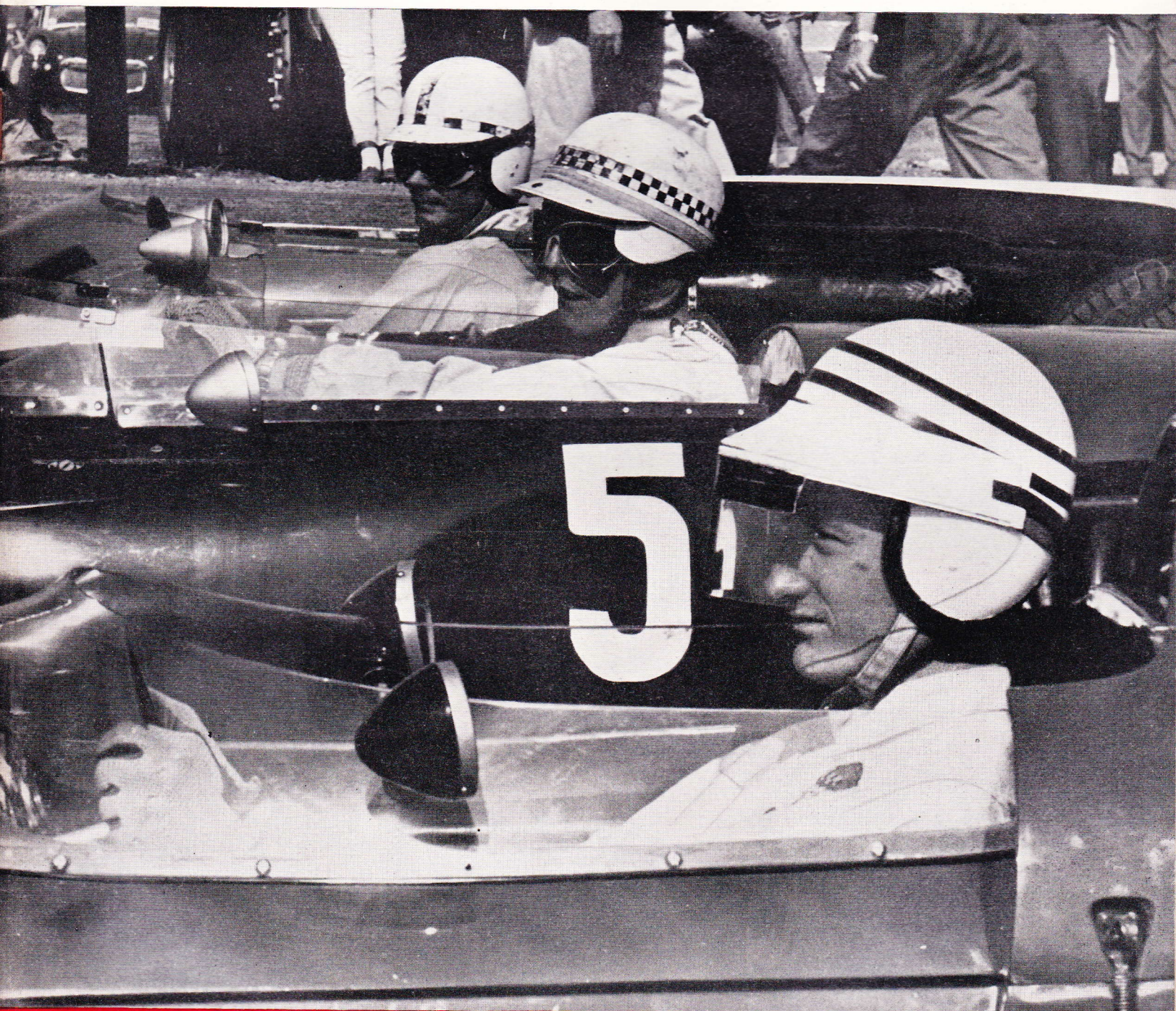
# AUTOSPORT

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EVERY FRIDAY  
Vol. 27 No. 7

BRITAIN'S MOTOR SPORTING WEEKLY

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



## IN THIS ISSUE

SILVERSTONE RELAY RACE—FULL REPORT AND PICTURES

BRUCE McLAREN—FROM THE COCKPIT

ROAD TESTS OF THE AUSTIN-HEALEY 3000 AND CONNAUGHT G.T. CITROEN

GREAT AUCLUM HILL-CLIMB





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August 16, 1963 Volume 27 Number 7

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## EDITORIAL

### FORMULA ONE—A MERCEDES-BENZ VIEW

ACCORDING to Daimler-Benz engineers and executives, the present 1,500 c.c. Grand Prix formula will eventually lose public interest. They admit that the category has seen remarkable advances in technical design and development, but deplore the emphasis on lightweight, small-capacity machines. One knowledgeable and eminent spokesman for the concern stated quite definitely that whilst Mercedes-Benz would dearly like to re-enter Formula 1 racing there would be little in it for them. Unterturkheim does not market a small-capacity vehicle, nor is there any intention to do so. Unlike Ferrari, who also do not build small cars for general sale, Daimler-Benz, A.G. do not maintain a racing department solely for prestige purposes, nor does the concern feel obligated to race merely to have West Germany represented. Should an unlimited capacity formula replace the existing one, then it is almost certain that Mercedes-Benz would re-appear on the scene. Their technicians believe that the problems of harnessing immense power would produce true Grand Prix racing, of the kind that spectators would flock to see. It would provide a challenge to all countries, and would more than likely tempt other manufacturers who have quit Formula 1 racing because they did not feel justified in investing large sums of money in a category of doubtful publicity and prestige value. True the 1961-64 Formula has provided some remarkably competitive racing. However, the question is: "Will it continue to attract paying spectators?" Without big crowds Grand Prix racing cannot exist, and one feels tempted to agree with Mercedes-Benz that a return to large-capacity power-units may, in the end, be a good thing for all concerned.

### FORMULA JUNIOR FINALE

IRONICALLY, now that the much criticized Formula Junior has entered its last year of life, the racing is more exciting than ever before. Although British cars still reign supreme, there is no one marque that has completely dominated the scene: when everybody thought that Jack Brabham's cars had everything sewn up, along came Lola and Lotus victories. Coopers are noticeably down the results lists this year, probably because they are tied to B.M.C. engines which are just not powerful enough, while Geminis are having more than their fair share of misfortunes. One thing that Formula Junior has done—and this was, of course, the very reason for such a formula—is to produce up-and-coming drivers: already Jim Clark, Trevor Taylor, Lorenzo Bandini, Giancarlo Baghetti and Tony Maggs have proved its worth. At their September International Brands Hatch meeting the B.R.S.C.C. are staging a full-scale Formula Junior race, to be run in two heats and a final.

### OUR COVER PICTURE

*TENSE MOMENT on the starting grid before a race, the three drivers' eyes turned to the starter, about to drop his flag. The race? The South African Rand Winter Trophy at Kyalami won by Neville Lederle (Lotus-Climax 21) from Peter de Klerk (Alfa Special) and Brausch Niemann (Lotus-Ford 22). Nearest the camera is Lederle, who clinched the South African Championship, and on his right are de Klerk and John Love (Cooper-Climax).*

Photo: Len Konings.



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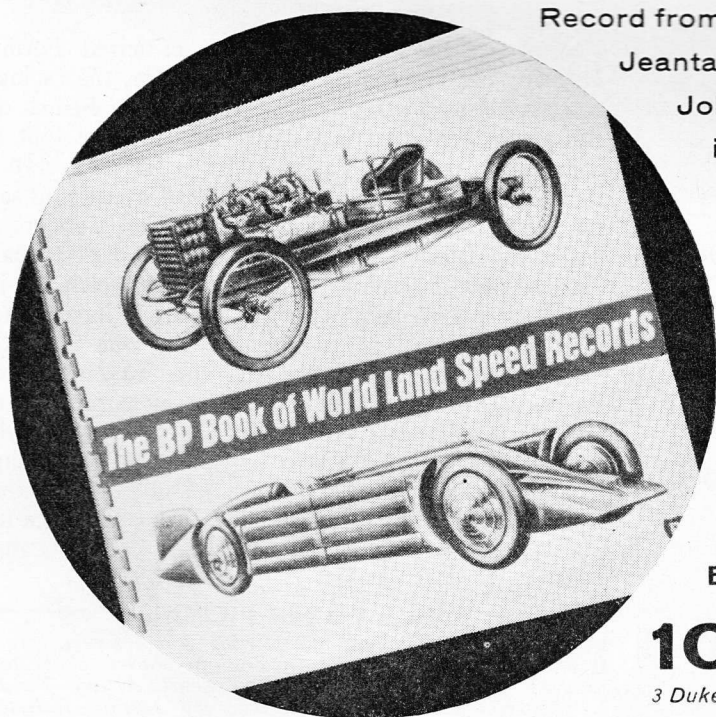
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## AUTOSPORTSMAN by GUS

### No. 15 : Carel Godin de Beaufort

ROGER PENSKE said to Stirling Moss after his win at Brands Hatch on August Bank Holiday Monday that the flag marshalling was the best he had ever seen; he was never held up at all.

THIS Sunday's Vintage S.C.C. hill-climb at Prescott will see the return to competitions of AUTOSPORT's John Bolster in his famous Bloody Mary. Doc Taylor will be driving the Caesar Special, whilst his 3.3-litre ex-Earl Howe Type 59 Bugatti will be handled by George Burton. Peter Waller, David Kergon, Alan Cottam and Martin Morris will all be driving E.R.A.s. As is usual at V.S.C.C. Prescott meetings, the old course will be used, cutting out the new loop.

TEAM ELITE's first Lotus Elan, which has stood in their Derby premises for several months awaiting the arrival of an engine, is expected to make its debut in the Tourist Trophy race at Goodwood, now that the motor has turned up.

It will be driven in the T.T. by Trevor Taylor. There will be great interest as to whether this Elan can match those of Graham Warner and John Whitmore. Clive Hunt, who is recovering remarkably quickly from the injuries he sustained in a contretemps at Spa earlier this year, will probably drive an Elite.

PLANS are afoot to arrange a special charter flight from London to Nairobi for those interested in seeing the East African Safari.

OWING to injuries received during the German Grand Prix, Willy Mairesse will unfortunately be out of racing till 1964.

## TOURIST TROPHY

TRYING to do something about the Ferrari run of wins in recent Tourist Trophies, strong entries of Aston Martins and Jaguars have been received for this year's event, which is on 24th August at Goodwood. Two works Aston Martins will be driven by Innes Ireland and Bruce McLaren and privately entered E-type Jaguars will be seen in the hands of such personalities as Roy Salvadori, Dick Protheroe, Peter Lumsden, Peter Sutcliffe and either Peter Nöcker or Peter Lindner. Two A.C. Cobras will be seen, although it is not certain who will drive them: Richie Ginther, Tony Maggs and Jack Sears have been mentioned. Graham Hill will be out for victory in a GTO Ferrari and backing him up in Maranello mounts will be Mike Parkes, David Piper, Chris Kerrison, Roger Penske and Tommy Hitchcock. The 2-litre class includes Lotus Elans, Elites, Morgans, M.G. Midgets, a T.V.R. Grantura, a Fiat Abarth and a Porsche Carrera. Unfortunately, neither works Porsche Carreras nor Simca-Abarths have been entered.

THE three injured at the time of the fatal accident during practising for the Aston Martin O.C. National Silverstone meeting at the beginning of last month are progressing favourably. Mrs. Betty Stapleton and The Hon. James Dawnay are much better, while Bill Weston recently left hospital.

## M.V. AGUSTA BUY OSCA

THE well-known and successful Italian motor-cycle firm, M.V. Agusta, have bought the Osca firm in Bologna, previously run by the Maserati brothers. It is understood that M.V. will be exhibiting at the Turin Motor Show and that the models will be improved versions of the Osca 1600 G.T. car. Also, rumour has it that an entirely new 1½-litre sports car will be shown, having an eight-cylinder engine.

A Formula 1 car might materialize: this could feature the air-cooled, desmodromic-valved V8 engine that Osca were known to have built recently. M. Bonelli has been named director of the firm.

FERRARI, hoping to field at least three cars in the Italian Grand Prix at Monza on 8th September, may have Pedro Rodriguez in support of John Surtees. Also mentioned are Michael Parkes and Roger Penske. Bandini is a B.P. driver for Formula 1, and Ferrari is, of course, Shell!

APPARENTLY the B.R.M. which Graham Hill drove at Nürburgring was the 1962 type, and not the "monocoque".

NEXT year's Daytona Continental will be extended from three hours to 2,000 kilometres and will also be open to G.T. prototypes. Stirling Moss has been appointed co-director of this race, which should last approximately 13 hours and will be a qualifying event towards the constructors' championship.

## THE FERGUSON AT INDIANAPOLIS

JACK FAIRMAN has just returned from testing the Ferguson four-wheel-drive car at Indianapolis. It was in road racing trim with a tired 2½-litre Coventry Climax engine, but lapped at 141 m.p.h. and took the curves as fast as they have ever been taken.

A local paper stated that Andy Granatelli was so impressed after watching Fairman cover 300 miles that he wants to fit his supercharged Novi engines in Ferguson four-wheel-drive chassis.

## PIT and PADDOCK

EDGAR BERNEY, a very promising Swiss G.T. driver, has joined the Scuderia Filipinetti.

## WORLD CHAMPIONSHIP

IN the table of the World Championship of Drivers, the totals of Maggs, Hall and Bonnier were incorrect. Taking Graham Hill's points at Rheims as not being permitted, the table below McLaren should read:

7. Maggs	...	...	8
8. Brabham	...	...	4
9. Bonnier	...	...	3
Ireland	...	...	3
Hall	...	...	3
Mitter	...	...	3

In the Constructors' Championship, Cooper-Climax have 17 points (not 18), and Lotus-B.R.M. 5 (not 6).

The above are, of course, provisional placings depending on the F.I.A. decision regarding Rheims.

MRS. P. CARLSSON (née Pat Moss) gets her loyalties mixed today. Linked directly or otherwise to Ford and Saab she stands a very good chance of becoming the proud owner of a Renault 4L Estate car. She is competing in the Renault Grand Prix at the Ascot Jumping Show and the car is first prize.

Held over a specially built Continental-style course, the Renault Grand Prix might seem tame to a rally driver as the qualifying time is only 300 yards a minute. We understand, however, that the special stages are somewhat concentrated!

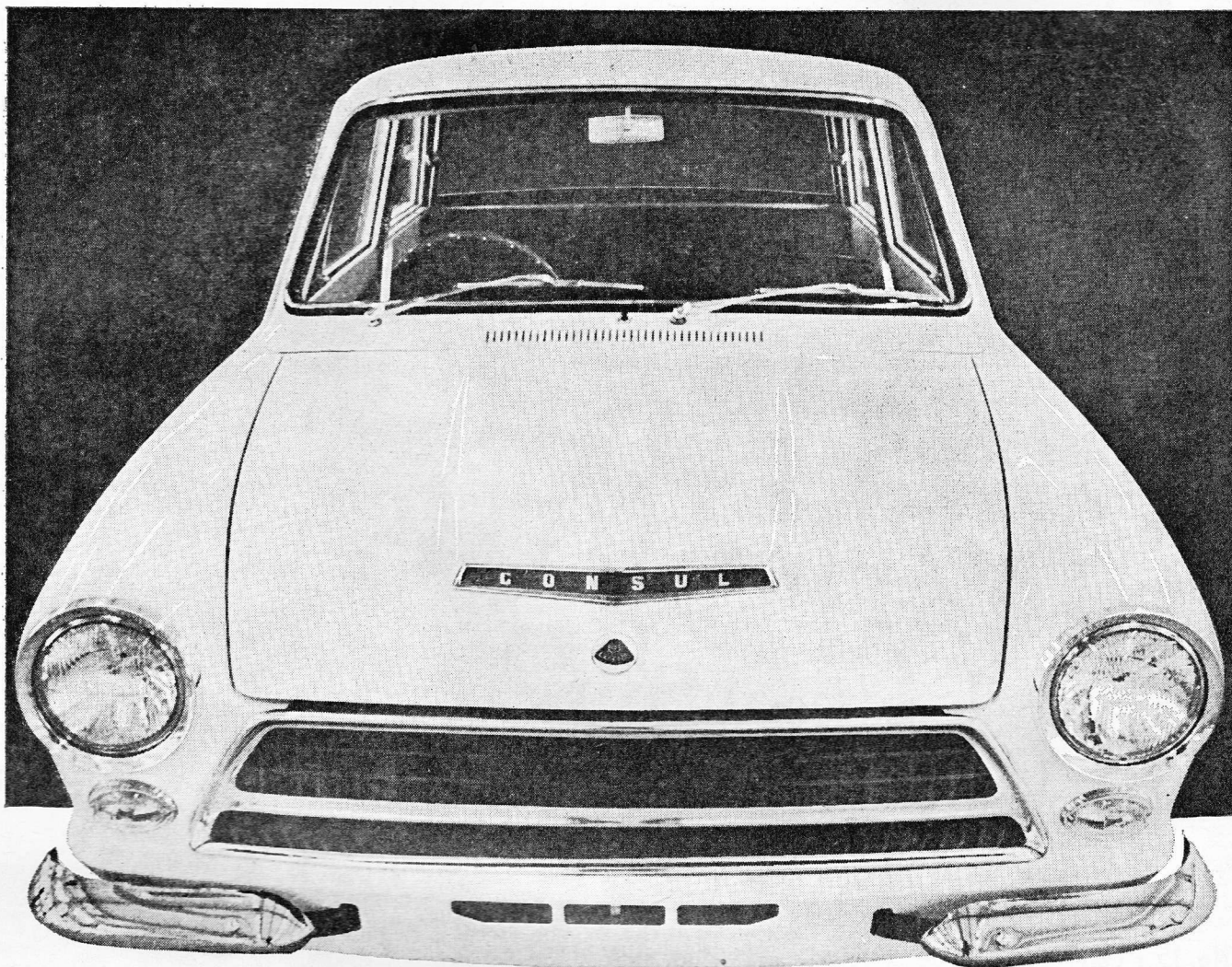


BOB MONKHOUSE (left), doing an Ernie Marples on his bike, appears envious of Dennis Spicer's new Reliant Sabre Six G.T., bought from Baker & Roger of Dunstable. Glamorous Yana has volunteered to act as navigator when Dennis enters for rallies later in the year. All three stars are appearing at Glasgow's Alhambra Theatre.

IT is on the cards that works Aston Martins will be entered for the Inter-Europe Cup G.T. race at Monza on the day of the Italian Grand Prix.

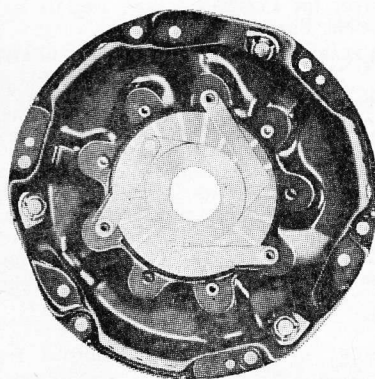
EDGAR BARTH continued his winning ways in European Mountain Championship events by making B.T.D. at last Sunday's Fribourg-Schauenland hill-climb. Aggregate time of his two runs was 13 mins. 26.6 secs. and this was closely approached by Hans Herrmann who did 13 mins. 29.7 secs. in a works 2-litre Abarth. Heini Walter and Sepp Greger were third and fourth in four-cylinder Porsches.





## Why more and more manufacturers choose the new Borg & Beck diaphragm spring clutch

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## THE "AUTOSPORT" "THREE HOURS"

### Martini-Rossi Trophy for Outright Winner

THE final of the AUTOSPORT Championship—the classic "Three Hours"—will take place at Snetterton, on Saturday, 28th September. The field will comprise the first four in each class in the qualifying heats—a total of 28 cars. Reserves will be nominated in each class. To the outright winner will go the Martini-Rossi Trophy.

In the championship, the result will be based on the highest total of points scored in the "Three Hours" by class, added to the best five results obtained in the qualifying events. Points in the "Three Hours" will be:—

First, 18; second, 12; third, 8; fourth, 4.

The above points will be, of course, awarded for the results in each class. Finishers, in order to qualify for points, must complete not less than half the distance completed by the class-winner.

Awards for the AUTOSPORT Championship, 1963, are as follows:—

#### General Classification

First, Championship Trophy, Replica and £100.

To the winner of opposite class, Trophy and £50.

#### Class Awards

To the winner in each class, Trophy and £25. To the runner-up in each class, Trophy. Other than first in general classification and winner of opposite class.

Other awards for the "Three Hours" will be announced by the Snetterton Motor Racing Club. The Martini-Rossi Trophy will be awarded to the driver who completes the greatest distance in the "Three Hours".

The AUTOSPORT Championship meeting is fully trade-supported, and, this year, will be run entirely in daylight. Time of start will be notified later.



HAVING time off from helping at the Hagley Broad speed pit during the Relay Race are Eric Jones and Johnnie Dorsett.

MIKE BERG, of the West Essex C.C., was married at Caxton Hall, London, last week to fellow club member Christine Donna. Congratulations. Mike took time on his honeymoon to telephone to let us know that the West Essex race meeting at Snetterton on 18th August has attracted 170 entries and that the main event, the Astley Trophy for saloon cars, will be run in two heats and a final. Racing starts at 2 p.m.

ENTRIES for the Irish Craigantlet Hill-Climb tomorrow, which is a British Hill-Climb Championship event, includes Peter Westbury, Ray Fielding and local man John Pringle, who is the present record holder.

# SPORTS NEWS

PROGRAMME for the B.R.S.C.C.'s International meeting at Brands Hatch on 14th September includes a Molyslip Trophy Race of one hour's duration and two 15-lap heats with a 25-lap final for Formula Junior cars. The races will be over the long circuit and several top European Formula Junior drivers are expected to be present.

## THE G.T. LAMBORGHINI

### A New V12 Italian Car with 350 b.h.p. Engine

DUE to be exhibited next October at the Turin Show, the V12 Lamborghini has been designed by Gianpaolo Dallara, a former associate of Alfieri.

Power-unit is of 77 mm. x 62 mm. (3,500 c.c.), with a normal output of 250 b.h.p. at 6,800 r.p.m. The "Sport" version produces 350 b.h.p. at 7,800 r.p.m. Six d/c Weber carburettors are employed, and each bank of cylinders has two overhead camshafts. Lucas fuel injection will be offered as an alternative.

The frame is of the space-pattern, with a strongly reinforced centre section comprising a triangulated structure. It is constructed by Neri and Bonacini of Modena. Independent suspension is by double wishbones and helical springs enclosing hydraulic dampers. Disc brakes are fitted all round; Borrani wire wheels are standardized.

Berlinetta and "2 plus 2" versions will be exhibited at Turin, and an open sports two-seater will also be constructed.

THE Graz starting point of the Acropolis Rally may be dropped next year. In this year's event only nine cars started from the Austrian city.

THIS Saturday the Shoreham, Southwick and Steyning Club of the Lions International are staging their third, and by far the largest, annual motor sports gymkhana, to be held at Avenals Farm, Angmering, Sussex, starting at 12.30. The support of the Jaguar Drivers' Club has been obtained and proceeds will go to charity.

## POLISH RALLY

ONLY 13 crews survived this year's Polish Rally, held over the Bank Holiday weekend. The 3,000-km. route proved very treacherous, especially around the Tatra mountains near the Czechoslovakian border. Germans Dieter Glemser and Braungard, driving a Mercedes-Benz, were victors, ahead of the Swedes Gunnar Andersson/Gunnar Haggbom (Volvo). Sylvia Osterberg and Inga-lill Ednering, in a Volvo, were fourth overall and winners of the ladies' category.

PHILIP KEELER is leaving the Trojan-Lambretta Group to become P.R.O. for the British School of Motoring.

## R.A.C. HILL-CLIMB CHAMPIONSHIP Positions After Great Auclum

1. Tony Marsh (Marsh-Climax and B.R.M.)	71
Peter Westbury (Felday-Daimler and Cooper-Daimler)	71
3. Peter Boshier-Jones (Lotus-Climax)	53
4. David Good (Cooper-Climax and Cooper-Daimler)	41
5. Phil Scragg (B.R.M.)	40
6. Ray Fielding (Lotus-Climax)	32
7. Ian McLaughlin (Cooper-J.A.P.)	31
8. Bryan Eccles (Cooper-Chevrolet)	9
Gray Mickel (Cooper-Climax)	9
10. Peter Wilson (T.T.-Triumph Spl.)	7
11. Agnes Mickel (Cooper-Climax)	6
Peter le Gallais (L.G.S. II)	6
Patsy Burt (Cooper-Climax)	6
14. Keith Moore (Fairley-Climax)	5
Ray Terry (Lotus-Climax 7)	5
Arthur Owen (Lotus-Ford 23)	5

ERNEST PIETERSE, the 1962 South African champion driver, has sold his Lotus-Climax 21, but will continue to drive it for the new owners, the Lawson Organization.

The Lawson Organization are a big South African motor group, which import and distribute Volvo vehicles, and are agents for various other vehicles, including being the main Johannesburg Renault dealers. They already sponsor some cars in South African races, including Arnold Chatz's phenomenally fast Dauphine Gordini, and Peter Markham's rapid Volvo 122S B18. At the last Republic Trophy meeting at Kyalami they also sponsored Frank Wignels in a Volvo 122S B18.

This new move will certainly take a load off the shoulders of Pieterse, as he will no longer be an owner-driver, with all its attendant worries of maintenance and mishaps. He will now be able to turn all his attentions to driving.

A LARGE entry has been received for this Sunday's race meeting at Cadwell Park. Notable entries include John Ale, Roy Pierpoint, Alan Rollinson, John Fenning and Tony Lanfranchi.

SEVERAL readers have pointed out that the captions relating to the gearboxes of the Lotus 25s of Jim Clark and Trevor Taylor, depicted in the "Page in the Paddock" feature on the British Grand Prix in our 2nd August issue, were transposed. Also it was Dan Gurney's and not Jack Brabham's Brabham-Climax shown in drawing 3.

SEVENTH International Beira Rally in East Africa was won by a "works" Datsun driven by Van Bergen/S. R. Smith, with a Morris 1100 of John Thompson/Frank Hayes entered from Rhodesia second. Only other British car to finish was a Triumph Spitfire in tenth place. This East African rally had seven start points and covered 1,300 miles, 1,000 of them on dirt roads. Of 38 starters 21 finished.

THE B.A.R.C. Members' Meeting at Mallory Park tomorrow promises an exciting day's racing from one of the largest number of entries yet received there. Notable entries include John Taylor, Jack Pearce, John Mew, Roger Nathan, Norman Surtees and Doc Merfield.

## NOTTS FORMULE LIBRE

ON 21st August the Nottingham S.C.C. are once again organizing their popular *Formule Libre* Dance in the Sherwood Rooms, Nottingham. Starting at 8 p.m., tickets are 7s. 6d. double and 5s. single. Several interesting cars will be on show, in addition to conversion and rally equipment. Tickets from Clumber Chambers, Thurland Street, Nottingham.

THE 10th Members' Meeting at Oulton Park organized by the B.A.R.C. will be held on the 31st August and not on the 21st as stated in the "Blue Book".

THE International Race Meeting at Zandvoort on 1st September is a qualifying round for the European Touring Car Races Challenge. There will be a 22-lap race for saloons of all categories and a 25-lap race for Formula Junior cars.

ON Monday night thieves broke into a garage at Snetterton circuit and stole a red Lotus-Ford 22, the property of the Jim Russell Racing Drivers' School. There were half a dozen older types of Lotus in the garage, but this was the only one removed. It would appear that the 22 would be a fairly easy car to trace if the thief or thieves were rash enough to produce it at any circuit.



**B**EFORE I took delivery of the Austin-Healey 3000 various comments had led me to believe that this model was unpredictable in its handling, not particularly attractive and extremely thirsty. Perhaps this increased my pleasure when after only brief acquaintance I had already become quite fond of the big Healey, and found it to be a most pleasing and comfortable car.

The re-styled radiator grille and the wrap-round screen gives the Mark 2 a much more expensive look. In every way the car has been improved upon and is now very much the modern G.T. car. The wind-up windows with opening quarter lights exclude all draughts as they actually home into a channel in the hood supports. The wrap-round screen gives excellent forward and angled vision, the pillar blind spots being much reduced. The seats are more or less the same as on earlier models, giving good support to the back, but lacking lateral assistance in favour of ease of entrance. The steering wheel, which is adjustable, allows for a relaxed style of driving but does not quite permit the now popular straight arm position unless, of course, you have exceptionally long legs and short arms!

There is ample room for moderately sized luggage behind the seats in the "plus two" compartment—a space designed for children and legless dwarfs. The boot, which houses the battery and spare wheel, is rather inadequate for all but the smallest luggage.

The facia is well laid out with the rev. counter and speedometer directly in front of the driver. The oil pressure, water temperature and fuel gauges flank these major instruments. All these instruments are easily visible, the steering wheel causing little or no restricted vision.

The controls are much improved—especially the gear lever which now is placed conveniently to hand. The Abingdon people have done away with the old, long, cranked lever in favour of a remote control, which brings the lever into the optimum position. The accelerator pedal is not as close to the brake as

**PATRICK McNALLY tests**

# the AUSTIN- HEALEY 3000 Mark 2

it might be and, in order to heel-toe, it is important to have an extremely flexible angle. A simple modification, however, would overcome this irritating but small point.

The engine is still the well-tried 3-litre which has seen a good deal of development since its introduction in 1959 and now produces 130 b.h.p. The gearbox has improved synchromesh, but the ratios remain as before with overdrive fitted to third and top. The overdrive is controlled by a conveniently placed panel switch.

Braking is provided by Girling 11½ in. discs on the front with 11 in. drums on the rear. These are actuated through

a single master cylinder and are servo assisted. The hand-brake, which is positioned alongside the propshaft tunnel, is on the driver's side.

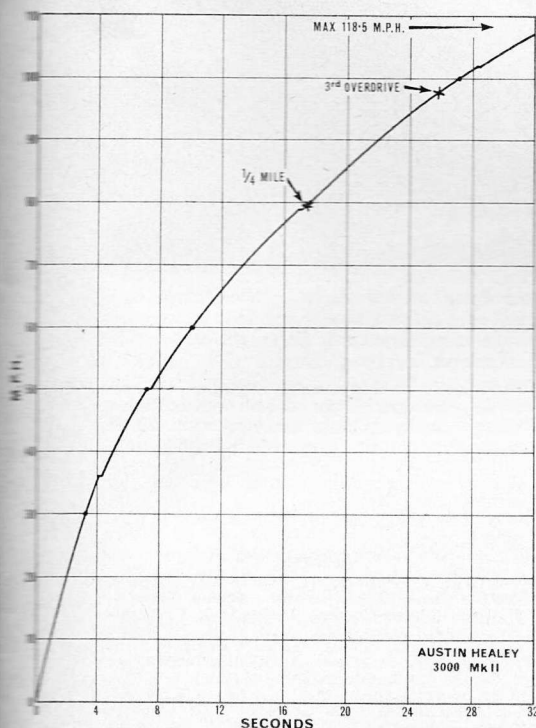
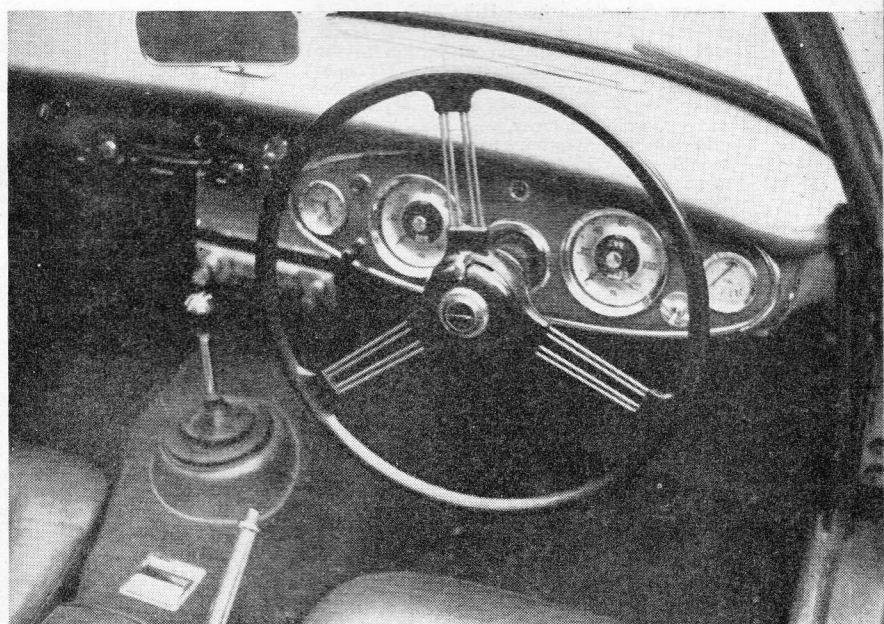
One of the most pleasant features of this car is that long journeys can be accomplished with remarkably little driver fatigue. This is mainly due to the excellent torque characteristics of the big 3-litre engine, which enables the car to be driven with a minimum amount of gear changing. The car will happily toddle along at 30 m.p.h. in top and still accelerate away without complaint from either engine or transmission. The clutch takes up smoothly at all times and no slip was detected even under adverse conditions. The only criticism that can be made is the heavy clutch pedal pressure. The gearbox is extremely robust and, although greatly improved, the synchromesh is unable to cope with some unsynchronized gear changes by the driver. This feature makes heel-toe vital if advantage is to be taken of engine braking. Changing down does not necessitate double de-clutch as such but, unless one is prepared to wait, these down changes must be accompanied by enough revs. to synchronize the change. The brakes appear fade-free in normal road use and never gave the writer any disconcerting moments. After several really hard applications, if anything their efficiency was improved. At no time was there any tendency for the brakes to pull or grab.

With overdrive engaged, open road can be covered at well over the 100 mark without any apparent effort. It must be stated here, however, that the controllability of the car, which is excellent up to 110 m.p.h., when approaching its maximum is not so good, and between 110 and 120 road surfaces and side winds have adverse effects on the handling.

The performance of the car is such as to make it the fastest production car available at its price today. Maximum speed is 118.5 m.p.h. with the best one-way time of 120 exactly (7.5 secs. over the flying quarter mile). The 0 to 60 time is now 9.8 secs., whilst 30 m.p.h. is reached in 3.2 secs. and 50 m.p.h.







ACCELERATION GRAPH

takes 7.3 secs. The most impressive figure, however, is the 0-80, which is 17.8 secs.—this gives a very useful turn of acceleration. The 100, which tends to be an everyday feature of this car, takes just over 27 secs. These figures show a big improvement over the earlier 3000.

Whilst taking these figures, the following speeds in gears were used: first, 36 m.p.h.; second, 50 m.p.h. (into the red); third, 80 m.p.h. (into the red); third overdrive, 95 m.p.h.; fourth, 102 m.p.h. If speed proved the essence, for road use speeds of 30 m.p.h., 45 m.p.h., 70 m.p.h., 90 m.p.h. and 100 m.p.h. were more than adequate, for there was no advantage in going into the red.

The type of gear change employed made an appreciable difference to the performance figures and when one waited for the synchromesh the acceleration figures generally suffered by a second or so.

#### SPECIFICATION AND PERFORMANCE DATA

**Car Tested:** Austin-Healey 3000 Mark 2 occasional four-seater. Price £1,064 including P.T. Extras on test car: overdrive, heater, wire wheels, radio.

**Engine:** Six cylinders, 83.36 mm. x 88.9 mm. (2,912 c.c.). Pushrod operated overhead valves, 9.03 to 1 compression ratio, 130 b.h.p. at 4,750 r.p.m. Twin HS6 semi-downdraught SU carburettors. Lucas coil and distributor.

**Transmission:** Single dry plate Borg and Beck 10 ins. clutch. Four-speed gearbox with synchromesh on upper three ratios with remote gear lever. Laycock de Normanville overdrive. Open Hardy Spicer propeller shaft. Hypoid rear axle.

**Chassis:** Box section pressed steel frame. Independent front suspension by wishbones and coil springs with anti-roll torsion bar. Cam and peg steering gear, 14 to 1 ratio. Rigid rear axle on semi-elliptic springs with anti-sway bar. Hydraulic lever type shock absorbers. Girling hydraulic brakes, 11½ ins. discs front, 11 ins. drums rear. Knock-on 4J wire wheels fitted 5.90 x 15 ins. tyres.

**Equipment:** 12 volt lighting and starting. Speedometer, rev. counter, oil pressure, water temperature and fuel gauges. Windscreen washer. Flashing indicators. Extra: heater and radio.

**Dimensions:** Wheelbase, 7 ft. 8 ins. Track (front), 4 ft. 0½ in.; (rear), 4 ft. 2 ins. Overall length, 13 ft. 1½ ins. Width, 5 ft. 0½ in. Turning circle, 35 ft. Weight, 1 ton, 1 cwt.

**Performance:** Maximum speed, 118.5 m.p.h. Best one way speed, 120 m.p.h. Speeds in gears: direct top, 102 m.p.h.; overdrive 3rd, 98 m.p.h.; 3rd, 79 m.p.h.; 2nd, 50 m.p.h.; 1st, 36 m.p.h. Standing quarter-mile, 17.5 secs. Acceleration: 0-30 m.p.h., 3.2 secs.; 0-50 m.p.h., 7.3 secs.; 0-60 m.p.h., 9.5 secs.; 0-80 m.p.h., 17.8 secs.; 0-100 m.p.h., 27.2 secs.

**Fuel Consumption:** 15-18 m.p.g.

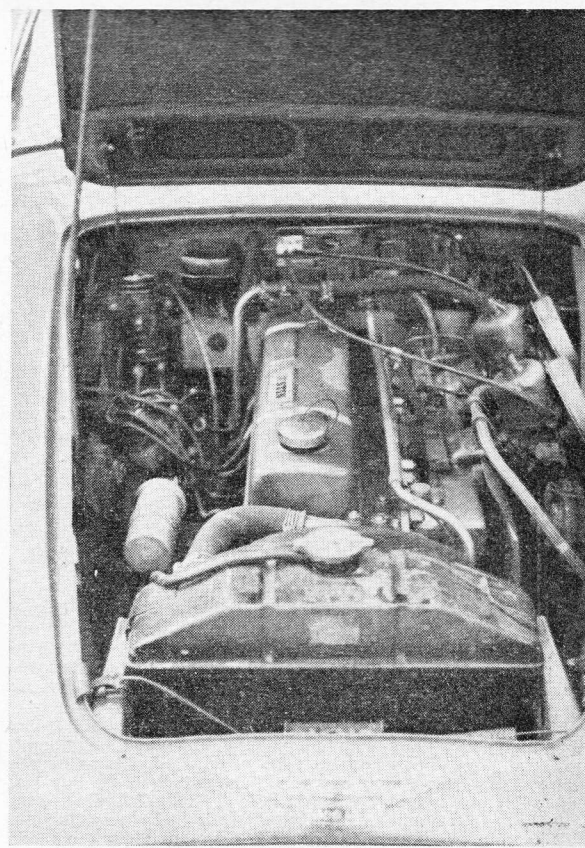
The much maligned handling of the 3000 proved, in fact, to be quite tolerable. Corners could be taken in grand style and the rear end had to be pushed out with a twitch of the wheel, but only needed the smallest fraction of opposite lock to bring it to order. The suspension gave a pleasant ride without the harsh characteristics normally found in a sports car. In the wet, a certain amount of discretion was needed but no more than any other car with three litres to propel it. The steering was perhaps a little heavy and the slightest bit remote, but it afforded excellent straight-line running manners. The castor return action was heavy but not aggressively so.

A criticism which must be made is the scuttle shake which sets in under certain conditions—namely, under power and fast cornering. Initially, I had attributed this shake to kick-back and judder on the steering but, on investigation, it proved to be caused by the lack of rigidity in the scuttle. It must be stated that this

scuttle shake had no apparent effect on the handling of the car—it was just annoying. This appears to be a characteristic of this model.

Fuel consumption was not bad at all and figures of 15 m.p.g. and 20 m.p.g. were recorded under different conditions, the overall consumption working out at a fraction over 17 m.p.g. Despite the large capacity sump, oil consumption was negligible.

The general impression gained of this car is that it is a first-class all-rounder. It is comfortable, relatively quiet and can be driven slowly with as much enjoyment as it can be driven quickly. For the man who wants a big car with plenty of power, the Austin-Healey 3000 Mark 2 fills the bill admirably.





**L**AST Saturday the "Hill-Climb Circus" moved to Great Auclum for the Hants and Berks Motor Club contribution to the R.A.C. Hill-Climb Championship. Throughout the day heavy grey clouds lurked overhead, but in spite of heavy showers during early morning practice, the rain kept off, allowing Peter Westbury to reduce the course record to an incredible 19.33 secs., a fantastic time for the Felday considering the nature of this twisty and tricky little hill.

Saloon cars of any capacity opened the day's proceedings, and it wasn't long before Took's class record was broken, first by C. R. M. Boote and then by Val Gardiner and Nick Porter. Second time up John Wales, who had spun on his first attempt, left the class record at 23.00 secs., an improvement of well over a whole second.

The small sports class was poorly supported, but saw a close fight between Amie Lefevre (M.G. Midget) and Ashley Cleave with his evergreen Morris Special. The next class saw an as-expected win by Tom Clapham with his i.r.s. Lotus-Climax 7. Bryan Small (Milmor 1172) chased Clapham throughout, and for a time it looked as though he might even catch the fleet Lotus.

The 2-litre class was a three-cornered struggle between Graeme Austin (Emeryson), Peter Meldrum (Lotus 7) and Arthur Owen (Lotus-Ford 23B). Austin just led throughout with a winning time of 21.83 secs. Owen was second on his first run, but was relegated to third later in the day by Meldrum, who put in a wonderful time of 22.00 secs.

The unlimited sports car class gave Josh Randles a chance to show his superiority with the cut-and-shut Cooper Monaco, now fitted with the 3-litre Maserati engine from Jack Cordingley's J.B.W. On his first run he got very close to the class record with 22.24 secs., and then second time up he made quite sure with a very clean 21.40 secs. Phil Chapman (Chapman-Mercury) tried all he knew to get close to the Cooper but in spite of one of his best drives to date could not improve on 22.43 secs. Mike Barker's Alton-Jaguar was most impressive with a third-place time of 23.48 secs. The vintage section was well represented and included such cars as J. A. R. Grice's 44-litre Bentley-engined Frazer-Nash, Peter Bloomfield's massive 5.4 Type 46 Bugatti and Charles Lambton's 1750 s/c Alfa Romeo, once a works car and driven at Phoenix Park before the war by Ivanovsky (name sounds familiar!). Lambton drove with the handicap of only one operative brake.

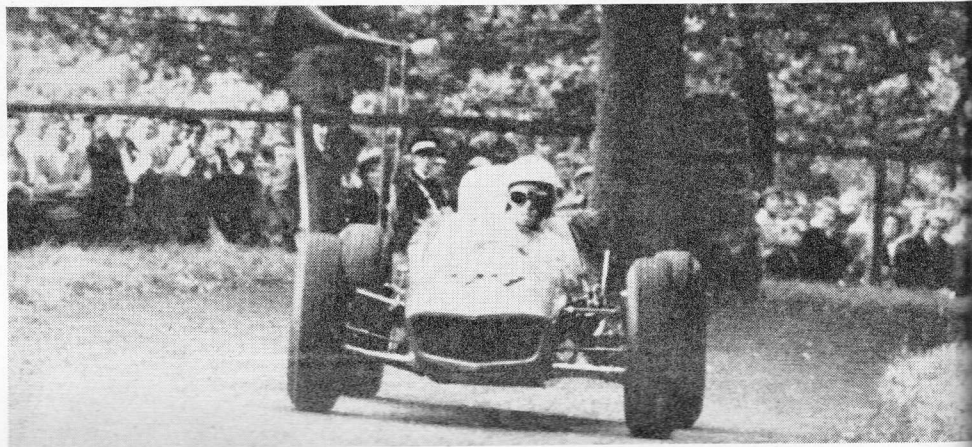
The racing car classes opened with nine well matched old F3 cars and an indecently fast 500 c.c. Tiger Shrike Kart driven by J. M. Samuel. It is a sign of the times that all nine F3 cars were shown a clean pair

# A Great Auclum for Westbury

Felday-Daimler Sets New Record

BY PAUL WATSON

PHOTOGRAPHY BY MICHAEL DURNIN



*NOW EQUAL with Tony Marsh at the head of the R.A.C. Hill-Climb Championship table is Peter Westbury, whose Felday-Daimler set up a new record of 19.33 secs. In the championship runs, however, Peter Boshier-Jones reigned supreme.*

c.c. s/c Cooper-J.A.P. and soon got the hang of his new mount to the tune of 22.35 secs. Three Formula Junior cars followed in the order Tom Jones (Envoy-Ford), 22.53 secs., Austen May (Cooper-Ford), 22.58 secs., and Tony Griffiths (Lotus-Ford 18), 22.98 secs.

Class G brought out the "sound and the fury", Peter Waller leading off with his glorious white ex-Scribbans/Shawe-Taylor E.R.A. Jackie Epstein was next to go, his Cooper-Buick on loan from Mike Eyre. Epstein's time of 22.27 secs. remained best until Patsy Burt with her 2-litre Cooper-Climax slipped by with a stirring 21.39 secs.; the Cooper was really going, giving Patsy a real chance against the men. Peter Boshier-Jones (Lotus-Climax 22) was next to improve, getting very near the course record with 20.26 secs. and breaking the class record comfortably. David Good (Cooper-Daimler) also got below the class record in 20.43 secs. and Josh Randles, this time running as a racing car, slipped in between Patsy and Epstein with 22.70 secs. With the outright course record in great danger of tumbling, a burst of power announced Peter Westbury's 24-litre V8 supercharged Felday-Daimler was on the line. The red light turned to green and Peter was away, the Felday flinging itself downhill to the banked right-hander; round he went, then in a series of vicious bursts the blue car shot up through the trees, slowed for the last right-hander, then with a full-throated burst of all eight cylinders shot like a bullet across the line. An agonizing pause followed, and then it came—19.33 secs., a new hill record. Westbury was first ever to get below 20 seconds on the twists and turns of Great Auclum.

The second runs seemed merely a formality after seeing Westbury lop no less than .81 sec. off the record. Epstein improved to 22.02 secs., but surprisingly stayed ahead of Tommy Norton's twin-com F1 Lotus-Climax 18, which could not better 22.56 secs. Patsy Burt knocked a fraction off, coming down to 21.30 secs., as did Boshier-Jones.

who consolidated his position ahead of Good by taking 20.10 secs. as against 20.34. Westbury took it easy, safe in the knowledge that his time would remain unbeaten, at least till the championship runs; none-the-less he still equalled the Welshman's second-place time of 20.10 secs. Josh Randles also improved to 21.70 secs.—not quite quick enough to catch the flying Patsy Burt.

The championship runs seemed bound to be a repeat of the class ones with the main battle between the trio Westbury, Boshier-Jones and Good. And so it proved, but this time Westbury just couldn't stay ahead of the brilliant young brother of former hill-climb champion David Boshier-Jones. In two beautifully calculated runs Peter Boshier-Jones got down first to 19.84 secs. and then 19.57 secs. Westbury was second with two identical times of 19.90 secs. and then David Good, who has at last got his Felday-prepared Cooper-Daimler going properly, broke the 20-second barrier with

19.94 secs. on his second attempt. A real battle commenced for fourth place, Peter Wilson finally getting the verdict in 20.89 secs., dangerously close to Martini's time with the same car last year. So fast were the 10 championship competitors that the slowest car, Meldrum's Lotus 7, was still only 2.33 secs. behind Boshier-Jones's winning time.

## RESULTS

**B.T.D.:** P. Westbury (2.5 s/c Felday-Daimler), 19.33 s. (new course record). **Saloon Cars:** 1, J. Wales (Morris-Cooper), 23.00 s.\*; 2, V. Gardiner (Austin-Cooper "S"), 23.35 s.; 3, N. Porter (Austin-Cooper), 23.46 s. **Sports Cars up to 1,100 c.c. u/s:** 1, A. F. Lefevre (M.G. Midget), 24.73 s.; 2, W. A. Cleave (Morris Spl.), 25.02 s.; 3, R. W. Byrne (Ginetta-Ford), 25.60 s. **Up to 1,100 c.c. s/c and 1,101 to 1,400 c.c. u/s:** 1, T. Clapham (Lotus-Climax 7), 22.10 s.; 2, B. A. M. Small (Milmor-Ford Mk. 5 1172), 22.33 s.; 3, J. A. Derisley (Lotus Elite), 22.70 s. **Up to 1,400 c.c. s/c and 1,401 to 2,000 c.c. u/s:** 1, G. Austin (1.5 Emeryson-Climax), 21.83 s.; 2, A. Owen (Lotus-Ford 23B), 21.88 s.; 3, P. H. Meldrum (1.5 Lotus-Ford 7), 22.00 s. **Over 1,400 c.c. s/c and over 2,000 c.c. u/s:** 1, J. Randles (3.0 Cooper-Maserati Monaco), 21.40 s.; 2, J. P. Chapman (5.4 Chapman-Mercury), 22.43 s.; 3, M. H. Barker (3.8 Alton-Jaguar), 23.48 s. **Racing Cars up to 500 c.c.:** 1, J. M. Samuel (Tiger Shrike), 22.82 s.; 2, Miss I. Robinson (Cooper-Norton), 23.33 s.; 3, L. A. Stone (Cooper-Norton), 23.57 s. **501 to 1,100 c.c.:** 1, P. Wilson (T.T.-Martini-Triumph Spl.), 21.00 s.; 2, W. C. Cuff (998 s/c Cooper-J.A.P.), 22.35 s.; 3, T. Jones (Envoy-Ford F.J.), 22.53 s. **Over 1,100 c.c.:** 1, P. Westbury (2.5 s/c Felday-Daimler), 19.33 s.\*; 2, P. Boshier-Jones (1.2 s/c Lotus-Climax 22), 20.10 s.; 3, D. R. Good (2.5 Cooper-Daimler), 20.34 s. **Fastest Lady:** Miss P. Burt (2.0 Cooper-Climax), 21.15 s. (new ladies' record). **R.A.C. Hill-Climb Championship:** 1, P. Boshier-Jones (1.2 s/c Lotus-Climax 22), 19.57 s.; 2, P. Westbury (2.5 s/c Felday-Daimler), 19.90 s.; 3, D. R. Good (2.5 Cooper-Daimler), 19.94 s.; 4, P. Wilson (T.T.-Martini-Triumph Spl.), 20.89 s.; 5, Miss P. Burt (2.0 Cooper-Climax), 21.15 s.; 6, A. Owen (1.6 Lotus-Ford 23B), 21.65 s.; 7, J. Randles (3.0 Cooper-Maserati Monaco), 21.71 s.; 8, J. Epstein (3.5 Cooper-Buick), 21.87 s.; 9, G. Austin (1.5 Emeryson-Climax), 21.98 s.; 10, P. H. Meldrum (1.5 Lotus-Ford 7), 22.08 s.

(\* Denotes new class record for the hill.)

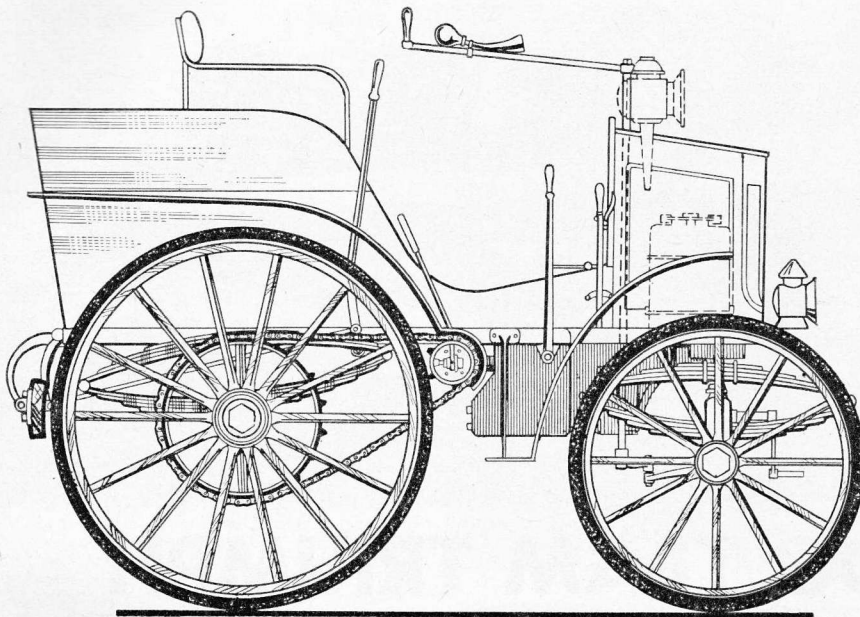


*TINY WHEELS are a feature of the class-winning Tiger-Shrike, which threw out its driver on its second ascent.*

of heels by the Kart, which streaked up in 22.82 secs. on its first run. On his second attempt the driver drifted it just a bit too much, touched the bank and deposited himself on the road in a most spectacular manner; luckily he got away with nothing more than a cut chin.

Young Peter Wilson led off the 1,100 c.c. cars with his ex-Tico Martini T.T.-Triumph Special; his time of 21.02 secs. was over a second quicker than anyone else, but still nearly a second slower than Martini's class and hill record with the same car last year. Wally Cuff now has Bryan Eccles's old 998





## Concluding Part of the PANHARD-LEVASSOR STORY

BY JOHN BOLSTER

EMILE LEVASSOR, if he had a fault, was perhaps inclined to build his cars too well. "If you build heavy you will build strong," he would say, and the light, over-powered Panhard-Levassor racing cars were not designed until after his death. Before 1895, increasing engine power had forced him to espouse the cone clutch. His single-chain model did very well in the 1894 Paris-Rouen rally, the first motoring competition in the world. Nevertheless, the crude differential on the back axle was stressed to its limit, and so Levassor reverted to side chains, in conjunction with fully enclosed gears.

The first four rear-engined Panhards had relied on side chains, as had the Benz cars before them. With a proper differential behind the gearbox and a separate chain for each rear wheel, Levassor adopted an immensely rugged form of transmission which was to be used on the majority of powerful racing cars for many years to come. Among the really successful racing teams, only Renault used shaft drive and a live axle. So, from 1895 onwards, side chain transmission, which had inevitably been used successfully by Amédée Bollée as well as by Karl Benz, was generally regarded as being part of the *Système Panhard*.

The year 1895 was to be remembered for ever, because it saw the beginning of motor racing. The first race in the world, incredible to relate, was nothing less than a great long-distance event, with works teams and elaborate organization. Paris-Bordeaux-Paris took place over 732 miles of relatively rough roads. Levassor entered a works team of four cars, which he led himself. Two of the cars were the well-known V-twins, but stretched in bore and stroke to 1,290 c.c., while a third machine had a rather heavy Daimler stationary engine with four cylinders in line, rated at 8 h.p. Levassor's own car was the Panhard of the future, for it carried the new Phénix engine designed by Maybach.

The Phénix engine was an orthodox, in-line twin with crank throws opposed at 180 deg. on a counterbalanced shaft. With

dimensions of 80 mm. x 120 mm. (1,206 c.c.) it developed just over 4 b.h.p. when governed down to 800 r.p.m. It was extremely light for its size and gave the car a maximum speed of 18½ m.p.h. on its solid rubber tyres.

Levassor set off on his marathon journey, accompanied by his young mechanic, D'Hostingue. He out-distanced the Peugeots, to whom he had not supplied the new Phénix engine, and ignored the powerful steam cars which flashed past him up the hills, because he rightly assumed that they could not keep up the pace. The Roger (French Benz) cars were reliable but not fast enough, and the rest of the field were soon in various forms of trouble.

The arrangement was that Levassor should drive all the first day and night, handing over to a new driver and mechanic at Ruffec, which he should reach about 6.30 a.m. He was to rest until the car came back from Bordeaux, and then complete the journey to Paris himself. Thanks to the extremely fast refuelling and oiling by D'Hostingue at the check points, and the wild courage of Levassor in flying down the hills in neutral, the tired men reached Ruffec at 3.30 a.m. and found the Panhard pits deserted!

D'Hostingue managed to find the fuel and oil, so he quickly serviced the car himself. Levassor decided not to wait—"Lance le moteur! On repart!" Reaching Bordeaux at 10.40, Levassor had a sandwich and a glass of champagne in his seat while D'Hostingue took eight minutes to refuel, oil the engine and transmission, and clean and fill the ignition burners. So, they set off for Paris.

Meeting the other competitors on the way back, Levassor found that he had a lead of three hours, but that the next three cars were Peugeots. Worse, he found that Mayade's Panhard, which was nearly as fast as his own, had been crashed by the co-driver after Ruffec. The old man was furious. Reaching Ruffec, he refused to hand over to Mayade, who was now available, and set off for a second night on the road.

THE 1895 Paris-Bordeaux-Paris Panhard-Levassor which Levassor drove to victory. It was the first Panhard to have the Phénix in-line twin-cylinder engine, and was a direct ancestor of the great four-cylinder racing cars. This was the only Panhard with full-elliptic rear spring.

Drawing: Theo Page

The two candle carriage lamps and two tiny oil lamps were lit, but as darkness fell the centrifugal governor, which operated on the exhaust valves, stuck completely and brought the car to a halt. This was due to grit in the exposed timing gears, which had to be dismantled and re-timed, but Levassor and D'Hostingue did the job in 22 minutes in the dark. Later, both men fell asleep, the resulting accident cracking a mudguard and putting out one lamp. The cold dawn revived them and they plugged on towards Paris.

Levassor had been driving non-stop for 48 hours and 48 minutes when he returned to the gay city, having averaged 15 m.p.h. for the whole journey. Though a Peugeot was given first prize, because it carried four people, Levassor was easily first past the post and rightly gained all the glory. The first motor race had been run and won, beginning the incredible series of victories which Panhard-Levassor were to gain. In a few years, engines of 7, 14, and even 18 litres were to replace the 1,206 c.c. Phénix, but that is another story which I hope to tell later on.

The car with which Levassor won the Paris-Bordeaux-Paris race went straight into production, and Panhards for many years followed its general construction, the Phénix engine being later replaced by the Centaure of 90 mm. x 130 mm. in two- and four-cylinder forms. If the old story about all Panhards having front engines is not true, it might be said that all Panhards built after 1891 were so constructed. Yet, I have just discovered that even this is not so!

I located an unbelievable collection of rare veteran cars, the property of M. Allouis at Avallon. In this collection there is a Panhard-Levassor dated 1895. As it has full-elliptic front springs and solid rubber tyres, this date is not impossible. The point is, however, that the engine, a two-cylinder Phénix, is under the driver's seat, a position more in keeping with Peugeot design at this epoch. The car cannot be earlier than 1895 as that was the very first year of the Phénix, so it shows that the front engine position was not essential to the *Système Panhard*.

The reason for this arrangement concerns the type of body fitted. An extremely large limousine, exactly like a horse-drawn coach, occupies the rear of the chassis and contains the usual face-to-face seating. The driver sits right forward on top of his engine with the radiator beneath his feet. Behind the driver, and above his head, a wide bench-type seat, exactly like the coachman's box, carries further passengers. It is interesting that wheel steering by exposed bevel gears is used, while Panhard touring and racing cars retained tillers until somewhat later.

This is certainly not an adaptation, the chassis evidently being a standard model, and the finish is perhaps too fine for a public service vehicle, so it was probably a nobleman's private coach. As the engine is rated at 6 cv, the performance is in the 10 m.p.h. bracket, but I would very much like to be present at the next *Jour de Fête* at Avallon, for then the great car will be in full action, with all seats occupied. Who cares about acceleration for, as Emile Levassor made perfectly clear, "if you build heavy you will build strong."





# TORNADO TEAM TRIUMPH

The Tornados Repeat Their 1960 Success in the Six-Hour Relay Race

BY PATRICK McNALLY

PHOTOGRAPHY BY GEORGE PHILLIPS



SOME masterly handicapping made this year's Six-Hour Relay Race very exciting. The Tornado Team, all driving Talismans with 1500 engines with the exception of Roy North, who had one of last year's 997 c.c. cars, managed to hold off the Anglia Team to win by exactly one lap. This is one of the closest fought finishes to date. The Jaguar A Team, all in E-types, succeeded in passing the Hagley Minis to gain third place with only minutes to spare.

The Six-Hour Relay Race, held at Silverstone and organized by the Seven-Fifty Motor Club, was run in varying weather conditions which, if anything, improved the handicapping. However, the bias was against the big cars, as the circuit was damp for at least three hours, making fast lappery impossible. This disadvantage to the more powerful cars made them really get the bit between their teeth and the Jaguar teams both had to go like the wind to catch up when the circuit had dried a little.

The new regulations demanded that the cars should be lined up in echelon, but a full Le Mans start is no longer permissible in this country. Thus the drivers were already seated in their cars when the count-down began. The start was very exciting, the cars leaving more or less as one with no stragglers and the traffic jam under *The Motor* bridge had to be seen to be believed. There were one or two early incidents: first car to suffer was Nick Granville-Smith's Ford-engined A.C. which collected a Tornado on the first

lap, breaking a steering joint on the A.C. and putting the Tornado out of the race. Leader after one lap was T. Fletcher's Lister-Jaguar powered by 3.4 litres, which came through Woodcote sideways and finished up backwards against the advertising boards. This let Jack Lambert in the E-type through to lead the pack. Fletcher extracted the Lister from the ditch—did one more lap and came into the pits to hand over his car. The Jaguar B Team was already in trouble and Eric Brown in 1 ALL, his immaculate XK 120, pitted after only 15 mins. as a damper bolt had punctured a tyre. Russ Taylor in the D-type then went out. The Jaguar B Team had had very bad luck, for Les Fowler had spun in practice at Copse, severely damaging the back and offside suspension of his ex-Lumsden E-type. This meant that his car could not be relied on as much as had been hoped.

With just over half an hour of the Six Hours completed, rain fell—at first lightly—then with a vengeance. Lap times came down and spinning commenced. Unscheduled pit stops started from unfortunately found an added hazard—that of drowning!

With an hour gone the positions were: first the Midland Centre's 750s, then the Anglias, followed by the Daimler SP250s with the Hagley Broadspeed Minis and the Mini-Seven Club, both in fourth place. The Tornado Talismans were at this stage in

## RESULTS

1, Tornado Talismans: B. J. Sherwood, E. W. Bunce, M. J. Dell, P. Graham and R. F. North (Tornado Talismans), 293 laps; 2, Team Anglia: M. A. Young and Miss A. Taylor (Ford Anglia 1200s), B. Wingfield/N. Abbott, H. Worrall, R. Mansfield and M. C. Costin (Ford Anglia 1500s), 290 laps; 3, Jaguar Drivers A: A. J. Lambert, P. Dodd, M. A. Fruitnight, J. W. Dean, K. Baker and The Earl of Denbigh, 288 laps; 4, Hagley Broadspeed Minis: J. Handley/R. Embley and R. D. Broad (Mini-Cooper "S"s), J. May/M. Trimble (Mini-Cooper) and J. Fitzpatrick (Mini), 288 laps; 5, Lolas: Mrs. R. Bluebell Gibbs, J. F. Morley, R. W. Willoughby, R. A. Postlethwaite, J. S. Paterson and H. E. O'Brien (Lola-Climaxes), 284 laps; 6, Mini-Seven Club: P. Wicks, I. McDougall, A. Staniforth, H. Haskell and C. H. B. Wadsworth/P. Hutchence (Mini-Coopers), 284 laps; 7, Equipe Verrogue, 284 laps; 8, Austin-Healey Club, 284 laps; 9, 1172 Formula, 282 laps; 10, Fury Team, 280 laps. L.M.B. Shield Award: Midland Centre 750s, 279 laps.



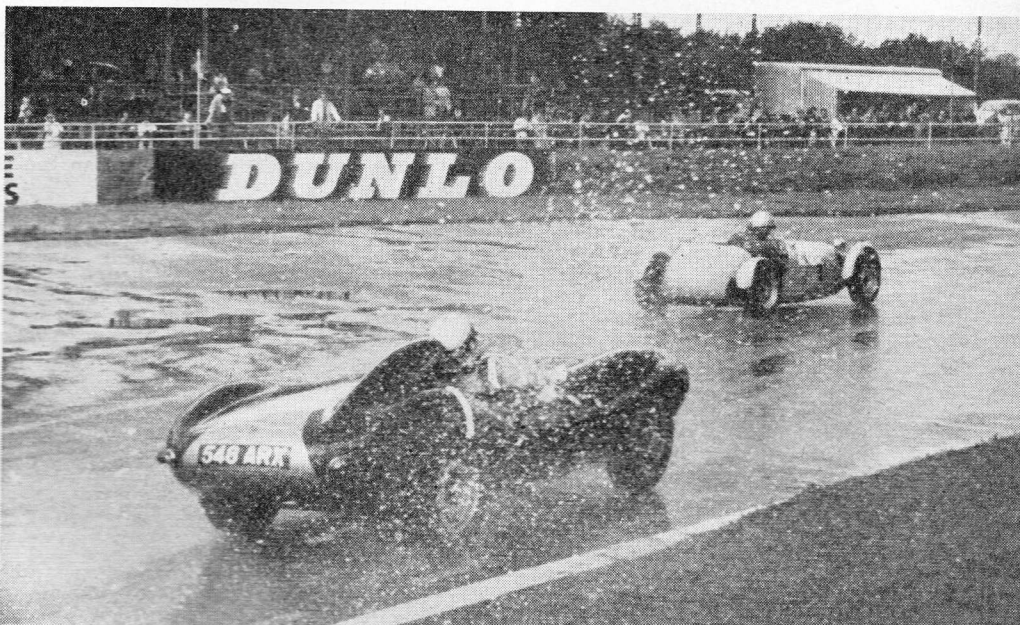
sixth position. These positions had been calculated by adding a sixth of the handicap time.

Brian Sherwood (Tornado) had lost time when he was flagged off after 25 laps as fuel was spilling from his filler cap. This lost the Tornado's valuable time, but Martin Dell was out, going exceedingly quickly and completed 44 laps out of his permissible 50 when he came in with no rear brakes. Ted Bunce's Tornado had bent a lower wishbone and was out of the fray. The Daimlers, too, were going well with Dick Crosfield driving the Hon. Basil Fielding's car extremely quickly, leaving them well placed after two hours. The Anglias, with Mike Young carrying their banner, were obviously a team to watch and at half distance it looked as though they might well win.

Jointly leading with the Anglias at 4 p.m. were the Tornado Talismen, who had come up through the field after Martin Dell had taken over. The Hagley Broadspeed Minis were in third place, mainly due to the efforts of John Fitzpatrick, who was driving with his usual verve. Behind the Minis came the Midland 750s which had dropped back to fourth place, having completed 139 laps to the leading cars' 143. The Jaguar E-types had also done 139 laps after some consistent driving first by Jack Lambert, who had to retire brakeless after 25 laps, then the Earl of Denbigh, who had gone out with similar troubles after only five laps or so, and Ken Baker, who succeeded in driving for over an hour at a consistently high speed until he had to come in for fuel.

The Marcos Team consisted of four cars—two new attractive G.T.s and two of the older '62 models. Despite some fast driving by Peter Brayshaw, Jem Marsh and Mike Brandon, the handicap was against them; with only 15 credit laps, they did not really stand much of a chance. Brayshaw's car was equipped with a Bob Gerard 1,650 c.c. Ford engine, whilst the cars of Marsh and Brandon were fitted with Martin and Cosworth engines. All the cars were fitted with four-speed close-ratio gearboxes and disc brakes. Marsh's car had a mirror mounted on the roof, which was visible to the driver through a hole above his head—this would seem a good idea when the rear vision is as restricted as it is on some of the present-day G.T. cars.

The Lolas were another team who suffered from the bias imposed by the rain. They also had other troubles and Harry O'Brien



**PASSING THE PITS** used for driver changes is John Bromilow's D.R.W., which is overtaking a Lotus 7. A row of straw bales was used to guard the pits. **IT WAS WET.** Arthur Cook (Wavendon Wombat) and Bill Rigg (Jaguar D-type) kick up the spray as they round Woodcote Corner (above).

went out with no drive when his diff. packed up, while Peter Postlethwaite retired with no clutch. Rex Willoughby and Jack Paterson between them completed much of the distance with assistance from Jim Morley and Bluebell Gibbs.

The SP250s, which had been going so well, lost a lot of time when Dick Crosfield came into the pits with smoke pouring from the rear, caused by a suspected broken oil seal.

Les Fowler, despite the practice damage, was circulating his special bodied E-type and he was followed by Pat Coundley in John's D-type when Les had to retire with blistered feet caused by the exhaust system, which was touching the floor of the car.

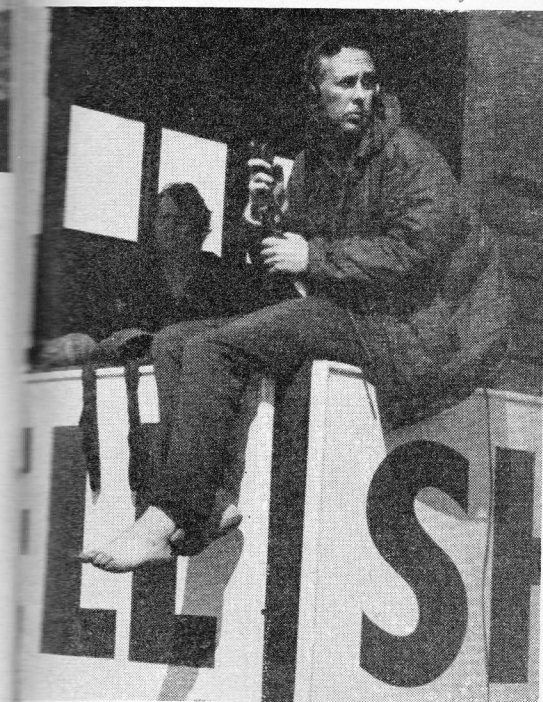
The Lotus Elites driven by Roger Nathan, Adrian Chambers, Norman Surtees and Sid Taylor were going well, but not fast enough, and Sid Taylor had the misfortune to throw a rod on his borrowed mount, his own car being *hors de combat* after some of its recent energetic struggles. Surtees, too, had been in trouble, for a practice crash had broken his engine mounts and the car was handling rather poorly. Those habitual Six-Hour cars, the Morgans, were not having a good day, for although Ray Meredith was circulating remarkably quickly, his teammates' cars did not have the same steam, although Sach's new low-line Plus 4 with

aluminium body and all the Lawrence mods. looked as if it would be very fast when completely sorted.

With an hour to go things were really hotting up, the Tornados were hard at it, there being nothing between them and the Anglias. The Tornados were given a slight breather when Nick Abbott brought his Anglia into the pit to have a trailing exhaust mended, and a few laps later—in fact just before the finish—the Anglias lost all chance of success when the same thing happened again to Abbott's car. There were other excitements, for third place was being hotly contested by the Jaguar E-types and the Hagley Minis. Jack Lambert was out again, going very well indeed with consistently low lap times, and with only minutes to go passed the Hagley Broadspeed Minis to snatch third place behind the team of Anglias. The Mini-Se7en Club, two laps behind their fellow Mini Team, finished in fifth place ahead of the Austin-Healey Club.

This year's race lost a little of its excitement due to the new pit arrangements and the fact that sashes were no longer handed from driver to driver.

Tribute was paid to Holly Birkett before the race with one minute's silence. Holly, who had organized this event and had run it throughout the years, was sadly missed.



**DRIP-DRY COMMENTATOR.** Dennis Pratt, one of the commentators at the Relay Race, sits outside his box gradually drying out after a sudden down-pour. There was no dry humour from Dennis last Saturday!



BRUCE McLAREN

# From the Cockpit

I WAS a little sceptical when Stirling Moss woke up from his Goodwood accident and said "If you told me I'd been hit by a 'bus, old man, I'd have believed you!" I thought he must have had at least some recollection of perhaps the initial stage of getting involved in the accident, but now I know just how blank that space can be.

I woke up in Adenau Hospital, not far from the Nürburgring, and it was only logic that told me I must have gone off the track somewhere. But how, when, or where, I had not the slightest notion, and apart from what people have told me since, I still have no recollection whatsoever of anything leading up to, or surrounding, the accident. I presume I must have banged my nut somewhere, as I was unconscious for about an hour. It seems that the mind conveniently whitewashes anything that it would be better not to remember.

Nevertheless, this can be a little upsetting. My legs were pretty sore and I assumed that I must have been ejected from the Cooper cockpit at some stage and scraped a bit of skin off here and there, but I was worried that perhaps the other characters in the hospital room with me—one of them with a very black eye, one with a foot in plaster, and another who didn't look so good either—were something to do with my accident, and it was with some apprehension that I

started questioning the welcome steady stream of visitors who came to ask me what had happened.

I remember the start of the race perfectly well. John Surtees, Jimmy Clark, Graham Hill and Lorenzo Bandini all made poor starts from the front row of the grid. Tony Maggs shot through in the Cooper and so did Richie Ginther in the B.R.M. I had to back off once to nip round Surtees before the South Curve, and then going down into the corner behind the pits Tony waved me past and sat in behind.

I managed to duck inside Jimmy on braking at the top of the Foxhole, and latched on to the exhausts of the Ginther B.R.M. which was really striding along in front.

Approaching the long main straight we seemed to have a hundred yards or so over the gaggle of cars behind. I knew this wouldn't last long when we hit the straight and, sure enough, Jimmy Clark was the first to come by, but it was apparent that he was in trouble. Instead of pulling out of the slipstream and shooting straight past as he has been making a habit of doing, he just sat alongside at the same speed. This was encouraging, but then Surtees was looking for a gap. Jimmy pulled well over to the right, and I pulled left as the red Ferrari darted through.

Graham was sneaking up on me then, and I was too busy keeping an eye on him to worry about what was going on in front. On the second lap it was Surtees just in front of Jimmy, and Graham and I right on Richie's tail. But now Richie's initial burst had eased a little and Surtees and Clark were pulling out a slight lead. Richie let me pass on the uphill section leading to Adenau, and Graham slipped by his team-mate immediately after.

Graham came by out of my slipstream on the straight, and I tucked in behind him, hoping to do the same thing to him on the next lap. Down through the South Curve again, up behind the pits, and Graham went wide and slowed, searching in the cockpit for gears. Then I remember seeing John and Jimmy just a quarter of a mile ahead—and that is all I can remember!

It was almost as though I was making a film—the scene was cut here and changed to the hospital room in Adenau.

Apparently, instead of turning right into the slow right-hander at the top of the Foxhole, my car turned left. Whether I turned it left or it turned left of its own accord, I wish I knew. We will certainly try to find out if anything broke, but the car is so badly smashed that it will be almost impossible to tell.

I had been really lucky. My helmet had saved me from anything worse than concussion, and I had a badly bruised leg, but nothing very serious.

Right from the start we had a bad run. In the first practice session we ran with full tanks to try to find out if the Nürburgring's notorious bumps would make the chassis touch the ground, and sure enough they did. We thought we might get one jump ahead by getting the suspension set to cope with our fuel load of 25 gallons and the dips and dives of the "Ring" before we started practising with only the customary five or ten gallons aboard.

It was the second session before we were able to start trying, but then it started raining. However, even this didn't matter much to me, because the head came off a valve and wrecked my engine. This meant an "all-nighter" for the

mechanics to get the car ready for the 11 o'clock session the next morning.

After five laps in this session I turned sharp left out of the series of Esses that shoot downhill just before the Flugplatz and suddenly got into a tremendous understeering slide. With full lock on I just managed to keep out of the hedge on the right. As I put the brakes on, the car immediately wanted to turn sharp right, so I knew something was well and truly amiss. I stopped and had a quick look to find that one of the suspension wishbones had broken but it hadn't failed completely and I was able to drive slowly back to the pits. Bandini was the sensation of practice, recording third best time in his red B.R.M.—quite an achievement. It seems that since his victory at Le Mans he has gained the confidence to add to his skill and he is going really fast. His drive at Silverstone was noteworthy and now this front row effort at the "Ring" was fantastic.

Jack and the Brabhams had been in trouble. Gurney only managed to complete about five laps in practice with persistent missing in his engine, and on race day Jack's car failed to start on the line while Dan was in and out of the pits with a repeat of his practice problem.

Mitter finished fourth in one of de Beaufort's four-cylinder Porsches behind Surtees, Clark and Ginther. On an overall year-to-year basis these old Porsches are becoming something of a legend when it comes to finishing G.P.s.

It was good to see Ferrari and Surtees get a G.P. win, for he has certainly worked sorting the car out, and he must feel more than a little satisfaction to have won on the "Ring" of all circuits.

Chris Amon must have had a frightening moment when he disappeared through a hedge at very high speed with steering failure in his Lola, and Willy Mairesse was also lucky to escape with his life when his Ferrari became airborne and flipped at the aptly named Flugplatz (which means flying place, if my German is up to scratch).

Just as a precaution, in case a bone had been cracked, the German doctor put my right leg in a full plaster cast for the journey back to England. These are certainly darned cumbersome things, and I would suggest that there is considerable scope for a Colin Chapman of the medical world to design something lightweight in plaster casts. Perhaps some of the new glass-fibre foams or other interesting and somewhat secret materials might be suitable.

Rather than fly back and have to hobble round airports, I rode home in the back seat of the Sunbeam Rapier that my secretary, Eoin Young had on road test. It turned out to be a most comfortable ambulance. I drove it over to the "Ring" and thought it to be a pleasant car for long trips. Reasonably fast, too. British United Airways treated me well, letting me stay in the car as we crossed the Channel and I can assure you that those Bristol Freighters are even noisier in the car bay than they are in the cabin!

Fortunately we have a third works Cooper nearly prepared for Monza, and I think I should be fit by then.

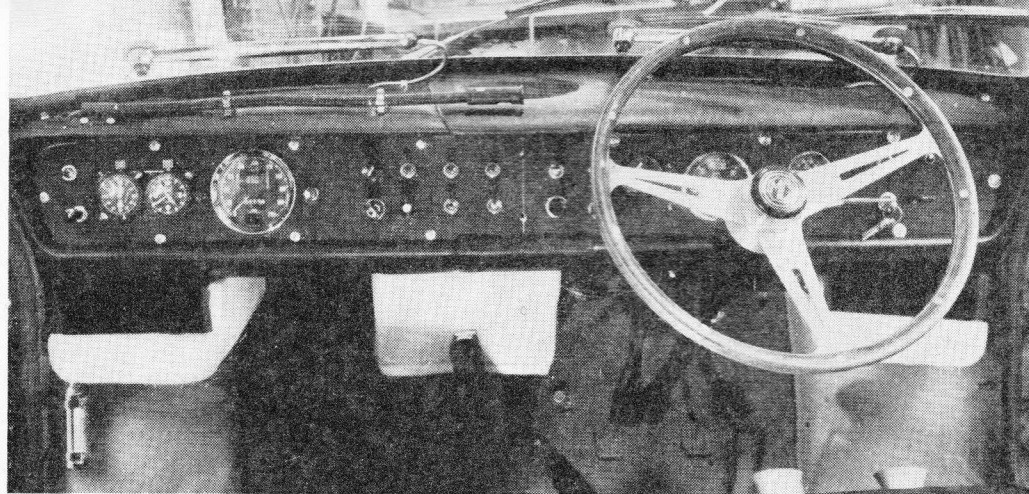
The only race I have missed is the Bank Holiday Brands with the big G.T. Aston Martin which would have been fun. The car was going very well in practice and I was rather looking forward to the race. But now I guess it will be the T.T. at Goodwood before I'm back in the Aston.



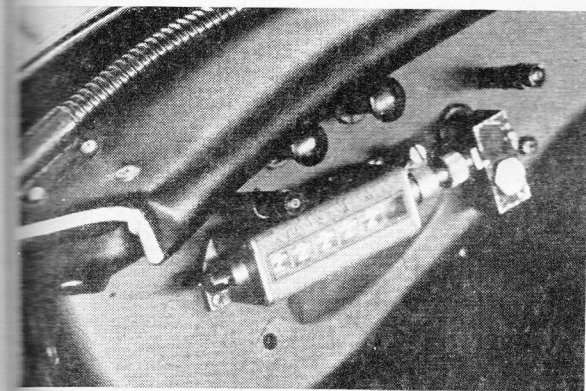
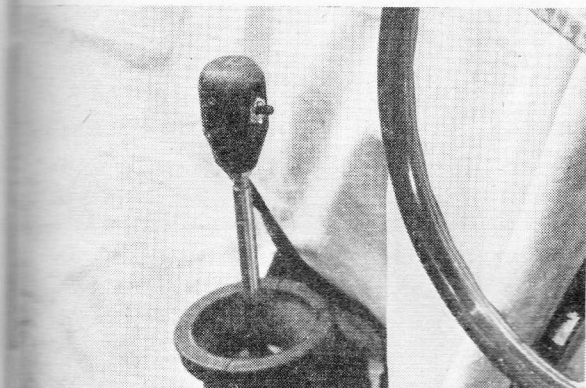
BRUCE McLAREN and his Sunbeam Rapier "Ambulance" at the Nürburgring.



# GEORGE PHILLIPS visits **B.M.C.** as they prepare for the **Marathon de la Route**

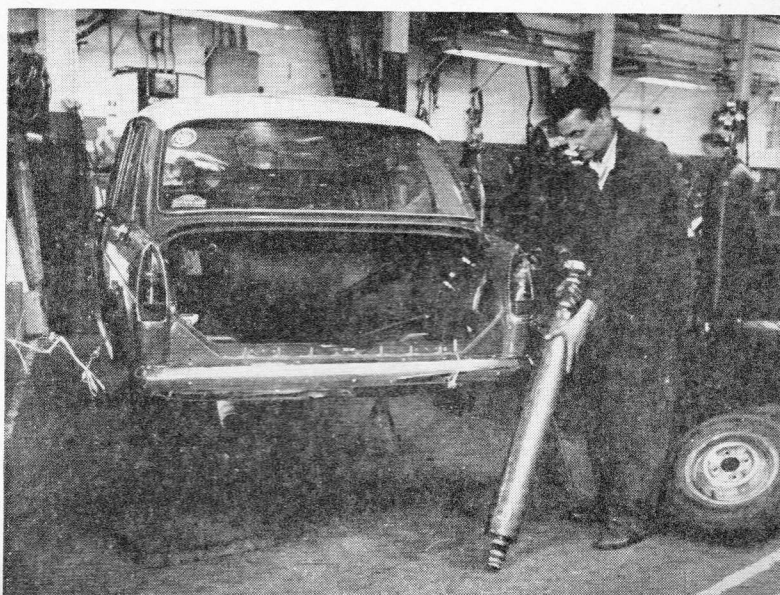


*DASHBOARD of the Pauline Mayman/Valerie Domleo Group 4 M.G. 1100. Highly modified Group 4 cars are allowed under the regs. for this year's event, known as the Spa-Sofia-Liège.*



*BIG HEALEY gear lever (made in wood at Abingdon) incorporates an overdrive switch (above, left). TRIP MILEAGE RECORDERS now fitted to the big Healeys are calibrated to one hundredth of a mile (left). They can be compensated for errors. COMPETITIONS MANAGER Stuart Turner and chief engineer Douggie Watts test an Amplivox intercom set which the Healey crews will use on the rally (above). Stuart holds the quick-release jack plug in his right hand which plugs into the socket on the crash helmet. The fully balanced navigator's microphone swings down from the top position. Douggie holds the driver's ear plug. The idea of the device is to combat fatigue and ensure that the driver hears his navigator's pace instructions accurately and not as a precaution against the big Healey's healthy roar.*

*MOBILE BOWSER for use by B.M.C. team (below, left). The collapsible Dunlop tank lies in the bottom of the trailer and can be covered with tyres and other spares when not in use. NOBBY HALL with a cylindrical two-gallon auxiliary fuel tank which will be fitted in the boot of the Mayman/Domleo M.G. 1100 (below, right). This is for use on one section on which a recce has shown that the M.G. 1100 will run a little short of fuel.*







JOHN BOLSTER tests the

## CONNAUGHT G.T. CITROËN



*J.V.B. AT LE MANS: the locals approved of the car and were particularly impressed with the seats and interior treatment.*

### SPECIFICATION AND PERFORMANCE DATA

**Car Tested:** Connaught G.T. Citroën saloon, price £1,597 19s. 7d. including P.T.

**Engine:** Four-cylinders 78 mm. x 100 mm. (1,911 c.c.). Pushrod-operated overhead valves in light alloy head. Compression ratio 8.4 to 1. Twin Solex downdraught carburettors. Coil and distributor ignition.

**Transmission:** Single dry-plate clutch. Four-speed all-synchromesh gearbox with column change, ratios 3.31, 4.77, 7.35 and 13.79 to 1. Spiral bevel final drive. Half-shafts with homo-kinetic joints to front wheels.

**Chassis:** Punt-type steel chassis. Independent self-leveling hydro-pneumatic suspension to all wheels. Power-assisted rack and pinion steering. Power-assisted inboard front disc brakes with

drums at rear. Centre-locking disc wheels fitted 165 x 400 tyres.

**Equipment:** 12-volt lighting and starting. Speedometer. Ammeter. Thermometer. Fuel gauge. Clock. Heating, demisting and ventilation. Flashing direction indicators. Windscreen wipers and washers.

**Dimensions:** Wheelbase 10 ft. 3 ins. Track (front) 4 ft. 11 ins. (rear) 4 ft. 3½ ins. Overall length 15 ft. 9 ins. Width 5 ft. 10 ins. Weight 1 ton 3 cwt.

**Performance:** Maximum speed 104 m.p.h. Speeds in gears, 3rd 95 m.p.h., 2nd 70 m.p.h., 1st 36 m.p.h. Standing quarter-mile 20.2 secs. Acceleration: 0-30 m.p.h. 4.5 secs.; 0-50 m.p.h. 10.6 secs.; 0-60 m.p.h. 15.3 secs.; 0-80 m.p.h. 29.4 secs.

**Fuel Consumption:** 24 to 30 m.p.g.

*INSTRUMENT PANEL is of the DS-type; there is also power steering and power brakes operated by the well-known "button" pedal.*

I DON'T usually like "converted" cars!

We have tested and recommended a few good ones, but most of them tend to be rough and noisy compared with standard models. Increased performance is all very well, but an improved car should surely be quieter and more flexible, as well as being faster. All of which brings me to a car which is much smoother and very much quieter than the production job and, incidentally, which goes quite a bit more quickly.

The Citroëns of the 19 series are endowed with marvellous roadholding and brakes. Thus, they are ideal machines for the engine tuner to tackle. The Connaught G.T. Citroën, however, is much more than just a hot-up car. The new vehicle is supplied complete and is based on the ID. It has cream coachwork with stainless body side strips and black interior trim. Fully reclining individual bucket seats are fitted, with a Stirling Moss wood-rimmed steering wheel and Brooks safety belts.

The DS-type instrument panel is used, with power steering and power brakes, operated by the well-known "button" pedal. Elaborate sound-proofing is applied to the body, and a Kenlowe electric fan saves the noise and power loss of a belt-driven rotor in permanent engagement. The manual gearchange of the ID is retained, the latest pattern having a synchronized first speed.

The engine is suitably modified for increased performance with improved flexibility. The light alloy cylinder head is machined to increase the compression ratio and the individual inlet ports, carefully balanced, are led out of the casting separately instead of merging inside. The external manifold carries twin Solex carburettors, of which one was originally on the engine. The exhaust ports are



also streamlined and the flywheel is considerably lightened.

The complete car, which includes all the most desirable features of the ID and the DS, costs little more than the latter model in spite of its much more attractive interior appointments. At £1,597 19s. 7d. it is quite an appealing proposition.

I recently spent a memorable week in France with a Connaught G.T. Citroën. This included covering the Le Mans race as well as visiting Paris and competing in the permanent Grand Prix which is staged there. My French friends were unanimous in their approval of the car, being particularly impressed with the seats and the interior treatment.

One is immediately entranced with the smoothness and silence of the car, which is quite phenomenal for a four-cylinder. Very high revs. can be attained, and I was guilty of touching 70 m.p.h. and 95 m.p.h. in second and third speeds respectively. The acceleration, particularly from a standstill to 80 m.p.h., is much more vivid than that of the standard car. Above 90 m.p.h. the speed increases relatively slowly, but a timed 104 m.p.h. was recorded and may be held effortlessly as long as road conditions permit. As this speed is only equivalent to a bare 4,500 r.p.m., and the unit now peaks at 5,800 r.p.m., running easily past 6,500 r.p.m. on the lower gears, it is reasonable to regard top as an overdrive.

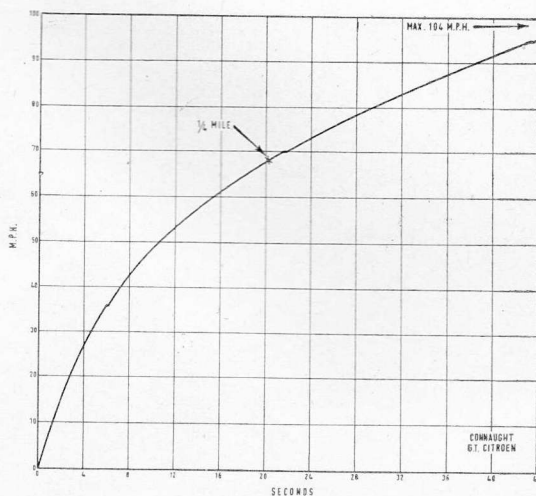
This results in the most effortless high-speed cruising imaginable and praise-

worthy fuel economy, 30 m.p.g. being possible, falling to 24 m.p.g. during hard driving. For ultimate performance, the final drive could be changed to give the ratio used for rallies, though economy would suffer to some extent.

Even with this tuned engine, the road-holding and brakes cannot be tried to their limit. It would be difficult to imagine a better car for the rapid negotiation of the roads of Northern France without exertion. I passed potentially faster cars which were wallowing along at 60 m.p.h. with their rear axles leaping, while I sat back and enjoyed the radio at 90 to 100 m.p.h. My only complaint was that I misjudged the fuel consumption and bought too many petrol coupons in France!

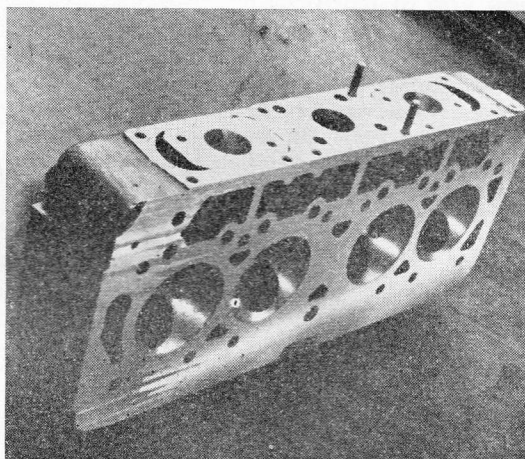
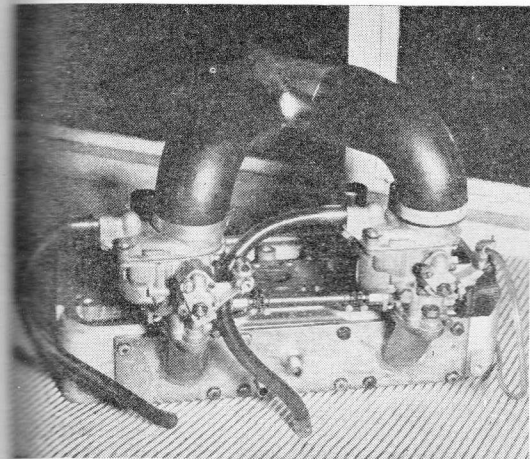
Turning to the Citroën itself, one finds that the synchronized bottom gear can be engaged with advantage for sharp corners. The newly streamlined front end is another functional improvement. I dislike the direction indicator switch of the right-hand drive Citroën, which is mounted on the instrument panel instead of on the steering column, where this important control should be located on all cars. The self-levelling suspension system seems to have been improved in detail, emitting fewer sighs and chirrups than before, and the height control lever is now convenient to the driver's hand. The windscreen wipers are ineffective at high speeds.

For maintaining elevated average speeds in silence and comfort, the Con-



ACCELERATION GRAPH

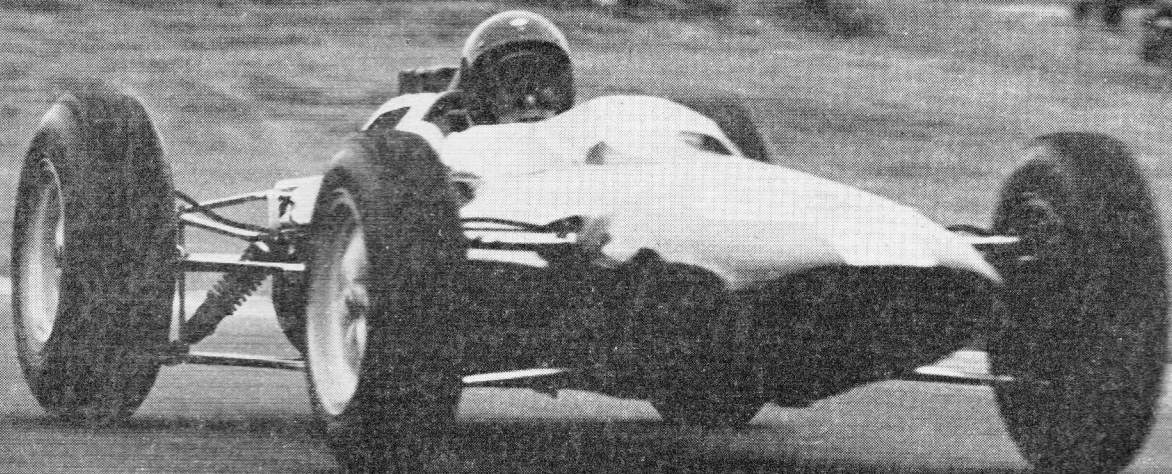
naught G.T. Citroën must be rated very highly indeed. That it can do all this while consuming remarkably little petrol is an even more difficult achievement. On the smooth roads of England, cars of less sophisticated design may approach the all-round performance of this special Citroën, but on the pock-marked and frost-torn roads of France I was able to appreciate its true excellence. Held firmly in my competition-type bucket seat, I felt able to outdrive the maddest French pilots of Citroëns.



TWIN SOLEX CARBURETTERS are part of the Connaught conversion, one being part of the original equipment (above, left). LIGHT ALLOY cylinder head is machined to increase the compression ratio and the individual inlet ports, carefully balanced, are led out of the casting separately instead of merging inside (above, centre). BUCKET SEATS, of the competition type, hold one firmly (above, right).







# CLARK'S SWEDISH WIN

Team Lotus Drivers 1st and 2nd at Karlskoga—Brabhams 3rd and 4th—Very Wet Conditions

REPORT AND PHOTOGRAPHY BY BILL GAVIN

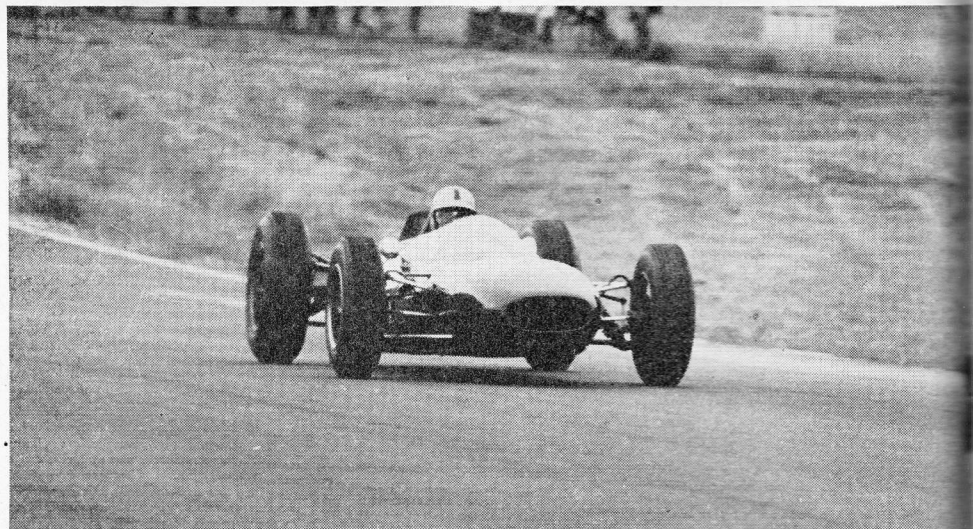
**JIM CLARK** and Team Lotus notched yet another victory when they won the Kanon Loppet at Karlskoga last Sunday. Moral victor was Jack Brabham, who led both of the 20-lap heats, but his engine cut out while he was still staying off Clark's determined challenge during the closing laps of the first heat. With big margins in hand, Clark and Taylor allowed Brabham to run away with the second heat, preferring not to risk their cars because of the very wet conditions.

*THERE'S NO STOPPING* the "Flying Scotsman" these days! Jim Clark added the Kanon Loppet to his list of 1963 victories last Sunday (above). *UNFORTUNATE* was Jack Brabham, who had his engine cut out in the closing stages of the first heat (below).

**T**HE Karlskoga Motorstadion has been the venue of annual international events for some years now and Formula 1 races were run here in 1961 and 1962, the winners being respectively Stirling Moss and Masten Gregory. The circuit was built especially for motor racing and for the spectators' benefit it has been kept very compact, and altogether packs nine corners into its 3 km. (1.86 mile) length. Some of these corners are well banked, others not at all, while the tightness of most of the bends places a premium on correct choice of ratio and on low speed torque of the engines.

Heading the entry list was last year's winner Masten Gregory, who was driving Tim Parnell's Lotus 24 with fuel-injected B.R.M. engine. Jack Brabham brought along two cars, his own being the car Dan Gurney used at the Nürburgring but since fitted with a new "flat crank" Climax injection V8. Denis Hulme was given the earlier Brabham which Jack drove to victory at Solitude two weeks previously. Jim Clark chose to drive the Team Lotus spare car, the 25 with carburettor engine, leaving Trevor Taylor with his usual fuel-injected car. Joakim Bonnier had the Walker Team's 1963 Cooper. Carel Godin de Beaufort had his Porsche that Mitter drove to fourth place in the German G.P. Ian Raby brought along the Gilby-B.R.M. and Bob Anderson had his V8 Climax-engined Lola, Ron Carter and André Pilette had four-cylinder Lotus 18s, while Clément Barrau entered the ex-Filipinetti Lotus 21. The white Borgward-engined Lotus 18s of Kuhnke and Maring were present, while David Prophet completed the list with his 1,475 c.c. Brabham-Ford.

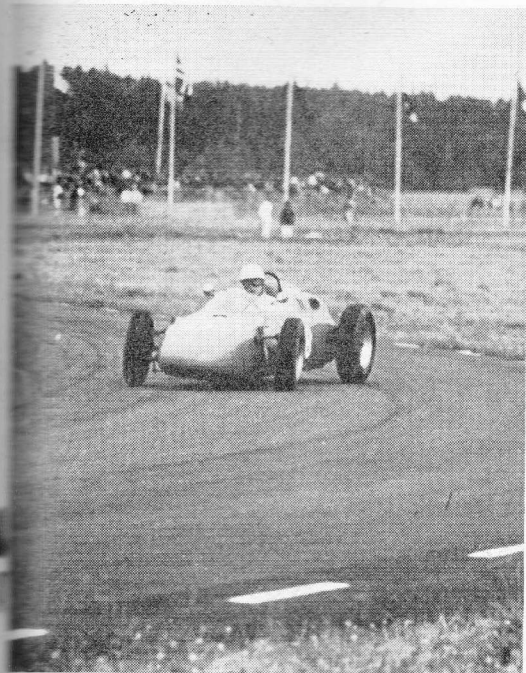
**P**RACTICE was divided into two half-hour sessions on the day preceding the race, and took place in fine, warm weather. Jack



Brabham set the best time of 1 min. 22.6 secs. (80.6 m.p.h.) during the second session after being troubled by the fuel starvation which had hampered Gurney at the Nürburgring, this condition surviving despite the engine change, and later disappearing for no apparent reason. Jim Clark (1 min. 23.1 secs.) had big brake problems eventually put down to air in the system and the fact that the pads had worn tapered. Trevor Taylor was third fastest at 1 min. 24.7 secs., just 0.3 sec. faster than Bonnier, who had changed ratios on his Colotti box between practice sessions. Denis Hulme settled down with his 190 hairy horses very quickly and lapped at 1 min. 25.3 secs. This was Denis's

second F.1 race—he drove his first in the 2½-litre days of 1960 when he finished fifth in the Lombank Trophy race at Snetterton driving a Yeoman Credit Cooper. There was a gap to Bob Anderson at 1 min. 27.1 secs. and Masten Gregory (1 min. 27.6 secs), whose B.R.M. engine ran way over-rich when the pin securing the mixture control came adrift. As Masten explained to a director of the Swedish B.P. company, who assist the Karlskoga Motorklubb in staging the race: "There was an awful lot of B.P. running through my engine, but it wasn't giving me much power!" Next fastest was Carel Godin de Beaufort at 1 min. 28.6 secs. who was trying hard, spun





*ABOUT to lose it and frighten our poor photographer, Carel Godin de Beaufort has his old Porsche sideways.*

no fewer than three times, and on one occasion nearly had AUTOSPORT'S correspondent before the Porsche came to rest in a ditch!

#### STARTING GRID

J. Clark (Lotus-Climax 25 V8) 1 m. 23.1 s.	J. Brabham (Brabham-Climax V8) 1 m. 22.6 s.
J. Bonnier (Cooper-Climax V8) 1 m. 25.0 s.	T. Taylor (Lotus-Climax 25 V8) 1 m. 24.7 s.
B. Anderson (Lola-Climax V8) 1 m. 27.1 s.	D. Hulme (Brabham-Climax V8) 1 m. 25.3 s.
C. G. de Beaufort (Porsche "4") 1 m. 28.6 s.	M. Gregory (Lotus-B.R.M. 24 V8) 1 m. 27.6 s.
E. Maring (Lotus-Borgward 18 "4") 1 m. 30.9 s.	I. Raby (Gilby-B.R.M. V8) 1 m. 29.6 s.
A. Pilette (Lotus-Climax 18 "4") 1 m. 32.6 s.	D. Prophet (Brabham-Ford) 1 m. 31.3 s.
C. Barrau (Lotus-Climax 21 "4")	R. Carter* (Lotus-Climax 18 "4")
K. Kuhnke (Lotus-Borgward 18 "4")	

\*denotes non-starter.

RAIN set in before the five-event programme had got under way, and fell steadily through most of the day, making conditions particularly nasty. The grid for the first heat was in 2/2 formation, based on the practice times. Brabham, Clark and Taylor got the best of the start and drew away from the field. Bonnier was accelerating up to the first corner when, intending to change up from third to fourth, he selected second: this set him off on a series of spins during which the Cooper somehow contrived to negotiate the first corner "safely" and stay on the road, coming to rest back to front so that Jo got a good view of the field as they whistled by! The three leaders moved way from Hulme, Gregory and de Beaufort during the opening laps and Brabham was able to maintain an advantage of around three to four seconds over Clark, while a similar margin usually separated Clark and Taylor. Clark's Lotus 25 just could not get out of the tight corners as quickly as the Brabham, which seemed to get the power to the ground much better in the very wet conditions.

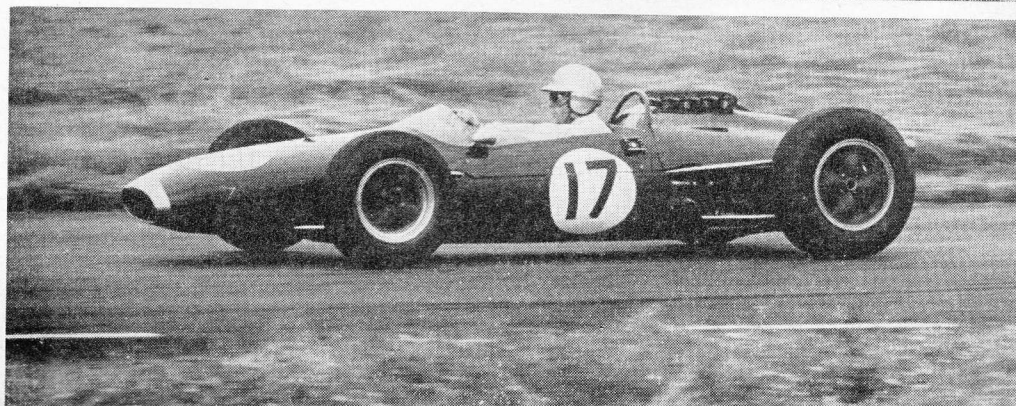
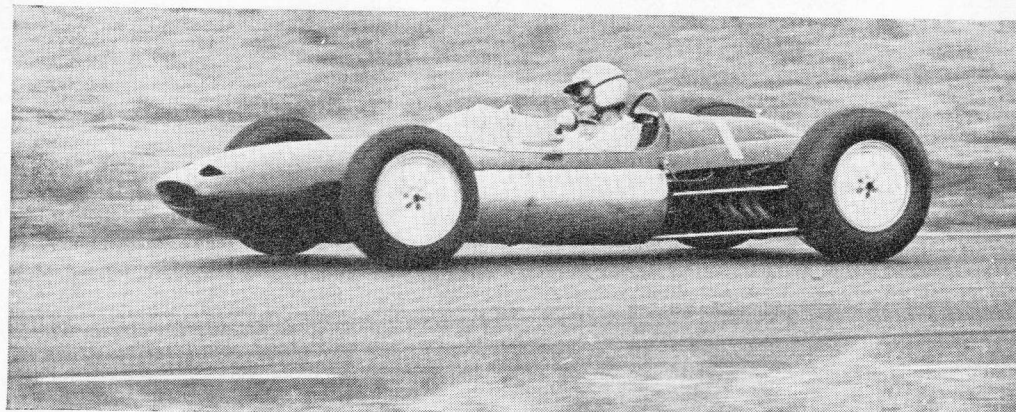
As the race splashed on there was no change in order at the head of the field. Bob Anderson briefly moved up to challenge de Beaufort, but dropped back again as his goggles misted up. At half-distance Masten Gregory stopped briefly at the pits

to find out what was happening to his seat and fuel tank, which seemed to be floating around the cockpit. Clark became more determined in his attempts to get to grips with Brabham, but while he could whittle the gap down to a fraction of a second, in no time at all Jack could move away again to lead by a couple of seconds. Trevor Taylor got his car sideways in one of the faster bends after 15 laps, and he was then content to drop back a little. Denis Hulme was still all alone in fourth place, while de Beaufort was fifth at this stage, although Bonnier was motoring with some verve and eventually came through to finish ahead of the Dutchman. Behind de Beaufort were Masten Gregory, who started to have fuel starvation problems, Bob Anderson, Ian Raby, and in close company André Pilette and Ernst Maring, while Barrau's Lotus was very much behind again.

Clark was persisting in his efforts to take Brabham and, as they came through the right-hander before the pits on lap 18, Brabham was baulked by some slower cars while Clark blissfully drove around the outside of David Prophet to close right in on Jack. As they raced towards the next corner Brabham's engine suddenly cut right out and he coasted to a standstill. He pressed the starter and the engine fired up once again, but by this time Clark and Taylor were well away so at the end of the 20 laps Jack came in in third place, the only driver besides Clark and Taylor to complete the full complement of laps.

THE Lotus "twins" had been doing a bit of arithmetic during the two-hour interval between the heats and had discovered that their task was not a difficult one. The final classification would be based on the addition of the placings in the two heats, the winner being the driver with the lowest score. The times would be taken into consideration in cases where these scores were equal. Jim and Trev figured that they could let Jack win, giving him a score of four, and that they could both equal this score if Trev was second and Jim third, and that they would be respectively first and second if Jim finished no more than 1 min. 35.2 secs. behind Jack, and Trevor no more than 45.2 secs. The rain had stopped by the time the second heat got under way and one can understand that the Lotus lads saw no point in making a race of it for the road was still extremely wet with large puddles at certain points. It

**NOT THIS YEAR.** Masten Gregory (below) had an unhappy ride in Tim Parnell's Lotus-B.R.M. and was unable to repeat last year's victory. FORMULA JUNIOR DRIVER Denis Hulme had his first ride in a Formula 1 Brabham-Climax and finished fourth overall (bottom).



was perhaps unfortunate for the organizers and for the large crowd which had endured the weather to see Sweden's only international motor racing event. Things went very much to the Lotus plan and Trev, who led into the first corner, and Jim both let Brabham through without any fuss. Jack steadily increased his lead and eventually took the flag over half a minute in front of the Team Lotus cars, which kept close company throughout. Fortunately, interest was maintained by the close dispute for fourth place between Masten Gregory, Denis Hulme and Jo Bonnier. De Beaufort had a lonely race in seventh place, for his opening burst put him well clear of Anderson and Raby, the latter eventually moving his Gilby past the Lola to come in eighth.

Masten Gregory lost his grip on fourth place when his engine again started to cut out on every lap at the infield hairpin so that Bonnier and Hulme got past. Hulme, who had led Bonnier initially, challenged again during the final laps and eventually failed by just one fifth of a second to take fourth place.

#### RESULTS

**Heat One (20 laps—37.2 miles):** 1, Jim Clark (Lotus-Climax), 30 m. 57.3 s.; 2, Trevor Taylor (Lotus-Climax), 31 m. 33.0 s.; 3, Jack Brabham (Brabham-Climax), 32 m. 18.2 s.; 4, Denis Hulme (Brabham-Climax), 19 laps; 5, Joakim Bonnier (Cooper-Climax), 19; 6, Carel Godin de Beaufort (Porsche), 19; 7, Masten Gregory (Lotus-B.R.M.), 19; 8, Bob Anderson (Lola-Climax), 19; 9, Ian Raby (Gilby-B.R.M.), 18; 10, Ernst Maring (Lotus-Borgward), 18; 11, André Pilette (Lotus-Climax), 18; 12, David Prophet (Brabham-Ford), 18; 13, Clément Barrau (Lotus-Climax), 17; 14, Kurt Kuhnke (Lotus-Borgward), 15.

**Heat Two (20 laps—37.2 miles):** 1, Jack Brabham (Brabham-Climax), 32 m. 54.0 s.; 2, Trevor Taylor (Lotus-Climax), 33 m. 28.7 s.; 3, Jim Clark (Lotus-Climax), 33 m. 29.4 s.; 4, Joakim Bonnier (Cooper-Climax), 34 m. 08.6 s.; 5, Denis Hulme (Brabham-Climax), 34 m. 08.8 s.; 6, Masten Gregory (Lotus-B.R.M.), 19 laps; 7, Carel Godin de Beaufort (Porsche), 19; 8, Ian Raby (Gilby-B.R.M.), 19; 9, Bob Anderson (Lola-Climax), 19; 10, André Pilette (Lotus-Climax), 19; 11, David Prophet (Brabham-Ford), 19; 12, Clément Barrau (Lotus-Climax), 17.

**Final Classification:** 1, Jim Clark, 4 points, 40 laps, 1 h. 4 m. 26.7 s.; 2, Trevor Taylor, 4, 40, 1 h. 5 m. 01.7 s.; 3, Jack Brabham, 4, 40, 1 h. 5 m. 12.2 s.; 4, Denis Hulme, 9, 39, 1 h. 5 m. 11.0 s.; 5, Joakim Bonnier, 9, 39, 1 h. 5 m. 28.2 s.; 6, Masten Gregory, 13, 38, 1 h. 5 m. 04.3 s.; 7, Carel Godin de Beaufort, 13, 38, 1 h. 5 m. 33.8 s.; 8, Bob Anderson, 17, 38, 1 h. 6 m. 31.6 s.; 9, Ian Raby, 17, 37, 1 h. 4 m. 40.3 s.; 10, André Pilette, 21, 37, 1 h. 5 m. 29.2 s.; 11, David Prophet, 23, 37, 1 h. 5 m. 56.5 s.; 12, Clément Barrau, 25, 34, 1 h. 6 m. 19.4 s.



BRIAN FOLEY'S

# Report From Eire

OFFICIAL results of the Leinster M.C.'s Leinster-Martell Meeting at Dunboyne on 20th July, and of the Irish Motor Racing Club's Phoenix Park Races on 27th July, have not yet been issued. The provisional results published in AUTOSPORT of 26th July and 2nd August, have neither been confirmed nor amended.

As reported in AUTOSPORT, the Hon. Mervyn Wingfield had his handicap altered at Dunboyne, after his Triumph TR4 was re-examined by the scrutineers. According to reports in certain Irish newspapers, Wingfield's car was found not to comply with the declarations on his entry form. If this car was found to be considerably more modified, and thereby faster, than the handicappers were led to believe, then surely Wingfield should have been disqualified altogether? To alter a driver's handicap after winning a race seems to be a most unusual and highly irregular procedure on the part of the organizers! By altering his handicap the organizers have dropped Wingfield from first to second place on the combined results of the two separate heats of the Holmpatrick Trophy event. His altered handicap does not, however, affect his first place in Heat 2 of the Holmpatrick Trophy. The final decision of the Leinster M.C. is awaited with interest.

Irish Motor Racing Club issued a supplementary regulation stating that the first six cars in each race at Phoenix Park were to be impounded. The first three Juniors had their heads off, and were in order in the cubic capacity department. A very important item was overlooked here: the Juniors were not weighed. F.J. cars have never been weighed at Irish meetings, although it is a well-known fact that some cars regularly being raced in Irish F.J. events are very definitely under the minimum weight as laid down by the F.I.A. Also overlooked at Phoenix Park was the push-starting of an F.J. car, which would not start on the self-starter when the engine stalled following a spin. F.I.A. rules state that at all times F.J. cars must start on the self-starter; in other words push-starting is taboo.

The handicappers certainly under-estimated the potential of Mike Cave and his fantastic Group 3 Austin A40. He was 9.36 m.p.h. over his set handicap speed and when he got the chequered flag only two other cars were on the same lap—Gavin's Renault and Ivis's Austin-Cooper. This resulted in some confusion in the lap scoring for after a re-check it was announced that the second three finishers were McNaughton (Austin-Cooper s/c), Curran (Renault Gordini), and Andrew (Austin-Cooper), and not Curran, McNaughton, and Ward (Hillman Imp). The winner of the Nuffield Trophy for unmodified saloons has not yet been announced.

The first three in Race One of the Gold Flake Trophy were Wingfield (TR4), Alex Poole (Midget) and Ronnie Desano (Sprite). Again certain Irish newspapers carried the story on the following Monday, that after a re-check all three were disqualified. The second three cars in this race were not re-scrutineered. They were Robert Dubsky's TR3, Des Cullen's M.G. Midget, and the Mk. 1 Sprite of Edmund Williams. It is not known if any of these three cars had undeclared modifications, but rumour has it that one of these cars had a high differential ratio which may not have been declared! The first three cars in Race Two were seemingly passed by the scrutineers as the winner of Race Two, John l'Amie (Crossle-Climax)



FROM THE TOP of the grandstands the camera of George McCarney recorded Luke Duffy's crash in the Leinster Trophy. Parts of the badly damaged Cooper can be seen on the road; luckily Luke was unhurt.

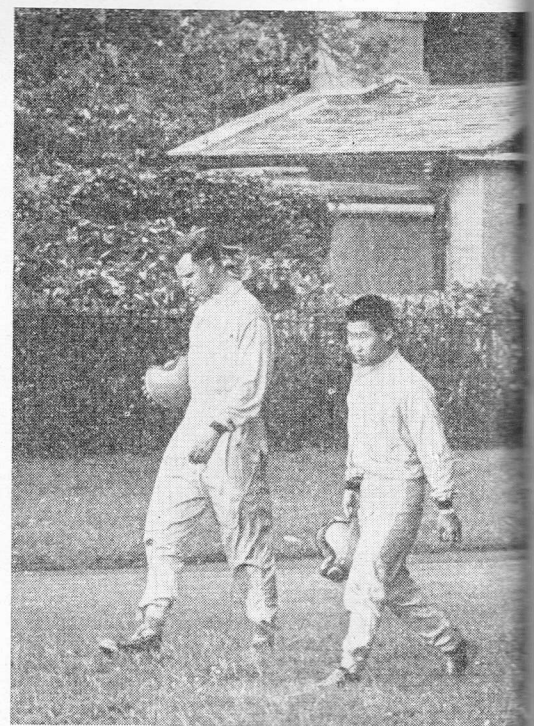
was announced as the overall winner of the Gold Flake Trophy on the combined results of the two separate races. John Dickson (Crossle-Ford) who finished second in Race Two was also second overall. Full results are not yet available.

All these moments of great indecision apart, racing at Dunboyne and the Park was quite good, and at times most exciting. Flag marshalling could have been better all round, particularly as regards more intelligent use of the blue flag and prompter displaying of the oil flag. It is difficult at times for a flag marshal to notice oil being deposited on the road. A flag marshal must never leave his post, but if every flag marshal was accompanied by an observer, then the observer could take occasional nips out on to the road to inspect the surface for oil.

The pits at Dunboyne are situated in a most dangerous area. Time and time again this has been proved by several "near misses" in the pits area. The road opposite the pits is just about wide enough to accommodate three cars abreast comfortably, if all cars are motoring in a straight line. This is not always the case, as cars coming around the fast left-hander are inclined to aim at the pits if they are going very quickly and/or off-line. Last year in practice an E-type mounted a rear wheel of a Lotus 18 which was stopped at the pits, and in the race this year Bill Bradshaw's Lotus 23 almost collected Tommy Reid who was examining the rear-end of his stationary Lotus 22. When Adrian Boyd shot across the road after running along the footpath opposite the pits, he was missed by Mervyn Wingfield's TR4, which luckily was not too close to the Marcos. It seems that the rack and pinion of the Marcos came adrift from the chassis, and Boyd could do nothing about the directional control of the car.

The Formula Junior Race at Phoenix Park was the last race in Eire for the current type of F.J. cars. Rumour has it that the new, four cylinder, o.h.c. Formula 2 engines will have fuel injection and power outputs of over 120 b.h.p., and will cost as much as £2,000 each. Drivers accustomed to the power of the current Juniors are feeling reluctant to accept the lower-powered engines of the new Formula Junior, which comes into operation in 1964. Instead of F.2 or F.J., *Formule Libre* racing will probably be all the rage in Ireland next year, as several Irish drivers are contemplating putting bigger engines into their

Juniors. Now would appear to be the time for all the owners of Juniors in Ireland to get together and come to a common agreement for an Irish Formula. At least two F.J. men are thinking in terms of using 14-litre, four-cylinder Coventry Climax or Ford engines. Others are toying with the idea of abandoning single-seaters altogether, and taking up sports car racing.



TWO DISCONSOLATE DRIVERS return to the Paddock at Phoenix Park after retiring in race two of the Gold Flake Trophy. Gerry Kinnane's F.J. Cooper burst an oil pipe, and Han Seng Lee (right) lost his Lotus 22 on the oil, demolished a park bench and hit a tree.



IF the weather was not in a Bank Holiday mood at the B.A.R.C. Aintree Trophy Meeting on 5th August, at least the racing was, with the record for the 1.64-mile club circuit being broken three times—twice by Tony Lanfranchi in the Team Crostune Elva. But even the redoubtable Tony, with all his knowledge of the course, could not match the speed of Roy James and his F.J. Brabham, which finally set a new record of 94.01 m.p.h., handsomely beating the previous joint best of Henry Taylor (Lotus 19) and Bill Bradley (Cooper F.J.) at 91.96 m.p.h.

At best, however, spectating was a miserable business and it says much for the tenacity and Lancashire blood of the many enthusiasts who stuck it out to the last, late starting race in the teeth of a bitter wind. But conditions were even worse for the first half of practising when competitors in the two heats of the Aintree Trophy race, and, to a lesser extent, the F.J. boys, had to feel their way round on a soaked track. There was little indication then of any record breaking only that Lanfranchi appeared set for a clear win in Heat 1 (the race was open to unlimited sports cars) with a near two second advantage over Stein's 1,098 c.c. Lotus-Ford.

Sure enough the low Elva opened the meeting, which comprised seven events including Historic Racing Cars, by streaking off the pole position on the starting grid to lead the field of 10 into Country Corner. By the end of the first of the 10 laps Lanfranchi had opened up a three-second gap from Geoff Breakell's Lotus-Ford which he maintained throughout. Both cars steadily drew away on the now dry track from Stein, who held third place for all 10 laps. The trio motored to some purpose, however, for the leader and Breakell shared a new circuit record of 92.25 m.p.h. (1 min. 4 secs.), while Stein pushed the up to 1,100 c.c. sports car record to 88.37 m.p.h. (formerly to the credit of Bloor at 87.60 m.p.h.). Brian Hart (Terrier) and T. Fletcher (Lister-Jaguar) spun at Club on their first lap, while Fox, engaged in a keen battle for fourth place in his Lola-Climax, with J. C. Thurner's Lotus-Ford, spun at Country Corner and could not re-establish contact. But a new challenge came in the sleek form of the A.D. Sportive-Climax, driven by John Hine, who was just .2 sec. behind Thurner at the finish. A last lap spin cost O'Brien (Lola) his ninth place to Fox.

Heat 2, run at a much slower pace, was a walkover for the W.R.A.-Ford of Ashcroft, who turned in a fastest lap of 84.34 m.p.h. Second place changed hands three times, held in turn for two laps by Lambe's ex-Scott-Davies, ex-Clive Hunt Lotus-Climax (which disappeared off the leader board on lap four), Charnock's well driven Lotus-Ford until it fell back and then retired on lap seven with clutch trouble, and finally by the Redstone Racing Lotus-Climax driven by R. A. H. White. These mishaps, including a slight contact between Charnock and P. L. Hovenden in the Redstone Racing Elva at Country Corner on lap 5, aided by some determined driving, gave third place to Nicholson (Lotus-Ford). Hovenden was fourth after Thomson spun his Lotus 7 at aptly named Country on lap 10.

Longest race of the day was for F.J. bolides over 40 miles (25 laps). Front row of the grid was occupied by David Prophet (Brabham) at 1 min. 4.8 secs., Brian Hart (Lotus) in 1 min. 05.6 secs., Charles Crichton-Stuart (Cooper-Ford), 1 min. 06.0 secs., and Roy James (Brabham), 1 min. 06.4 secs. This time was equalled by Eddie Dawson (Lotus) and also well in the hunt were Mervyn McKinney (Cooper-Ford), and last year's winner and fresh from his Phoenix Park triumph, Adam Wyllie (Lotus 27), and David Baker (Lola).

Being the first corner it was unbelievable that Country would escape unscathed and, sure enough, Selby did the inevitable with his Lola. Hart led the screaming field first time round, with Prophet, James, Wyllie,

# Lanfranchi's Day at Aintree

Miserable Weather at B.A.R.C. National

BY TONY BEX

Dawson, and Crichton-Stuart hot on the trail. A terrific effort brought James to the front on the second lap while Crichton-Stuart fell back from sixth place. Lap 4 and Hart had a look at the potato crop at Country and dropped a lap when his engine refused to start. Prophet thus moved up to second place, followed by Wyllie, Dawson, with Baker in fifth place, making up for a bad start. The two leaders maintained their close high speed formation, during which James pushed up the circuit record to 94.01 m.p.h. But on lap 22 the Brabham's Ford engine faltered going out of Country and James gradually fell back to fifth place. The race was thrown wide open again for Wyllie, having finally won a race-long battle with Baker, was within striking distance of Prophet and he took over the lead on Lap 23. More drama came when David spun at Club on his last lap, handing second spot to Baker. A steady drive rewarded McKinney with fourth place and sixth was Banting (Brabham-Ford) when Dawson retired at the pits after 21 laps. Wyllie, therefore, won for the second year running. His race average was 89.80 m.p.h.

Despite an early strong challenge by Rob Beck in his well-known maroon XK 120, Roger Mac justified his pole position on the starting grid with his modified E-type by leading the 15-lap race for unlimited Grand Tourers from first to last. Beck held on to second place until the half-way stage, when the more standard E-type of Dean moved up. Brian Hetreed had bad luck with the belting Zagato Aston Martin, the ex-Salmon car blowing its front offside tyre at Country on lap six while in a challenging fourth place. Another dramatic exit at Country was made on the first lap by Gordon Jones who took his Marcos up the inside bank. Tom Entwistle, as usual T.V.R. mounted, was having no end of trouble with the Rochdale Olympic of Alderson until the latter dropped back after a pilot error only to return to the fray with the peculiar looking, but class-winning, Lotus 11 G.T. of Dickinson for company. Entwistle, however, retained his fourth place and the Lotus was sixth.

Although a large field was drawn up for the 20-lap final of the Aintree Trophy race the main issue lay between Lanfranchi and Breakell—and it was the latter who leapt away from the start for a slender two-lap lead. Thereafter Tony put the Elva ahead to win by some seven seconds, averaging

91.36 m.p.h. and setting a new lap record for sports cars 1,500-2,000 c.c. with a time of 1 min. 3.6 seconds (92.83 m.p.h.). Way behind, but as safe as a house, in third spot was Stein, although he was all but lapped on the last tour. Main interest centred on the duel for fourth place between Thurner (who was ahead for the first three laps) and Fox in the Lola. They in turn faced a challenge from Hine with the A.D. Sportive, but after disposing of Thurner the car protested and was retired on lap 14. Hart then brought the Terrier on to the leader board and a lap later took fifth place from Thurner.

Hearts, if not bodies, were warmed by the sights and sounds of the Historic Racing Car event over 10 laps. A combined scratch and handicap race it was led for the first seven laps by R. C. Smith's 4-litre Lago-Darracq followed by Salvage (Connaught)—until he retired at the pits on lap five—with H. Spence's 3.5-litre Frazer-Nash third for the opening two laps. The race was finally a triumph for Historica Martini and Melville-Ross, who wound up the blown red Maserati from fifth place on lap one to first on lap eight going on to win by over three seconds from the French car. After grass cutting at Club first time round Bromley-Johnson piloted his 4.2-litre Frazer-Nash into third place ahead of Ashley's more normally engined version. Noteworthy was Ellis in the beautifully turned out Derby-Maserati which was going superbly until it arrived at Country too fast for its tyres and went deep into the potato plants. Bromley-Johnson won the handicap race with the Maserati second, this car turning in a fastest lap of 76.48 m.p.h.

Finally came a seven-lap invitation handicap race, something of a flop because so many drivers failed to accept the invitation. Hovenden, combating a slipped disc, gained a last lap victory for Redstone Racing at the wheel of the Elva-Climax, from J. G. MacWilliam's M.G. Midget, with Entwistle taking third two laps from the end.

## RESULTS

**Aintree Trophy Race, Heat 1—Sports Cars (10 laps):** 1. T. Lanfranchi (Elva-Ford Mk. 7), 90.91 m.p.h.; 2. G. H. Breakell (Lotus-Ford 23B); 3. W. J. Stein (Lotus-Ford 23). **Fastest lap:** Lanfranchi and Breakell, 1 m. 4.0 s., 92.25 m.p.h.

**Aintree Trophy Race, Heat 2—Sports Cars (10 laps):** 1. R. Ashcroft (W.R.A.-Ford), 82.90 m.p.h.; 2. R. A. H. White (Lotus-Climax 11); 3. J. Nicholson (Lotus-Ford 7). **Fastest lap:** Ashcroft, 1 m. 10.0 s., 84.34 m.p.h.

**Formula Junior Race (25 laps):** 1. A. R. Wyllie (Lotus-Ford 27), 89.80 m.p.h.; 2. D. P. Baker (Lola-Ford Mk. 5A); 3. D. Prophet (Brabham-Ford). **Fastest Lap:** R. J. James (Brabham-Ford), 1 m. 2.8 s., 94.01 m.p.h.

**Grand Touring Car Race (15 laps):** 1. R. S. Mac (Jaguar E), 83.06 m.p.h.; 2. J. W. Dean (Jaguar E); 3. R. B. Beck (Jaguar XK 120). **Fastest lap:** Mac, 1 m. 9.8 s., 84.58 m.p.h.

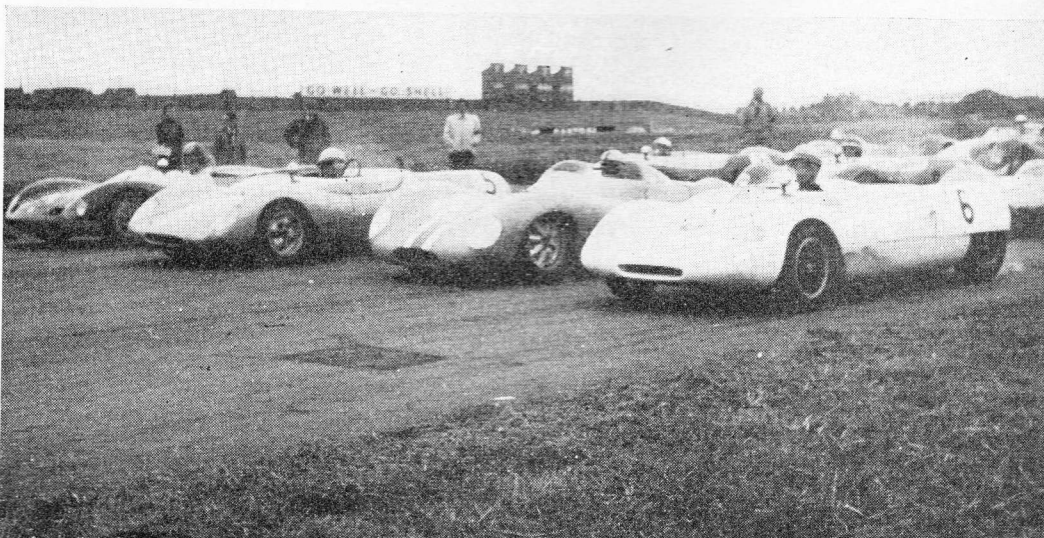
**Up to 1,150 c.c. class:** 1. J. F. Dickinson (Lotus Eleven G.T.), 79.77 m.p.h.; 2. G. John (Marcos G.T.); 3. M. H. White (Austin-Healey Sprite). **Fastest lap:** Dickinson, 1 m. 12.2 s., 81.77 m.p.h.

**Aintree Trophy Race—Final (20 laps):** 1. T. Lanfranchi (Elva-Ford Mk. 7), 91.36 m.p.h.; 2. G. H. Breakell (Lotus-Ford 23B); 3. W. J. Stein (Lotus-Ford 23). **Fastest lap:** Lanfranchi, 1 m. 3.6 s., 92.83 m.p.h.

**Historic Racing Cars (10 laps):** 1. D. Melville-Ross (Maserati s/c), 73.56 m.p.h.; 2. R. C. Smith (Lago Darracq); 3. M. Bromley-Johnson (Frazer-Nash). **Fastest lap:** Melville-Ross, 1 m. 17.2 s., 76.48 m.p.h.

**Handicap Race Result:** 1. M. Bromley-Johnson (Frazer-Nash); 2. D. Melville-Ross (Maserati s/c); 3. R. W. Ashley (Frazer-Nash).

**Invitation Handicap Race (7 laps):** 1. P. L. Hovenden (Elva-Climax Mk. 6), 81.13 m.p.h.; 2. J. G. MacWilliam (M.G. Midget); 3. T. Entwistle (T.V.R. Grantura). **Fastest lap:** Hovenden, 1 m. 10.8 s., 83.39 m.p.h.



*FARTHEST from the camera is the winner of the Aintree Trophy Race, Tony Lanfranchi (Elva Mk. 7). Next to him are ranged a Lotus 23, a Lola-Climax and another Lotus 23.*



# CLUB NEWS

By MICHAEL DURNIN

**THE Aintree Circuit C.** are promoting a restricted race meeting at their home circuit on 7th September. The invited clubs are the B.A.R.C., Chester M.C., Nottingham S.C.C., Seven-Fifty M.C. and the Snetterton M.R.C. Entries close on 27th August and should be sent to D. Lehane, 213 Rake Lane, Wallasey, Cheshire. . . . **The Maidstone and Mid-Kent M.C.** are holding their annual Harold Sharp Rally on 2nd November. It will be a short night "no nonsense" event of about 120 miles. Further details are available from R. Aberly, 5 Dargate Road, Chatham. . . . **The Leicestershire C.C.** and the **Midlands Motoring E.C.** are co-promoting a closed autocross meeting at Yarwell on 25th August. Entries should be sent to M. Lord, 1 Leicester Road, Countesthorpe, Leicester, and close on 19th August. . . . **The B.R.S.C.C.** race meeting at Mallory Park on 1st September, which was originally scheduled to be a National event, is now being run under a closed permit. Closing date for entries is 21st August and they should be sent to J. Watt, 22 Redfern Road, Walton, Stone, Staffs. . . . **The B.R.S.C.C.'s** National race meeting at Crystal Palace this year is being held on the 7th September. Events include races for Formula Junior, sports-racing, G.T., saloons and historic and vintage racing cars. Entries close on 28th August and should be sent to Mike Beuttler, B.R.S.C.C., 6 Buckingham Street, London, W.C.2. . . . **The S.W. Centre of the B.R.S.C.C.** are organising a restricted hill-climb at Wiscombe Park on 1st September. Invited clubs are the Burnham-on-Sea M.C., Seven-Fifty M.C., Bristol M.C. and L.C.C., B.A.R.C. (S.W. Centre, Southampton), West Hants and Dorset C.C., West of England M.C., Plymouth M.C., Jaguar D.C., Aston Martin O.C. and the Bugatti O.C. Entries close on 20th August and should be sent to L. Morris, Rice's Garage, Morton Road, Exmouth. . . . **The Burnham-on-Sea M.C.** in conjunction with the Weston-super-Mare Borough Council, are organizing the annual Weston-super-Mare National Speed Trials on 28th September. The course is 880 yards on the Marine Parade. There are 13 classes for production saloon cars, sports cars, sports-racing cars and racing cars. Regs. are now available from R. Durk, Nippos Way, Winscombe, Somerset. . . . **The Peterborough M.C.** are organizing a restricted race meeting at Silverstone on 14th September. There are no fewer than 11 events and invitation is open to Austin-Healey Club, B.R.S.C.C., B.A.R.C., Bugatti O.C., Jaguar D.C., London M.C., M.G.C.C., Nottingham S.C.C. and the Seven-Fifty M.C. Entry forms are obtainable from V. Beck, 34A Priestgate, Peterborough not later than 31st August. . . . **The Hagley and D.L.C.C.** are promoting a closed driving tests meeting at Great Aine, Alcester, on 31st August. Entries close on 26th August and should be sent to G. Tucker, 115 Bewdley Hill, Kidderminster. . . . The aforementioned club are also promoting a closed autocross meeting on 25th August at Inkberrow, Worcs. Closing date for entries for this event is 20th August and forms are obtainable from L. Taylor, 4 Poplar Road, Norton, Stourbridge. . . . **The Craven M.C.** are organizing the Hawthorn Rally on 14th/15th September. It is a restricted event and is open to all A.C.S.M.C. members. Secretary of the meeting is Mrs. C. O. Pattison, 165 Halls Road, Tilehurst, Reading, Berks, and entries should be sent before 7th September. . . . **The Bolton-le-Moors C.C. and B.A.R.C.** (North Western Centre), having together considered the effect upon the rallies being organized by them for the weekends 17th/18th and 24th/25th August respectively, of the countrywide speed limit of 50 m.p.h., which will be in force at those times, and the R.A.C. Competitions Committee's ruling that events must not be run at an average speed exceeding 25 m.p.h. have decided that in the best interests of all concerned the two events should be postponed. In consequence of this and the difficulties of

arranging two suitable alternative dates for Championship Events within the next few months the clubs have agreed to merge the rallies and to co-promote an event (to be known as the Bolton-B.A.R.C. Rally) on the 31st August/1st September when the general speed limit of 50 m.p.h. will have ended. It will be a qualifying event for the B.T.R.D.A. Silver Star and the *Motoring News* Rally Championships, also the Association of North Western Car Clubs Championship. Invitation is open to the B.T.R.D.A., London M.C., Knowldale C.C., Liverpool M.C., Austin-Healey C., Chester M.C., Cavenish M.C., Wolverhampton and South Staffs C.C., North Wales C.C., Severn Valley C.C., Morecambe C.C., Kilmarnock C.C. and entrants in the A.N.W.C.C. Cham-

pionship. The closing date for entries is 24th August and T. Whitehead, Carbis, Lincoln Grove, Bolton, has the entry forms. . . . **The Bugatti O.C.** are promoting a National hill-climb at Prescott on 15th September. It is a qualifying round in the R.A.C. British Hill-Climb Championship. Entries must reach J. Greenwood, Minster Mills, Walley Street, Biddulph, Staffs, not later than 28th August; however, no entries will be acknowledged between the 8th and 22nd August due to holidays. . . . **The Mid-Cheshire M.C.** are promoting a restricted sprint meeting at Prees Heath on 1st September. Invitation is open to the B.R.S.C.C. and Stockport M.C. Regs. are available from J. Williams, Lea Hurst, St. Margaret's Road, Bowdon, Altrincham, Cheshire.

## INCIDENT AT SOUTH BANK BEND . . .



. . . WHEN David Haynes rolled his Ford Cortina G.T. during the International Brands Hatch meeting. He begins to roll (above), while behind the dust can be seen Paddy Hopkirk's Mini, which took to the grass in an almighty avoiding action.



CAR REARS UP during its roll (above), now looking very much the worse for wear. ON ITS ROOF (below). David Haynes unstrapped himself and crawled out. Hopkirk's Mini can be seen about to rejoin the circuit after its grass-cutting operations.





## COMING ATTRACTIONS

## FOREIGN EVENTS

- 16th-18th August. RALLY OF 1,000 LAKES, Finland.  
 17th-18th August. COPENHAGEN GRAND PRIX, Roskilde Ring, Denmark (F.I., S.).  
 18th August. ANGOLA GRAND PRIX (F.I.).  
 ENNA CUP AND MEDITERRANEAN GRAND PRIX, Pergusa, Sicily, Italy (F.I., G.T.-1).  
 24th-25th August. SWISS MOUNTAIN GRAND PRIX, Hill-Climb (F.I., S., G.T.).  
 25th August. CZECHOSLOVAKIAN GRAND PRIX, Brno (F.I.).  
 ZOLDER, Belgium (F.I., G.T., T.).  
 27th-31st August. MARATHON DE LA ROUTE, Spa-Sofia-Liege.

## BRITISH EVENTS

- 17th August. B.A.R.C. Race Meeting, Mallory Park, near Hinckley, Leics. Starts 2 p.m.  
 Ulster A.C. National Championship Hill-Climb, Craigantlet, near Belfast, Co. Down, N. Ireland. Starts 2 p.m.  
 Liverpool M.C. Sprint, Oulton Park, near Tarporley, Cheshire.  
 Dursley M.C. Sprint, Castle Combe, near Chippenham, Wilts.  
 18th August. B.R.S.C.C. (Northern Centre) Race Meeting, Cadwell Park, near Horn-castle, Lincs. Starts 2 p.m.  
 West Essex C.C. Race Meeting, Snetterton, near Thetford, Norfolk.  
 Vintage S.C.C. Hill-Climb, Prescott, near Cheltenham, Glos.  
 Shenstone and D.C.C. Grass Hill-Climb, Toboggan Field, Weeford Park, Lichfield, Staffs. Starts 2.15 p.m.  
 Northumbrian M.C. Sprint, Wallsend, Northumbria.  
 Southsea M.C. Autocross. Starts Stocks Farm, Privett, Alton, Hants, at 2.30 p.m.  
 Yorkshire S.C.C., B.A.R.C. (Yorkshire Centre) and East Yorkshire C.C. Autocross. Starts Harewood, near Leeds.  
 Romford E.C.C. Autocross. Starts Skinners Farm, Abridge, Essex.  
 Southern C.C. Driving Tests. Starts Long-moor Camp, Liphook, Hants.

## LIVERPOOL M.C.

## DRIVING TESTS

THE Liverpool Motor Club held their Restricted Driving Tests meeting at Burtonwood, near Warrington, on Sunday, 4th August. Fortunately, although there was light, intermittent rain during the eight tests, heavy rain did not fall till the end of the meeting.

The forty contestants were competing for the Wade Challenge Cup and points towards the B.T.R.D.A. Flather Star Award. The tests were similar, being short and tight, and a moment's lapse was impossible to recover.

Don Harris was the outstanding competitor in his D.M.F. Special, and his reverse spin turns after completing some of the tests were awaited eagerly by the small crowd. It was disappointing to see Mac Hazlewood in a Mini instead of his special, for these unassuming characters provide a spectacle that is a refreshing change from the numerous Minis, Sprites and Midgets.

The husband-and-wife team of Ken and Margaret James continued their winning ways, for this was the fourth or fifth event in which they have both won an award, Margaret winning the Ladies' award with monotonous regularity.

JOHN GRAIG.

## RESULTS

**B.T.D.:** Don Harris (D.M.F. Special), 213.1 s.  
**Best Saloon:** Ian Mantle (Mini-Cooper S), 225.0 s.  
**Best L.M.C. Member:** Ken James (Mini-Cooper S), 231.3 s. **Best Lady:** Mrs. Margaret James (Mini-Cooper), 262.9 s. **Class Winners:** K. James (Mini-Cooper S), 231.3 s.; R. S. Holt (Anglia), 351.0 s.; T. S. Baker (M.G. 1100), 260.0 s.; D. Robinson (A.-H. Sprite), 231.6 s.; J. R. Tomlinson (M.G.B.), 256.5 s. **Best B.T.R.D.A. Member:** Don Harris.  
**Best Team:** Harris, Mantle and Meredith.

## LEICESTERSHIRE C.C. DRIVING TESTS, 28th July

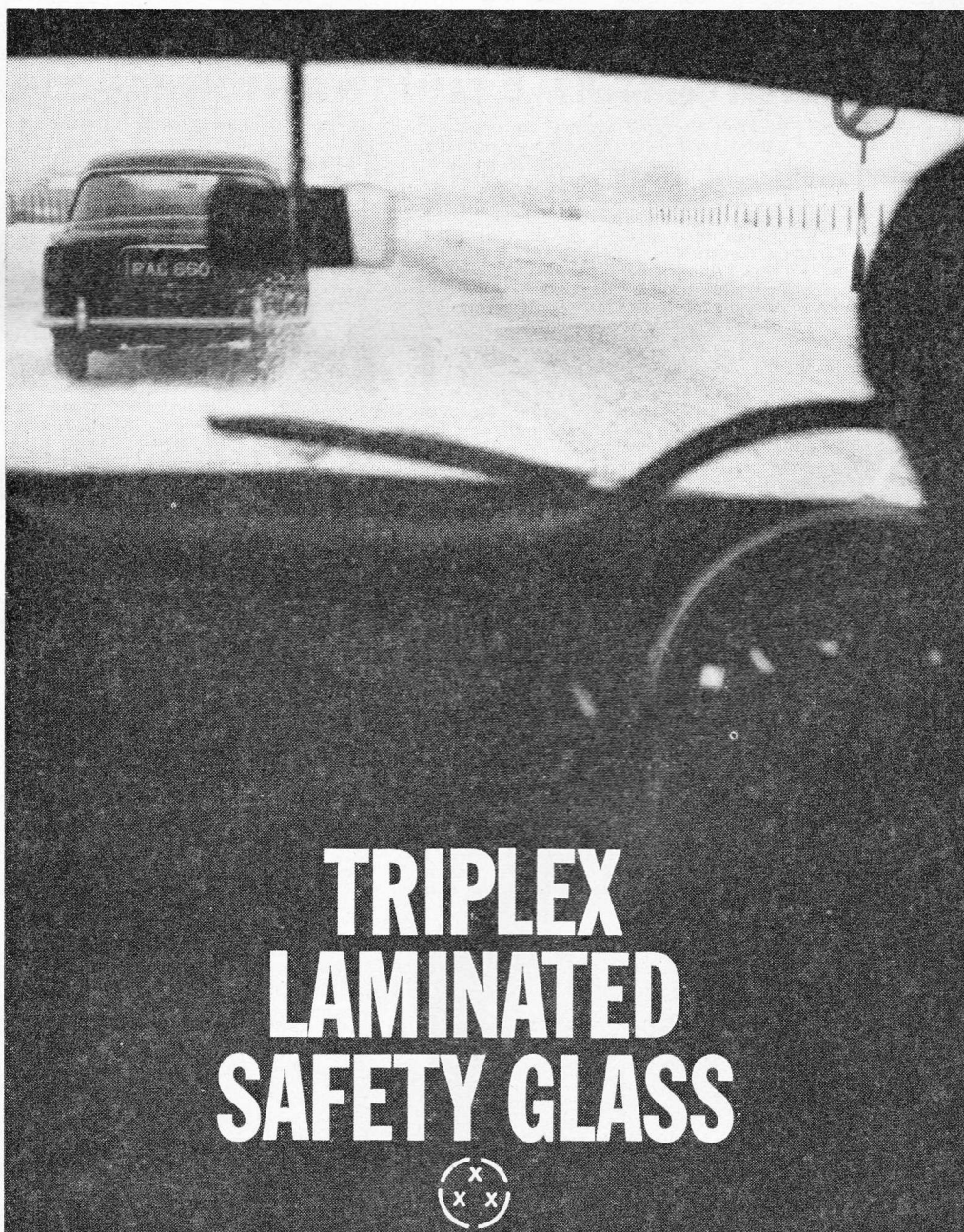
## RESULTS

**B.T.D. on Index of Performance:** D. Hennessy (Triumph Herald), 247.5 s. **B.T.D.:** R. A. Clark (Mini), 206.9 s. **Class 1:** 1. R. A. Clark (Mini), 206.9 s.; 2. F. F. Main (Mini), 230.7 s.; 3. J. Purt (Mini), 253.3 s. **Classes 3 and 4:** 1. D. Hennessy (Triumph Herald), 247.5 s.; 2. H. Blackwell (Triumph Herald), 256.6 s.; 3. M. Lord (Triumph Vitesse), 261.4 s. **Classes 2 and 5:** 1. J. B. Gibbins (Triumph Spitfire), 224.6 s.; 2. B. D. Beeson (Sprite), 231.5 s.; 3. T. G. Wood (Sprite), 237.0 s. **Class 6:** 1. R. Jeffries (Dellow), 245.2 s.; 2. R. Sparkes (Triumph Spitfire), 266.8 s.



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## Co-Promoted CHURCH LAWFORD DRAG SPRINT

THE first Drag Sprint at Church Lawford Motor Sport Centre was co-promoted on Sunday, 4th August, by the National Sprint Association, the Allard Owners' Club and the Herts County Automobile and Aero Club. Despite a couple of setbacks prior to the start, the event ran quite smoothly and competitors were able to tidy up and wend their way home before the clouds, that had threatened all day, opened and we were once more treated to a drop of traditional English summer.

Miss Patsy Burt, having number one on her overbored Cooper-Mini, took number one position in the up to 1,200 c.c. class for touring cars with a time of 17.88 secs. from John Gott, who took 19.76 secs. in his Mini-Cooper S.

The over 1,200 c.c. touring class was won by Norman Watt with his 3.8-engined Jaguar 3.4, which took 16.73 secs., from B. Wingfield's Superspeed Classic, 17.8 secs.

D. H. Pollard in his very pretty Mercury-Climax, looking rather like a Lotus 23, won the up to 1,300 c.c. sports and G.T. class in 15.53 secs. from Douglas Denhart in a Manx-tailed central-seater Cooper-Climax.

The 1,301 to 2,000 c.c. sports and G.T. class was won by Len Sears in his TR2 with a time of 16.39 secs., which was enough to beat the M.G.A.-powered T.V.R. of G. A. Rodgers. John Gott won the over 2,000 c.c. sports and G.T. class in his well-known red Austin-Healey, recording a time of 15.39

secs. James Tiller in his well-known J2 Allard was second. The best Allard O.C. and Herts County club awards were attained by Don and Stella Farrell with times of 14.48 and 15.25 secs. respectively. The V8 Cadillac-powered Farralac used by Mr. and Mrs. Farrell was, in fact, the largest capacity car entered, having 5,980 c.c.

W. A. Alderton in his S.C. "sports" was moved from the sports to the racing class for up to 1,500 c.c. cars and proceeded to win this class with a time of 16.51 secs. in this beautifully constructed kart-like two-seater with supercharged 600 c.c. Norton "twin" engine. John Bailey was second in this class with a run of 17.07 secs. in the B.J.R.-J.A.P.

Patsy Burt won the over 1,500 c.c. racing class in a time of 14.69 secs., which was enough to give her the ladies' award. One of the other two runners in this depleted class was Sydney Allard in his Dragster who, not unexpectedly, made B.T.D. on a damp and far from smooth surface. So much power was on tap that his time of 10.91 secs. compared well with his Long Marston time of 10.76 secs. in fine conditions. Allan Herridge with his Buick 8 Dragster, entered by Dragster Developments, completed the class. At last Allan has won something for his efforts by taking the N.S.A. members' award with a time of 14.42 secs. as, unlike the Allard Dragster, the Buick device could not get all its available power on the "deck",

having violent wheelspin for the whole length of the quarter.

Two regretted non-starters in this class were Mike Eyre in his AUTOSPORT National Sprint Trophy leadership Cooper-Buick, having clutch trouble after practice, and Tony Densham's Worden Dragster, the engine for which could not be readied in time.

BRIAN SPARROW.

### RESULTS

**B.T.D.:** S. H. Allard (Allard Dragster), 10.91 s.  
**Touring Cars up to 1,200 c.c.:** 1, Miss P. Burt (Austin-Cooper), 17.88 s.; 2, J. Gott (Morris-Cooper), 19.76 s.  
**Over 1,200 c.c.:** 1, N. J. M. Watt (Jaguar 3.8), 16.73 s.; 2, B. Wingfield (Ford Classic), 17.80 s.  
**G.T. and Sports Cars up to 1,300 c.c.:** 1, D. H. Pollard (Mercury-Climax), 15.53 s.; 2, D. J. Foster (Cooper-Climax), 16.83 s.; 3, D. Denhart (Cooper-Climax), 17.68 s.  
**1,301-2,000 c.c.:** 1, L. Sears (Triumph TR2), 16.39 s.; 2, J. A. Rodgers (T.V.R.), 17.72 s.  
**Over 2,000 c.c.:** 1, J. Gott (Austin-Healey 3000), 15.39 s.; 2, J. A. Tiller (Allard JR), 15.63 s.  
**Racing Cars up to 1,500 c.c.:** 1, W. A. Alderton (S.C.), 16.51 s.; 2, J. Bailey (B.J.R.-J.A.P.), 17.07 s.  
**Over 1,500 c.c.:** 1, Miss P. Burt (Cooper-Climax), 14.69 s.  
**Best N.S.A. Member:** A. W. Herridge (D.D. Buick Dragster), 14.42s.  
**Best A.O.C. Member:** D. Farrell (Farralac), 14.48 s.  
**Best H.C.A. and Ae.C. Member:** Mrs. S. Farrell (Farralac), 15.25 s.

### MORRIS EIGHT TOURER C.

### BEAULIEU RALLY

SATURDAY, July 27th, saw the second annual rally held at Beaulieu by the Morris Eight Tourer Club and, in spite of the very heavy traffic conditions, 35 cars assembled in the rally paddock.

Ten of these were Minors which, on the whole, were in better condition than the Eights. Unfortunately, R. Hogg's 1929 o.h.c. Minor, last year's *Concours* winner, suffered a broken crankshaft *en route*, leaving G. Tiddman's 1930 2-seater, with much modified bodywork, as the only o.h.c. car present. There was an excellent selection of s.v. Minors, all of which appeared to be in good condition. The Minor section of the *Concours d'Elegance* was won by P. Branch's immaculate 1932 saloon.

Much interest was aroused by the arrival of the Club Secretary, B. Hicks, in a 1933 McEvoy Special Minor, with Jensen 4-seater coachwork, which he had recently restored.

The *Concours d'Elegance*, which was judged by Michael Sedgwick, was divided into three classes—Minors, Series 1 Eights, and Series 2 Eights. The Series 1 class was won by C. Dunster's immaculate 4-seater. Generally, the standard of Eights was higher than last year. The Series 2 class was won by J. Dunkley's superb 2-seater.

Due to the exceptional traffic conditions many cars arrived late in the afternoon, and consequently, the driving tests which were to be held at Beaulieu Airfield were cancelled.

It is hoped that the Beaulieu Run will be held earlier next year in order to encourage more members to take part in this very popular event.

B. D. M. HICKS.

### BRISTOL M.C. and L.C.C. DYRHAM PARK HILL-CLIMB, 27th July

### RESULTS

**B.T.D.:** A. E. Marsh (Marsh-Climax), 34.11 s.  
**Saloon Cars up to 850 c.c.:** 1, A. A. May (Austin Mini), 45.90 s.; 2, H. W. Bambridge (Austin Mini), 46.53 s.; 3, J. C. Grist (Austin Mini), 47.55 s.  
**851-1,150 c.c.:** 1, R. Fry (Austin-Cooper S), 40.70 s.; 2, G. J. Mabbs (Morris-Cooper S), 40.71 s.; 3, R. Cook (Morris-Cooper S), 42.05 s.  
**Over 1,150 c.c.:** 1, D. Harris (Riley 1.5), 44.55 s.; 2, T. J. Love (Ford Cortina GT), 44.66 s.; 3, J. Manners (Jaguar 3.8), 46.75 s.  
**Sports and G.T. cars up to 1,150 c.c.:** 1, R. Ashford (M.G. Midget), 39.33 s.; 2, A. G. Denman (Turner-Climax), 40.46 s.; 3, A. F. Lefevre (M.G. Midget), 40.66 s.  
**1,151-1,600 c.c.:** 1, R. Rose (Lotus Elite), 37.82 s.; 2, R. Smart (Lotus Elite), 39.70 s.; 3, F. Merrill (Lotus Elan), 40.67 s.  
**1,601-2,500 c.c.:** 1, I. D. Swift (Morgan Plus 4), 38.01 s.; 2, R. E. Meredith (Morgan Plus 4), 38.38 s.; 3, R. H. Bonsall (Morgan Plus 4), 41.42 s.  
**Over 2,500 c.c.:** 1, R. Fry (Ferrari 250GT), 37.44 s.; 2, A. J. Lambert (Jaguar E), 37.73 s.; 3, J. Chatham (Austin-Healey 100), 39.88 s.  
**Sports-Racing Cars up to 1,150 c.c.:** 1, A. H. van Moyland (Cooper-Climax), 37.25 s.; 2, E. J. Newsome (Lotus 7), 37.97 s.; 3, R. H. Lane (Lotus 7), 38.86 s.  
**Over 1,150 c.c.:** 1, J. Randles (Cooper-Climax Monaco), 36.31 s.; 2, P. Farquharson (Allard J2X), 37.73 s.; 3, C. D. Watts (Lotus 11), 38.32 s.  
**Racing Cars:** A. E. Marsh (Marsh-Climax), 34.11 s.; 2, W. C. Cuff (Cooper-J.A.P.), 34.79 s.; 3, T. Elton (Cooper-J.A.P.), 35.55 s.

## West Cornwall M.C. TRENGWAINTON HILL-CLIMB

THE West Cornwall Motor Club organized another of their twice annual restricted hill-climbs at Trengwainton, Madron, near Penzance, on August Bank Holiday Monday and it was held in fine if variable weather, the sun only occasionally proving bright enough to worry some of the drivers on two of the corners.

The hill is concrete-surfaced and starts on a slight right-hander with a short straight to a 90-degree right-hander, climbing steadily up to a very sharp and narrowing right-hairpin. Then follows a similar short straight to an equally sharp left-hander, climbing very tightly, and a 50-yard dash to the finish, again on a slight right-hander. The grass paddock is set among the trees at the foot of the hill, and the motor-cyclists who share the meeting have a separate paddock on the other side of the road, near the start.

The classes were four in number for solo motor-cycles and one for combinations, three for sports cars, two for sports racing machines, two for racing cars and four for saloons. Practice occupied the morning from 11 a.m. and finished only 15 minutes before the scheduled start of the event. However, the event was some 20 minutes late in getting under way.

The class for small sports cars went to Denman's Marden, in 25.71 secs., Blewett in the Sprite running-up in 27.74 secs. The next sports class fell to E. Preston's red T.V.R. in 24.75 secs., beating Ashley Cleave's aged Morris Special into second place by 0.4 sec. The largest sports car class went to Morris's Frazer-Nash in 24.87 secs. with Walton's Walton-Bristol close behind at 26.17 secs.

R. Stiles, in the Ford Special, beat a simi-

**FORD CORTINA G.T. of A. W. Maslen, a class winner, negotiates one of the tight Trengwainton turns.**

lar car in the sports racing class for cars up to 1,172 c.c., the latter driven by G. Berry. Their times were 27.45 secs. and 28.58 secs. respectively. The over 1,172 c.c. class fell to Ray Terry in his Lotus Seven in 23.43 secs., well ahead of A. Moyse in a similar car at 25.01 secs.

The two racing car classes were for the up to 500 c.c. category and those over this capacity. R. Bettinson took the small class in the very creditable time of 22.70 secs., beating L. Stone into second place in his Cooper at 24.30 secs. The larger class fell, after a ding-dong struggle, to Mike Hatton, in 22.63 secs. with Wally Cuff a mere 0.4 sec. in arrears. Both broke the hill record retained still by Hatton, but he was unable to achieve the form he showed in practice when he got down to 22.27 secs.

Saloons were in four classes, up to and over 1,300 c.c. and Standard and Modified within these capacities. The unmodified small class went to Paul's Cooper in 27.27 secs., with a standard Mini of A. Saunders in 28.97 secs.

Coopers were also successful in taking the class for saloons over 1,300 c.c., that of John Aley beating Leo Cruttenden's similar car by 0.59 sec., the former's time being 27.10 secs. The largest class was a straight fight between A. Maslen in his Cortina G.T. and T. Norton in the Mk. 3.8 Jaguar. Maslen's time of 28.12 secs. beat the Jaguar by 1.44 secs.

LEO CRUTTENDEN.

### RESULTS

**B.T.D.:** M. Hatton (Cooper-J.A.P.), 22.63 s.  
**Best Aggregate Time:** E. Preston (T.V.R.), 100.35 s.  
**Best M.G. or Triumph:** A. F. Lefevre (Midget), 25.24 s.  
**Best Lady:** Mrs. J. R. Aley (Mini-Cooper), 30.07 s.  
**Best Vintage Car:** E. C. Harwood (Semmence), 25.66 s.  
**Sports Cars up to 1,000 c.c.:** 1, B. H. Blewett (Sprite), 27.74 s.; 2, C. G. Jones (Sprite), 28.19 s.  
**1,000-1,600 c.c.:** 1, E. W. Preston (T.V.R.), 24.75 s.; 2, W. A. Cleave (Morris), 25.15 s.  
**Over 1,600 c.c.:** 1, M. H. Morris (Frazer-Nash) 24.87 s.; 2, J. R. Walton (Walton-Bristol), 25.62 s.  
**Sports Racing, up to 1,172 c.c.:** 1, M. Denman (Marden), 25.71 s.; 2, R. Stiles (Ford Spl.), 27.45 s.  
**Over 1,172 c.c.:** 1, R. Terry (Lotus 7), 23.43 s.; 2, J. Chapman (Mercury Spl.), 24.41 s.  
**Racing Cars, up to 500 c.c.:** 1, L. Stone (Cooper), 24.30 s.; 2, R. Bettinson (Cooper), 24.7 s.  
**Over 500 c.c.:** 1, M. Hatton (Cooper), 23.08 s.; 2, W. C. Cuff (Cooper), 22.67 s.  
**Saloon Cars up to 1,300 c.c. Standard:** 1, J. Paul (Cooper-Mini), 27.27 s.; 2, A. Saunders (Mini), 28.97 s.  
**Up to 1,300 c.c. Modified:** 1, M. Evans (Cooper-Mini), 25.72 s.; 2, D. Wynn (Cooper-Mini), 25.76 s.  
**Over 1,300 c.c. Standard:** 1, J. R. Aley (Cooper-Mini), 27.10 s.; 2, L. V. Cruttenden (Cooper-Mini), 27.69 s.  
**Over 1,300 c.c. Modified:** 1, A. W. Maslen (Cortina G.T.), 28.12 s.  
**Vintage Cars:** 1, E. C. Harwood (Semmence), 25.66 s.





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# VANDERVELL

## LEAD INDIUM BEARINGS

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# CORRESPONDENCE

## Tribute to Stirling Moss

I READ with some amusement J. H. Farrar's letter in your issue of the 2nd August recording the suggestion that "in all future Grand Prix events the use of No. 7 be discontinued as a tribute to Stirling Moss". If this procedure were to be adopted in respect of all first-class drivers who have now ceased to race (Seaman, Caracciola, Nuvolari, Ascari, Fangio, etc., etc.) we should soon be very short of numbers available to those taking part.

Isn't it time that Moss's reputation was allowed to stand on its own merits, without subsequent inflation? As far as the average follower of the sport can judge, he was a driver of great natural ability who had the good fortune to be able to pursue his bent with maximum encouragement and minimum financial anxiety. At an age when most young men are either training for a job, or actually working at one, he was free to spend his time going round the country entering nearly every race in the calendar, and in these circumstances, it is not surprising that he reached the heights as he did at an early age.

Moss has, of course, his particular place in the history of the sport, but after all, it can hardly be said that alone was responsible for making the fortunes of motor racing—rather the reverse.

ST. ALBANS, HERTS. MADELINE M. NICHOLS.

I AGREE wholeheartedly with John H. Farrar's letter in AUTOSPORT on 2nd August.

It would be a tremendous gesture to Stirling Moss if in all future Grand Prix events the number 7 was not used.

PINNER, MIDDLESEX.

T. C. BROOKS.

I READ with interest the first correspondence concerning Stirling Moss and No. 7, but I was astonished by the attitude of P. H. Pimblett in the following week's issue of AUTOSPORT. It seems that either Mr. Pimblett is being extremely cynical, or that he is an ardent "Moss-hater." Admittedly, No. 7 was generally held to be Moss's lucky number, but only because people remember his epic drives and at the same time, there is the memory in the back of the mind of the many times that he drove under No. 7. The Moss No. 7 is merely an association of memories, and is not a matter for detailed statistics. After all, one does not concentrate on attempting to remember the number of the various cars that have won the season's Grands Prix.

A man who has put so much into the sport, and whose name is the only one mentioned in the same breath as Fangio and Nuvolari, deserves a tribute that is present in the minds of all enthusiasts of the Sport.

Ask any enthusiast what No. 7 in a F.I. race means to him and as often as not he will reply that it conjures up in the mind a dark blue Formula 1 car with a white band at the front and Stirling Moss at the wheel.

NORWICH.

N. N. BATCHELOR.

I WAS most interested in Mr. Pimblett's letter in reply to my suggestion with regard to Moss, Grand Prix and No. 7.

I think, however, he missed my point which was simply that Moss always asked for No. 7, so presumably that number was Stirling's choice. Whether it was lucky for him is quite immaterial.

NORTHOWRAM, NEAR HALIFAX,

JOHN H. FARRAR.

## A Mistake

IN the last race at Snetterton on August Bank Holiday four cars took the chequered flag in close line astern, fourth across the line being car number 10. At Coram Curve on the cooling down lap, contrary to S.S.R.s, car number 10 appeared well ahead of the other three, travelling at considerable speed, and came up with another competing vehicle, Bill Morris's E.R.A. Lotus number 10 then passed the E.R.A. on its left, pulled across in front of it (with a "turning-right" signal from the driver) and entered the pit lane on the right of the finishing straight. The driver of the Lotus Junior was Jack Hatter and, in my report of the meeting, I alluded to this incident as a piece of exhibitionism.

Mr. Hatter has been at great pains to assure me that, although he freely admits that his action was unjustifiable, it was the result of a mistake and not due to any desire to show off the speed and cornering power of a modern Formula Junior car in comparison with an older racing car; the accusation of exhibitionism has deeply hurt him.

Since my motive in spotlighting the incident was to attempt to discourage a repetition, and I am convinced after speaking to Mr. Hatter that this was a mistake which he will not make again even after the heat of battle, I would like to withdraw my original imputation and wish him an enjoyable and successful racing career.

STEVENAGE, HERTS.

DAVID PRITCHARD.

## Spectating at the V.S.C.C. Silverstone Meeting

IT was a pleasant sight to see your Technical Editor at the wheel of his Rolls-Royce at the V.S.C.C. Silverstone meeting recently. But I wonder if he was aware that many enthusiasts who are not V.S.C.C. members but who regularly and frequently attend race meetings all over the country were unable to gain access to the paddock. This can hardly be the way to encourage support and enthusiasm.

I feel, and possibly you may agree, that this sort of action does nothing but harm and leads to the impression that clubs such as this are still pockets of aristocratic insularity.

Nowadays, of course, it is quite the fashion for this aristocracy to charge admission to their innermost sanctums so we can but plead with the V.S.C.C. to "get with it!"

NORWICH, NORFOLK.

JOHN ROGERS.

## We Want Bigger Engines

SO many people nowadays are turning away from G.P. racing because the noise isn't what it used to be and the good drivers, to quote a well-known phrase, "have never had it so good." They are not the same breed, even as Collins, Hawthorn, Schell.

If you really want to hear some fantastic sounds of potent machinery, expertly prepared and superbly controlled, then go motor-cycle racing.

To stand at Old Hall Corner, Oulton Park, and see either an M.V. or Gilera cranked into it, the rider's boot sole touching the deck for angle of lean, then to hear the joyful sound as the rider opens up the four pipes—phew it's really marvellous! Another fabulous sound is at the same spot but listening to a screaming "50"! 50 c.c. of nervous energy, banging out an unbelievable amount of b.h.p. Changing down for Old Hall the fifty sounds very much like an angry bee being stabbed three times with a pin, as the rider swoops cogs.

Yes, I'm sorry to say that I am slowly being moved over to a sport where I can still see the riders changing gears, squeezing the brake, and hear the tuned notes of powerful engines. And yet, motor-cycle riders get very little remuneration compared with car drivers. They have one thing though in common with car drivers—they love the life of speed!

A lot of people are sticking signs in their car windows now saying "Marples Must Go". I say we motor sport fans should do likewise, but the slogan should read: "We Want Bigger Engines for G.P."

WOLLATON, CHESHIRE.

LANCE WILSON.

## Whispering Ghosts and Cricket

I WAS delighted to read Mr. Dempsey's letter, but also share his concern that if motor racing is one day to become a silent sport with the possibility that all cars will have the silence of the Rover-B.R.M. it would indeed be a sad moment.

The object of writing, however, is to rebuke the Editor for scorning Mr. Dempsey's suggestion that spectators would turn to cricket rather than attend some motor race meetings.

In just over 30 years of close association with many forms of sport, particularly motor racing and cricket, I would like to explain my own feelings that in many ways these two sports are very closely allied, strange as it may seem. Cricket is often ridiculed, partly because of its apparent lack of speed, but for those who have competed in top class and club cricket, they will know that the game, if played properly, needs the same amount of concentration as with racing, and likewise an application of perfect reflexes, muscle and courage.

Admittedly few cricketers ever come to harm in the same way as with motor racing, but on the other hand if you have ever experienced the feel of a hard ball in the pit of your stomach or on one of your shin bones you will readily appreciate it is not a "soft game" like many other sports.

I personally obtain the greatest enjoyment and relaxation by participating in the two sports I have mentioned and perhaps your esteemed Editor will accept my invitation to play in one of our cricket matches when a number of motor racing personalities will be in attendance and playing.

HEYSHOTT, NR. MIDHURST.

ERIC G. BROWN.

## Escape Roads at Circuits

HAVING watched your columns with interest and holding a full F.I.A. and having some racing experience, can anyone tell me, and make sense, why it is not possible to provide an escape road on "tricky" corners, i.e. Woodcote at Silverstone? The usual answer I have received is that the "lunatics" (racing drivers) would "push" harder on these corners. Surely the answer then would be to paint a line and disqualify anyone crossing the line. I ask with some interest, having lost clutch and gearbox at the wrong end of Woodcote straight—and it was a little difficult. Of course, racing can be dangerous, although I do not personally think nearly as dangerous as driving in "Dickensville" under that mad cyclist, Marples, but a lot of the "killer" hazards can easily be removed for a small amount of applied intelligence. For example, with regard to the recent tragic accidents at Silverstone pits, the answer is to brick in the track side of the pits and put the pit road on the paddock side.

LONDON, W.I.

ANTHONY FOLEY.

## Anti-Ferrari?

THIS subscriber is surprised and shocked at the "sour grape" tone and poor loser attitude of your report on Le Mans. The achievement of the Ferrari was absolutely phenomenal. It has never even been approached before and probably will never be equalled, yet not a word of praise or a congratulation from you; so where is the "sport" gone from AUTOSPORT?

You say that the Ferrari victory was overshadowed by the performance of the turbine Rover, but actually it was quite the reverse. You say in conclusion that it was not a very good Le Mans, but if one had read Jaguar or Aston Martin in place of Ferrari you would have been shooting up green flares all over the place and pronouncing it the greatest Le Mans ever.

There is nothing wrong with a good, healthy, patriotic bias but I think you should take your disappointments with better grace.

HAMILTON, ONTARIO, CANADA.

HUGH D. ROBERTSON.

## Ascari's Nine in a Row

I HAVE seen many references to Jack Brabham's "record" of five consecutive wins in World Drivers' Championship races. Surely the record is held by the late Alberto Ascari who, in winning the 1952 Belgian, French, British, German, Dutch, Italian, and 1953 Argentine, Dutch, and Belgian Grands Prix, had nine consecutive Championship wins? During the same two years Ferrari cars won 14 consecutive Championship races, also a record.

TAUNTON, SOMERSET.

GEOFFREY E. BROWNSEY.

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





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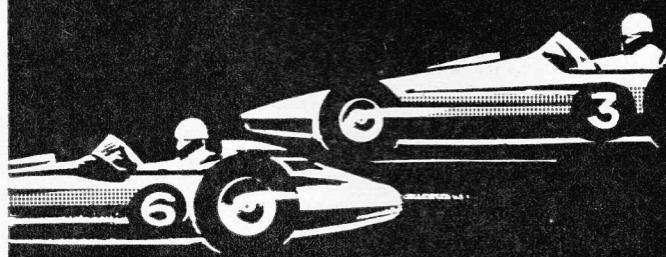
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**XK** 140 F.H.C., red, overdrive, radio, etc. A fast and economical motor. £250.—Phone: Fulmer (Bucks) 51.

**1960 JULY Jaguar, 2.4**, overdrive, maroon, one owner, paintwork scratched offside, otherwise excellent car. £595.—Brookside Motors, 102 High Street, Uxbridge. Phone 33184.

**1960 3.8 WIRE WHEELS**, overdrive, high ratio steering, B.R.G. Part exchanges possible. £825.—Gerrards Cross 2240.

**1959 JAGUAR 3.4** in silver grey with red trim. Disc brakes, 9:1 compression unit, H.M.V. radio, Koni dampers, etc. In exceptional condition throughout. £650. H.P., part exchanges, etc.—Willoughby's of Ilkeston, Nottingham Road, Ilkeston, Derbs. Tel.: Ilkeston 5101.

**1957 3.4 AUTO**, wire wheels, discs. Immaculate paint. Radio, heater. £490 o.n.o.—1 Ashby Way, Sipson, West Drayton, Middlesex. Tel.: SKYport 1785.

**1949 2½ D/H coupé**. Needs little attention. Must be sold by 19th.—Sensible offers to R. Harding, MAYfair 7522, Ext. 1.

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**JENSEN 1957**, De Luxe 541, beautiful condition, wire wheels, discs, Webasto, overdrive, Motorola, etc.—Central Motors, West Street, Sheffield 29131.

**1956 JENSEN 541 B.R.G.**, new tyres, in well above average condition. £550.—161 Icknield Way, Luton, Beds. Phone: Icknield 605.

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**1960 LOLA Sports Racing Car**. Silver blue with black trim. Fitted 1.098 c.c. Climax unit, twin-choke Webers, etc. £825. Part exchanges.—Willoughby's of Ilkeston, Nottingham Road, Ilkeston, Derbs. Tel.: 5101.

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Continued overleaf

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**Austin-Healey 3000**. Red, black, overdrive, wire wheels, heater, tonneau, booster, brakes.  
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**1962 Austin-Healey Sprite**. White, red. Fitted loose covers, heater, wing mirrors, etc. Not a year old, low mileage. One owner. £470

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**LOTUS** Fifteen, 1098 Climax Stage II. £475. o.n.o.—Longley, Icknield Way House, Acre Harwell, Berks.

**LOTUS** Eleven. B.M.C. "A", special body. £275 o.n.o.—Neyland, Box Cottage, Oast Road, Oxted, Surrey. OXTed 2712 (evenings).

**LOTUS** 7, 105E. White/black. Fully tuned, close-ratio gears, R5s, hood, tonneau, side-screens. Completely overhauled. Very fast road car or potential race-winner. £475.—KELvin 2531 (day); EWEll 8423 (evenings).

**LOTUS** Super Seven 1500, November 1962, 5,800 miles, sprayed dark blue, engine tuned to approx. 80 b.h.p., w/washers, heater, flashers, excellent weather equipment, making exciting, practical road/competition car. £525.—Lummis, Hassocks 2208.

**LOTUS** VI XPAG, little used, very sound, good condition, useful sprint car. With trailer £300.—Green, Mossley Vicarage, Congleton, Cheshire.

**SERIES II**, full Stage 3 1098 Climax, discs, de Dion, very reliable car in above-average condition. Any reasonable offer above £400 considered.—Phone: Castleton, Rochdale, 57114.

**1963** (JULY). Lotus Super Seven, 1½-litre, Ford Cosworth engine, disc brakes, twin Webers. This car is completely as new and was built for a cost of £790. Sacrifice at £595.—Epps Brothers, Green Street Green, Orpington, Kent. Tel.: Farnborough 55551.

**1962** Lotus Elite. White/black trim. Stage II Climax. Radio, belts. Taxed. Major overhaul just completed. No competitions. Very sound car. Cheap to sell. £890.—Keith Kemsley, Eden Farm, West Malling 3140.

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**1962** MARCOS, engine just rebuilt, spare engine and gearbox. Seen Oulton 24th August. Offers.—Chester 25724.

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**1958 Jaguar 3.4 Overdrive**, Cotswold blue, radio, disc brakes. £495

**1958 Jaguar 3.4 Automatic**, B.R.G., radio, disc brakes. £480

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**M.G.A** 1600, Mk. II, September 1961. Blue. heater, wire wheels, tonneau cover, sports, reversing lights, ammeter, etc. 13,000 miles, engine untouched since new. Beautiful condition. £595.—Dyson, "Lowood," Carr Hall Drive, Barrowford, Nelson. Tel.: Nelson 62924 after 6 p.m.

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**M.G.** TC. Red. Must sell, hence offers over £125. View after 6.30 p.m.—WESTern 5786.

**TD** II, 1953. Original condition, mechanically good. Good hood, goes extremely well. M.O.T. next April. £195. Also 1954 TF £345. 1947 TC £165. 1940 TB £145. H.P. and Ex.—Jones' Garage, Syston, Leics. Syston 2257.

**TF** 1500, 1955, fully reconditioned engine, lined Laystall Lucas head, tonneau, Avons, many extras. £395, superb.—Robinson, Old Cottage, Whitchurch, Bucks. Tel.: Whitchurch 291.

**1963** M.G.B Sports, blue, Cintura tyres, roll bar, etc. £745 o.n.o.—Ardwick 3439.

**1961** (SEPT.) M.G.A F.H. Coupe 1600 Mk. II, finished in white with black interior, one owner, disc brakes all round with centre lock disc wheels, close ratio box, heater, twin spots and luggage rack. £625.—Davenport Autocar Co. Ltd., Pytchley Garage, Sheaf Street, Davenport. Tel.: 2516/2416.

**1962** MIDGET, red, immaculate condition, 13,000 miles. Any offers above £410. Trade price.—Phone Stoke-on-Trent 58215 after 6.30 p.m.

**1961** (JUNE) M.G.A Roadster. White with red upholstery and fitted with radio and heater. Excellent condition, £545.—Davenport Autocar Co. Ltd., Pytchley Garage, Sheaf Street, Davenport. Tel.: 2516/2416.

**1958** M.G., varitone, dual grey, radio, original owner selling, superb, £410.—"Wyndmoor", Whinwhistle Road, East Wellow, Hants. Tel.: West Wellow 445. Terms considered.

**1956** M.G.A. Good condition throughout. Luggage rack, sliding screens, modified head. Nearest to £310.—"Three Chimneys", Grafton Road, Selsey. Phone: 2923.

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## Classified Advertisements—continued SPECIALS—continued

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## LIST OF STOCK

- £1,295 1961 'E' TYPE JAGUAR Roadster. Bodywork in flame red with black detachable hard top. Radio, etc. A one owner low mileage example.
- £1,075 1962 LOTUS ELITE (PHOTO 1). Stage 2 unit. Bodywork in Sebring white with red upholstery. In mint condition throughout. Very low mileage.
- £995 BUICK INVICTA power convertible, finished in bronze cellulose with white hood and upholstery. All components either power operated or assisted including steering, brakes, hood, windows, seats, aerial, radio, etc. Whitewall tyres.
- £995 1961 JAGUAR 3.8. A superb example in polychromatic blue with overdrive, etc. A genuine low mileage car.
- £825 JAGUAR XK 150 1960 3.8 engine D.H.C. This one owner car is finished in flame red with black hide. Chrome wire wheels, overdrive, heater, etc. Specimen.
- £775 1961 HARRINGTON ALPINE Mk. II. Finished in pale green with black interior. Fitted with overdrive, heater, wing mirrors, one owner. 12,000 miles only. Excellent condition throughout.
- £745 LOTUS ELITE 1960. An immaculate example in old English white with beige upholstery.
- £675 1955 model ASTON MARTIN 3-litre F.H.C. This beautiful motor car has bodywork in B.R.G. with beige hide upholstery. Recent engine, gearbox, back axle overhaul by Aston Martin distributors.
- £645 FRAZER-NASH TARGO FLORIO (PHOTO 2). A very fine example of this most rare and sought after marque, finished in polychromatic blue. Recent engine overhaul.
- £565 1962 MORGAN 4/4 Classic, 1,340 c.c. engine, 8,000 miles. One owner. Finished in white with black interior. Heater, windscreen washers, tonneau cover. Pristine condition throughout.
- £565 1961 SUNBEAM ALPINE Mk. I. Finished in leaf green with black interior. Extras include luggage rack, wire wheels, new tyres.
- £545 1960 SUNBEAM ALPINE, finished in moonstone with black interior. Fitted with radio, heater, etc. Immaculate condition throughout.
- £545 1959 SUNBEAM ALPINE Mk. I. This car was owned by Gregor Grant from new and is fitted with factory balanced unit, overdrive, hard and soft top, wire wheels. Finished in red with black trim. A very pretty and rapid example.
- £525 1960 SUNBEAM ALPINE, finished in moonstone with red interior, fitted with wire wheels, heater, etc.
- £525 1958 VOLKSWAGEN KARMANN GHIA, finished in polychromatic blue with black and beige interior. Fitted with radio, heater, continental bumpers.
- £525 1961 T.V.R. GRANTURA (PHOTO 3), fitted with M.G.A 1600 unit. Immaculate in sunshine yellow with red interior.
- £495 1952 Reg. 1963 ASTON MARTIN DB2, F.H.C., finished in opalescent blue with grey hide interior. Excellent mechanical condition. Very clean bodywork.
- £495 1962 AUSTIN-HEALEY SPRITE Mk. II, finished in white with red interior. One owner from new. Fitted with heater, safety belts, etc. 8,000 miles only.
- £495 1962 M.G. MIDGET, finished in petrol blue with matching interior. Fitted with heater, etc.
- £465 1961 AUSTIN-HEALEY SPRITE Mk. II, finished in primrose with black interior. Extras include radio, heater, tonneau cover, etc.
- £465 1955 JENSEN 541, a most original example of this 4-seater G.T. in polychromatic blue. Fitted with overdrive, heater, etc.
- £465 1961 Oct. M.G. MIDGET, finished in carman red with red interior, extras include heater, safety belts.
- £465 1959 PEERLESS 4-seater Grantura, finished in light blue with contrasting interior. Extras include overdrive, radio, heater, twin spots, etc.
- £465 1960 ELVA COURIER, M.G.A 1600 unit, finished in white with red interior. One owner from new. Low mileage. Fitted with tonneau cover, wood rim wheel, etc.
- £465 1958 PEERLESS (4-seater Grantura) PHASE I, finished in pearl grey and fitted with overdrive, heater, etc.
- £435 1958 model AUSTIN-HEALEY B.N.4 100/6, 2/4-seater. Finished in metallic blue with ivory side panels, extras include wire wheels, disc brakes, all round. Overdrive, heater, etc.
- £425 1958 M.G.A. F.H.C. This one owner car is finished in pastel green with grey hide interior. 25,000 miles only. Excellent condition throughout.

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- £365 1959 AUSTIN-HEALEY SPRITE. This car is fitted with a fibreglass "Pema" bonnet, radio, heater, etc. Finished in apple green with black trim.
- £365 1956 M.G.A Roadster, finished in white with black interior. Extras include luggage rack, tonneau cover, heater.
- £345 1960 LOTUS SEVEN G.T., finished in orange. This car is fitted with a fully modified Ford 105E unit. Buckler close ratio gears. One of the fastest 1172 formula cars in the country.
- £345 1960 AUSTIN MINI—fitted with modified engine. Two-tone bodywork, seat covers, heater, etc.
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- £325 1959 AUSTIN-HEALEY SPRITE, finished in B.R.G. with contrasting interior. Usual extras.
- £295 1958 AUSTIN-HEALEY SPRITE, finished in blue with matching interior. Fitted with heater, reversing light, spot lamp.
- £275 1954 AUSTIN-HEALEY 100 B.N.I, finished in red and black with contrasting interior. Usual extras which include wire wheels, overdrive, heater, etc.
- £275 1955 M.G. MAGNETTE. Finished in B.R.G. with beige interior. Fitted with radio, heater. Excellent order throughout.
- £245 JOWETT JUPITER. Finished in pale blue with contrasting interior. Usual extras. Excellent condition throughout. This car has had over £250 spent on renovations in the last year.
- £245 1954 HEALEY SILVERSTONE (PHOTO 4)—a much above average example, finished in cherry red with contrasting interior.
- £245 FORD 1172 HAMBLIN SPECIAL (PHOTO 5). This car has been beautifully made and has to be seen to be appreciated.
- £225 1960 FAIRTHORPE ELECTRON, fitted with Herald unit. Finished in white with red interior.
- £225 1960 LOTUS SIX, fitted with 1,172 c.c. Ford engine. Highly modified.
- £225 1935 HUMBER Pullman Landaulette—this fabulous vehicle has had one owner from new and has covered a total mileage of 70,500.
- £215 FORD 1172 ASHLEY G.T. SPECIAL (PHOTO 6). Superbly finished in cherry red with black trim. Bellamy wheels and suspension.
- £215 MORGAN PLUS FOUR D.H.C. Immaculate in black with silvery grey wings. Exchange engine recently fitted.
- £195 1954 JAGUAR XK 120 D.H.C., finished in B.R.G. with red leather interior. Fitted with heater, etc.
- £195 1948 M.G. TC, finished in white with red interior. This car is in much above average condition and has just been resprayed.
- £195 1954 AUSTIN-HEALEY B.N.I—very good condition mechanically but bodywork needs tidying. Wire wheels, overdrive, heater.
- £165 1947 M.G. TC, finished in black with red trim—very clean throughout.
- £145 DELLQW 1,172 c.c., 2-seater sports, twin carburettors. New weather equipment. Finished in red. Excellent value.
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- £245 1957 AUSTIN A35, fitted with modified unit, twin carbs, branch manifold, etc. Finished in dark green with matching trim.
- £225 AUSTIN A35 1958. Recent exchange engine fitted. Very clean in beige with red trim.
- £145 1953 FORD ZEPHYR, finished in blue with matching trim. A very clean car.

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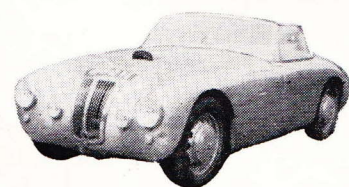
1957 Austin-Healey 100/6.

M.G.A. F.H.C.

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1



2



3



4



5



6



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