

TOURIST TROPHY PREVIEW

AUTOSPORT

AUGUST 23, 1963

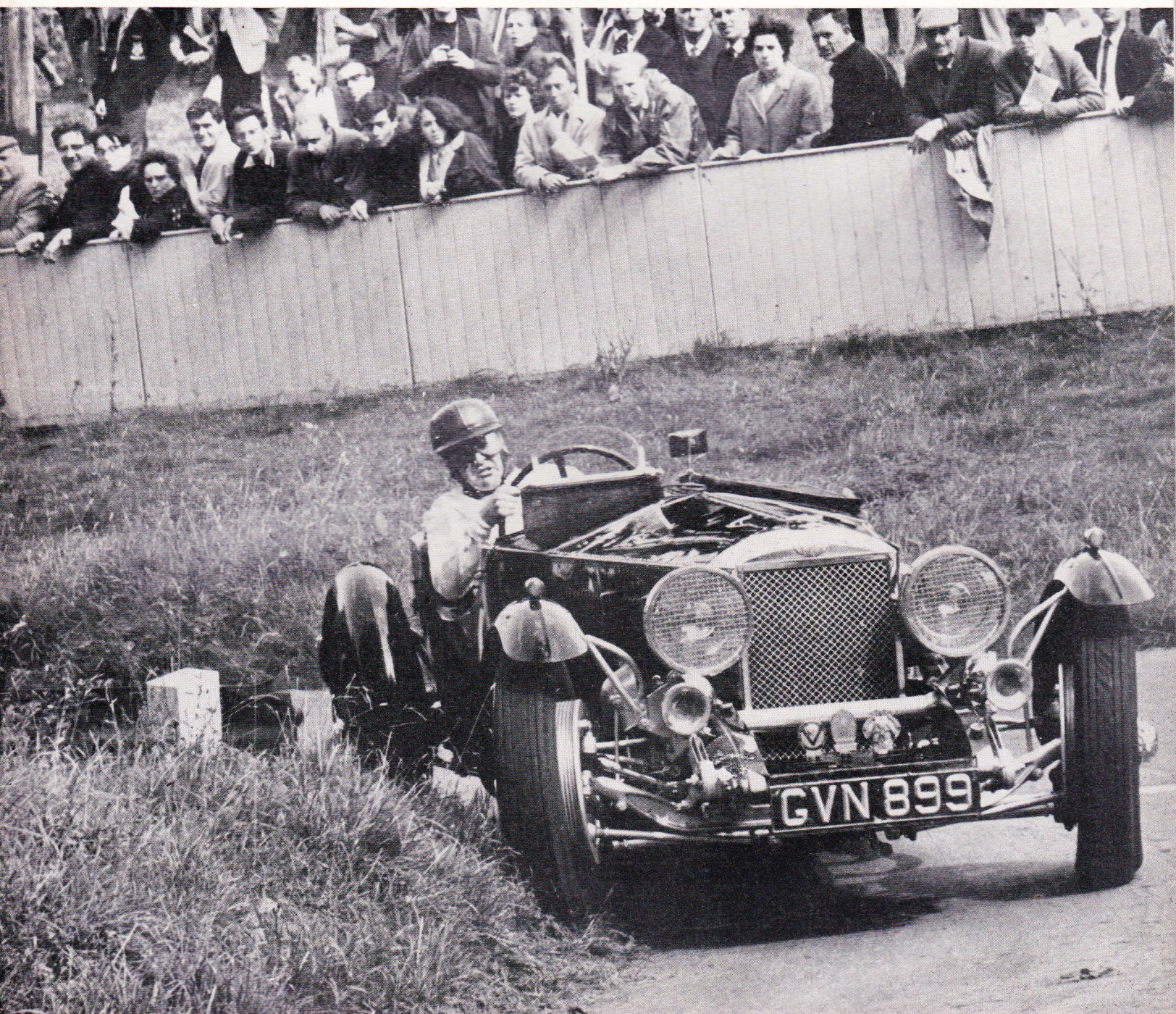
AUTOSPORT

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EVERY FRIDAY
Vol. 27 No. 8

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

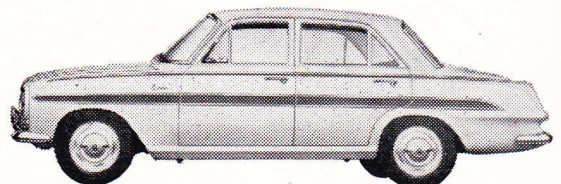
MEDITERRANEAN GRAND PRIX : CLUB RACING AT MALLORY PARK AND SNETTERTON
CRAIGANTLET HILL-CLIMB : FORMULA VEE : FORD CORTINA G.T. ROAD TEST



Asked to name the best car you can buy for less than £1,000, Reg. Parnell chose the VX4/90

Reg. Parnell said this in a private conversation in the Steering Wheel club. We heard about it afterwards and asked him if he would care to repeat his views in an advertisement. Mr. Parnell said he would be delighted.

"Steering, brakes, comfort, roadholding are all superb," he said. "It's got the finest brakes I've ever driven with on a private car. I'm really sold on it—and nobody drives a car harder than I do. My VX4/90 has already done over 20,000 miles. I think as a motor car under £1,000 it's everything I've ever desired."



VAUXHALL VX4/90

1.5 litre 4-cylinder engine. 81 bhp at 5,200 rpm. Aluminium cylinder head. Twin carburettors. Special inlet manifold. 4-speed all-synchrom gearbox, short floor-mounted lever. Power-assisted brakes, disc at front. Specially tuned suspension for fast, tough driving. Lubrication every 30,000 miles.

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BRITAIN'S MOTOR SPORTING WEEKLY

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August 23, 1963 Volume 27 Number 8

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EDITORIAL

LAND SPEED RECORD? YES!

THE purists are insisting that Breedlove's speed with his jet-powered three-wheeler cannot be regarded as a Land Speed Record. In point of fact, there is no such thing as an *official* Land Speed Record, and it is obvious that Breedlove's device has travelled on land faster than any other vehicle, whether or not car or motor-cycle. In the past the fictitious L.S.R. has been associated with the highest speed over the measured kilometre or mile (mean of both directions), achieved by a motor car, irrespective of engine capacity. It has never been applied to motor-cycle, sidecar outfit or three-wheeler, simply because the car has proved to be faster. Now along comes Mr. Breedlove and sets the cat amongst the pigeons with a vengeance, by clocking around 408 m.p.h. with a machine which is recognized by the F.I.M. as being eligible for record attempts. That body, the F.I.A. of the motor-cycling world, does not require that any wheels be driven, so Breedlove's figures must be ratified in the unlimited category for side-car outfits, which includes three-wheelers. Thus the machine must be acclaimed as breaking the mythical Land Speed Record formerly held by the late John Cobb and his Napier-Railton. If, and when, Donald Campbell has a go with Bluebird, he must obviously try to better 408 m.p.h., or he cannot be described as holding the Land Speed Record. This has, except for a brief period by White-Triplex, been held for a great many years by a British-built machine.

VEE-EIGHTS IN ANOTHER SPHERE

FORMULA 1 racing has developed the V8 small-capacity engine, the Ford Falcon has already won an International Rally, and the Lotus powered by Ford showed what could be done at Indianapolis. Now comes another V8 car, this time of British origin—the Felday-Daimler sprint machine which, in the hands of Peter Westbury, currently leads in the R.A.C. Hill-Climb Championship. Another V8, the Buick-powered device of Mike Eyre, leads the AUTOSPORT National Sprint Trophy contest, won in 1962 by Sydney Allard in his V8 supercharged Dragster. The Daimler is only of 2½ litres capacity, but the Felday version has been tuned to produce a remarkable power-output with the addition of a supercharger. Even without forced induction, the Daimler has immense potentiality. It is a meticulously assembled and extremely robust power-unit, and it would appear to be the ideal basis for a high-performance engine, substituting two overhead camshafts for the standard push-rod layout. It is a thought that the combined resources of Jaguar, Daimler and Coventry Climax, now controlled by one concern, could produce a large-capacity engine which could be used to power high-performance machines which might help to topple Ferrari from its present proud position in G.T. racing.

OUR COVER PICTURE

VINTAGE PRESCOTT. There is something about old racing and sports cars that brings the enthusiasts flocking to Vintage Sports Car Club meetings. Glorious weather, too, attended last Sunday's V.S.C.C. Prescott meeting and this made things very pleasant for the many spectators, some of whom are seen here admiring a vintage Invicta.

Photo: Michael Durnin.



AUTOSPORTSMAN by GUS
No. 16: Jo Bonnier

THE British Racing Partnership have entered Innes Ireland and Jim Hall for the Austrian Grand Prix on 1st September.

RUMOUR has it that Pescara Grand Prix will now be held on 15th September for Formula 1 cars. This falls conveniently between the Italian G.P. and Oulton Park Gold Cup race so several works teams might be seen at the fabulous 16-mile road course.

NEXT year the Seven-Fifty Motor Club will rename their annual relay race the "Birkett Six Hours Handicap Relay Race" in memory of their late president.

AMERICAN Hap Sharp, having written-off his Cooper Monaco at an Elkhart Lake race meeting, is reported to have asked Jack Brabham to build him a sports car around a 3-litre Ferrari engine.

MASERATI power unit used in Josh Randles's Cooper Monaco is from the J.B.W. of the late Jim Berry, not the earlier Brian Naylor-built J.B.W.-Maserati at present owned by Jack Cordingley, who has his engine for sale.

PARTICIPANTS in the major European rallies may soon be facing stiff competition from Japan. Touring Europe at the moment is a party of six in two Nissan Cedric 1,900 c.c. saloons, who are making a careful study of some of the most famous and gruelling rally circuits.

NOW that the 1st September Mallory Park meeting is no longer of national status it will not be a qualifying round of the AUTOSPORT Championship.

THE FERRARI "AERO"

Remarkable New Formula 1 V8 for Monza; Modern Aircraft Construction Carefully Followed

DETERMINED to recover prestige in Grand Prix racing, Enzo Ferrari has built an entirely new V8, due to make its first appearance in the hands of John Surtees in the Italian Grand Prix at Monza on 8th September. This machine bears no resemblance whatsoever to any previous Ferrari, and is frankly designed in accordance with modern aircraft practice.

Briefly the "frame" consists of a pair of metal boxes, stressed on a tubular structure. The main part of the latter comprises four longitudinal tubes, which are also used as ducts for oil and water; these are joined by small-diameter tubes, on to which are secured the riveted, duralumin "boxes", the complete assembly being strongly reminiscent of an aircraft wing section.

The front "box" carries suspension and steering, and contains oil and coolant radiators, as well as reservoirs for the hydraulic systems. The driver sits within sponsons carrying aircraft-pattern flexible fuel tanks, whilst the rear "box" stops abruptly behind the driver, and locates the anti-roll bars for the rear suspension. To this is joined the engine, which becomes part of the entire structure, rather in the way a jet engine is also used to reinforce wing or fuselage sections on the latest types of aircraft.

The power-unit is a 90 degrees V8, with twin overhead camshafts, designed for Bosch fuel injection, although it can quickly be adapted for eight Weber carburettors. An output of 220 b.h.p. at 11,000 r.p.m. is claimed, which produces the extremely high figures of 140 b.h.p. per litre. Behind this is a new six-speed gearbox, designed for ultra-rapid ratio changes.

Suspension follows that used on the Nürburgring-winning Ferrari. Also, as on this "interim" machine, Dunlop disc brakes and magnesium alloy wheels are employed. Dry weight is estimated at a trifle over 9 cwt., which is near enough 460 kilogrammes. It is believed that the car will be about a couple of inches longer, as regards wheelbase, than the Lotus 25.

It is obvious that Ferrari technicians made a careful study of Lotus, B.R.P. and B.R.M. monocoques, before completing their new design. On paper, it should have a remarkable performance considering its power-weight ratio. John Surtees is expected to test the car early next week.

GREGOR GRANT.

OUR recent calculations of the leading positions in the European Saloon Car Challenge were slightly wrong, owing to one of the lists of results being completely up the slot! It appears that Christabel Carlisle is in equal second place with John Alely, having scored 34 points, while fourth equal are Gösta Karlsson and Luigi Cabella with 32 points. Bill Blydenstein appears in 14th place with 22 points scored in his Vauxhall VX4/90.

THIS year B.M.C. are entering a works team for the Tour de France which commences on 14th September and finishes eight days later. Don Morley and Andrew Hedges will share the M.G.B. that went so well at Le Mans, while Mini-Coopers will be driven by Rauno Aaltonen/Tony Ambrose, Timo Makinen/Logan Morrison, Paddy Hopkirk/Henry Liddon and Pauline Mayman/X. The latter two pairs will be in "S" versions.

PIT and PADDOCK

JACK BRABHAM leads the contestants for this Sunday's Swiss Ollon-Villars hill-climb. Opposing his Brabham-Climax in the Formula 1 class will be Bernard Collomb (Lotus-Climax), Jo Siffert (Lotus-B.R.M.) and André Wicky (Lotus-B.R.M.). Jack competed in the 1958 in a Cooper and last year, it will be remembered, Jim Clark took part in a clapped-out Formula 1 Lotus.

CHAMPION'S CHOICE

WORLD champion Graham Hill found himself "cast away with a record player on a desert island" by courtesy of the B.B.C. last Monday. Among Graham's choice of records were the "Eton Boating Song" and Tony Hancock's "The Blood Donor". His luxury?—an armchair.

THREE Reliant Sabre Sixes to be driven by Bobby Parkes/Arthur Senior, Raymond Baxter/Douglas Wilson-Spratt and Robin Richards/Alec Lobb are entered in the forthcoming Spa-Sofia-Liège Rally.

AN entirely new 2-litre version of the Triumph Vitesse will lead Standard-Triumph's challenge in the Spa-Sofia-Liège Rally, which starts on Tuesday. The new car is basically a Vitesse, but specially prepared for the rally; however, it will not be produced for sale to the general public. Driving the new Vitesse are Vic Elford/Terry Hunter. Other pairings are Don Grimshaw/Roy Dixon, Roger Clarke/Brian Culcheth and Jean-Jacques Thuner/John Gretener.

ALSO taking part in the Spa-Sofia-Liège are two Honda 500 sports cars to be driven by Grüchi Suzuki/Nobuo Koga and Henri Quernette/Jean-Pierre Guyette.



INTERESTING ENTRIES in the Marathon de la Route Rally are two Honda 500 sports cars.

WHEN former British racing driver David Buxton appeared at a special court in Derby last Saturday on 17 charges of fraud, theft and forgery involving more than £6,000 and several expensive sports cars, it was stated that he had forfeited his passport to the police. Buxton was remanded on £4,000 bail. He was alleged to have committed the offences in 1961 while director and head of David Buxton, Ltd., of Derby.

THE situation regarding Graham Hill's World Championship points in the French Grand Prix should be cleared up at the C.S.I. meeting in Milan on 6th September.

AUTO-MODELS, LTD. latest product, the Lotus Super 7, is sold as a model and not as a kit.

FREIBURG HILL-CLIMB

GERMAN Porsche driver Edgar Barth made hill-climb history on 11th August at Freiburg, in the Schauinsland, the fifth event of the 1963 European Mountain Championship—and his fourth win in the series. For the first time on this 11.2-km. climb, the average speed reached 100 k.p.h.

No fewer than seven new class records were set up by Tommy Spychiger (Abarth 1000), Kurt Rost (Lotus 23), Vittorio Venturi (Fiat-Abarth 1000), Giampiero Biscaldi (Abarth-Simca) and Herbert Müller (Porsche Carrera 2).

Gerhard Mitter, driving his D.K.W.-powered Lotus 22, added to his reputation as an up-and-coming German driver with a clear win in the special class for Formula Junior cars; his climb was achieved in 6 mins. 46.3 secs. at an average speed of 99.2 k.p.h. This, compared with the old record of 98.9 k.p.h. set up by Ludovico Scarfiotti in a 2-litre Ferrari last year, speaks for itself.

RESULTS

Overall Classification: 1, Edgar Barth (Porsche 8-cyl.), 13 m. 26.64 s.; 2, Hans Herrmann (Abarth 2000), 13 m. 29.78 s.; 3, Heini Walter (Porsche RS), 13 m. 45.99 s.; 4, Herbert Müller (Porsche Carrera 2), 14 m. 11.97 s.; 5, Sepp Greger (Porsche RS), 14 m. 14.95 s.; 6, Anton Fischhaber (Lotus-B.M.W. 23), 14 m. 19.96 s.; 7, Tommy Spychiger (Abarth 1000), 14 m. 25.23 s.; 8, Kurt Rost (Lotus-Ford 23), 14 m. 25.57 s.; 9, Robert Huber (Lotus-Ford 23), 14 m. 27.74 s.; 10, Werner Brockhaus (Porsche Carrera 2), 14 m. 39.42 s.; 11, Carlo Abate (Ferrari GTO), 14 m. 41.56 s.; 12, Michel Weber (Porsche Carrera), 14 m. 47.97 s.

Sports Cars and G.T. Prototypes up to 700 c.c.: 1, Mauro Bianchi (Abarth 700), 15 m. 8.7 s.; 2, H. Eppelein (B.M.W.), 15 m. 23 s.; 3, K. G. Bechem (Martini-B.M.W.), 16 m. 48.2 s. **751-1,000 c.c.:** 1, Tommy Spychiger (Abarth 1000), 14 m. 25.2 s.; 2, F. Baumann (Lotus-Ford 23), 15 m. 26 s.; 3, Walter Schatz (Lotus-Ford 23), 15 m. 28.9 s. **1,001-1,600 c.c.:** 1, Kurt Rost (Lotus-Ford 23), 14 m. 25.5 s.; 2, Robert Huber (Lotus-Ford 23), 14 m. 27.7 s.; 3, Sydney Charpiloz (Elva-Climax Mk. 7), 14 m. 53.4 s. **1,601-2,000 c.c.:** 1, Edgar Barth (Porsche 8-cyl.), 13 m. 26.6 s.; 2, Hans Herrmann (Abarth 2000), 13 m. 29.7 s.; 3, Heini Walter (Porsche RS), 13 m. 45.9 s. **G.T. Cars up to 1,000 c.c.:** 1, Vittorio Venturi (Fiat-Abarth 1000), 15 m. 27.7 s.; 2, Hans Illert (Fiat-Abarth 1000), 15 m. 35.2 s.; 3, André Knörr (Fiat-Abarth 1000), 15 m. 47.4 s. **1,001-1,300 c.c.:** 1, Giampiero Biscaldi (Abarth-Simca), 14 m. 55 s.; 2, K. Geiss (Abarth-Simca), 15 m. 33.1 s.; 3, O. Model (Abarth-Simca), 16 m. 8.9 s. **1,301-1,600 c.c.:** 1, Michel Weber (Porsche Carrera), 14 m. 47.9 s.; 2, Sepp Greger (Porsche Carrera), 14 m. 50.6 s.; 3, Siegfried Günther (Porsche Carrera), 14 m. 59.3 s. **1,601-2,000 c.c.:** 1, Herbert Müller (Porsche Carrera 2), 14 m. 11.9 s.; 2, Werner Brockhaus (Porsche Carrera 2), 14 m. 39.4 s.; 3, Charles Herrling (Porsche Carrera 2), 16 m. 42 s. **2,001-3,000 c.c.:** 1, Carlo Abate (Ferrari GTO), 14 m. 51.5 s.; 2, Werner Rüfenacht (Ferrari 250GT), 15 m. 23.9 s.; 3, Charles Müller (Ferrari 250GT), 16 m. 3.2 s. **Formula Junior (one climb only):** 1, Gerhard Mitter (Lotus-D.K.W. 22), 6 m. 46.3 s.; 2, Kurt Ahrens, Jr. (Cooper-Ford), 6 m. 52.9 s.; 3, "Franz Müller" (Lola-Ford), 7 m. 18 s.

CHAMPIONSHIP PLACINGS

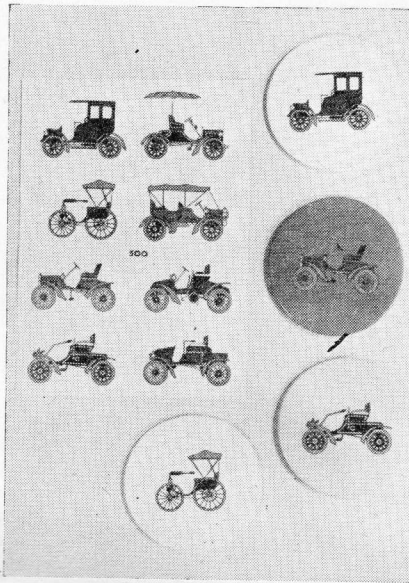
1. Edgar Barth (Porsche Carrera 2 and Porsche 8-cyl.)	36
2. Heini Walter (Porsche RS)	22
3. Sepp Greger (Porsche RS)	13
4. Hans Herrmann (Abarth 2000)	12
5. Herbert Müller (Porsche Carrera 2)	9
6. Odoardo Govoni (Abarth 2000)	7
7. Anton Fischhaber (Lotus-B.M.W. 23)	6
8. Giampiero Biscaldi (Abarth-Simca)	4
9. Alban Scheiber (Lotus-Ford 23)	4
10. Hermann Müller (Porsche RS)	3
11. Edoardo Lualdi (Ferrari 196SP)	3
12. Mauro Bianchi (Abarth 2000)	2
13. Eberhard Mahle (Fiat-Abarth)	2
14. Michel Weber (Porsche Carrera)	1
Régis Fraissinet (Lotus-Ford 23)	1

COMMENTATORS AND THEIR JOBS

IN this month's *R.A.C. Motor Sport Bulletin* it is suggested that no commentator should ever address a remark at officials at a race meeting unless specifically requested to do so by the Clerk of the Course. One or two times this year a commentator has decided that he is the person best able to direct the meeting and after an incident has called out instructions to officials when he is not usually able to tell exactly what is happening behind the scenes.

SPORTS NEWS

THE Sports Car Club of America have issued their calendar for 1964 and no fewer than 10 international meetings are scheduled. These are the Daytona American Challenge, 15th February; Daytona 2,000-km., 16th February; Sebring 3 hours, 20th March; Sebring 12 hours, 21st March; Bridgehampton, 20th September; Pacific Raceways, 27th September; American Grand Prix, Watkins Glen, 4th October; Riverside Grand Prix, 11th October; Laguna Seca, 18th October; Phoenix, Arizona, 1st November.



BRIGHTLY COLOURED vintage cars from the new range of Decorette transfers are used to decorate these easy-to-make drink mats. Transfers in eight different designs cost 2s. 3d. a sheet.

PERGUSA GRAND PRIX

THE fastest Formula Junior race ever run, at least on a road circuit, was won by Jo Schlesser on the very rapid Sicilian Enna circuit on 11th August. Schlesser, driving a Ford-France Brabham-Ford, won the 90-mile race in 42 mins. 26.3 secs., an average speed of 127.28 m.p.h. The American driver Peter Revson, a friend and ex-team mate of Tim Mayer in American races last year, pushed Schlesser all the way and, after setting up the fastest lap of 1 min. 22.4 secs., 130.50 m.p.h., finished only 0.2 sec. behind.

Midland Racing Partnership man David Baker was third in one of his Lolas and fourth and fifth, a lap behind, were Bruno Deserti (Lotus-Ford 27) and Carmelo Genovese (Lotus-Ford 22). The race was run in two 20-lap heats and a 30-lap final.

TONY GRIFFITHS'S short but successful campaign with a Formula Junior Lotus 18 will come to an end at Shelsley Walsh on Sunday when he has his first outing with the 2½-litre B.R.M. he has just purchased from Phil Scragg. As for Phil; well, it's rumoured he is about to take delivery of his long-awaited Chaparral sports car.

MAJOR CHARLES LAMBTON, it is rumoured, hopes to extend the Wiscombe Park hill-climb venue to over 3,000 yards.

CURRENT positions in the Spring Grove Saloon Car Championship after Mallory Park are: 1, Mick Cave (A40), 13 points; 2, Doc Merfield (Cortina), 7½; with John Fenning and John Lewis, both in Mini-Coopers, equal third with 7 points.

SUNDAY'S SHELSLEY

VERY interesting is the entry list for Sunday's championship hill-climb meeting at Shelsley Walsh, organized as usual by the Midland A.C. Championship leader Peter Westbury's Felday-Daimler is missing from the list, but Tony Marsh (Marsh-Climax and B.R.M.), Ray Fielding (Lotus), Chris Summers (Cooper-Chevrolet), David Good (Cooper-Daimler), Bryan Eccles (Cooper-Chevrolet), Tony Griffiths (B.R.M.) and Patsy Burt (Cooper) will be there.

A FORD CORTINA entered by John Willment Automobiles won the American 12-hour saloon car race at Marlboro, Washington, last Sunday. Drivers were Jack Sears and Bob Olthoff.

ON Saturday there will be some fairly lighthearted driving tests for vintage cars in aid of the Lydiard Tregoz Bell Fund. Lydiard Tregoz is near Swindon, Wilts, and all intending spectators are advised to bring along their vintage or P.V.T. cars. On display should be a 1908 Itala, a 1922 Delage, a 1934 Type 59 Bugatti, a 1934 Lagonda, two 1937 E.R.A.s, a Bugatti Type 35B and lots more, it is hoped.

THIS Sunday will see the final of the Snetterton M.R.C. Club Championship at Snetterton. Leading the Championship is Ken Baker, with Roger Nathan and Adrian Chambers in second and third places. Also entered are Mike Beckwith, Tony Heggbourne, Roy Pierpoint, Jim Morley and Mick Clare.

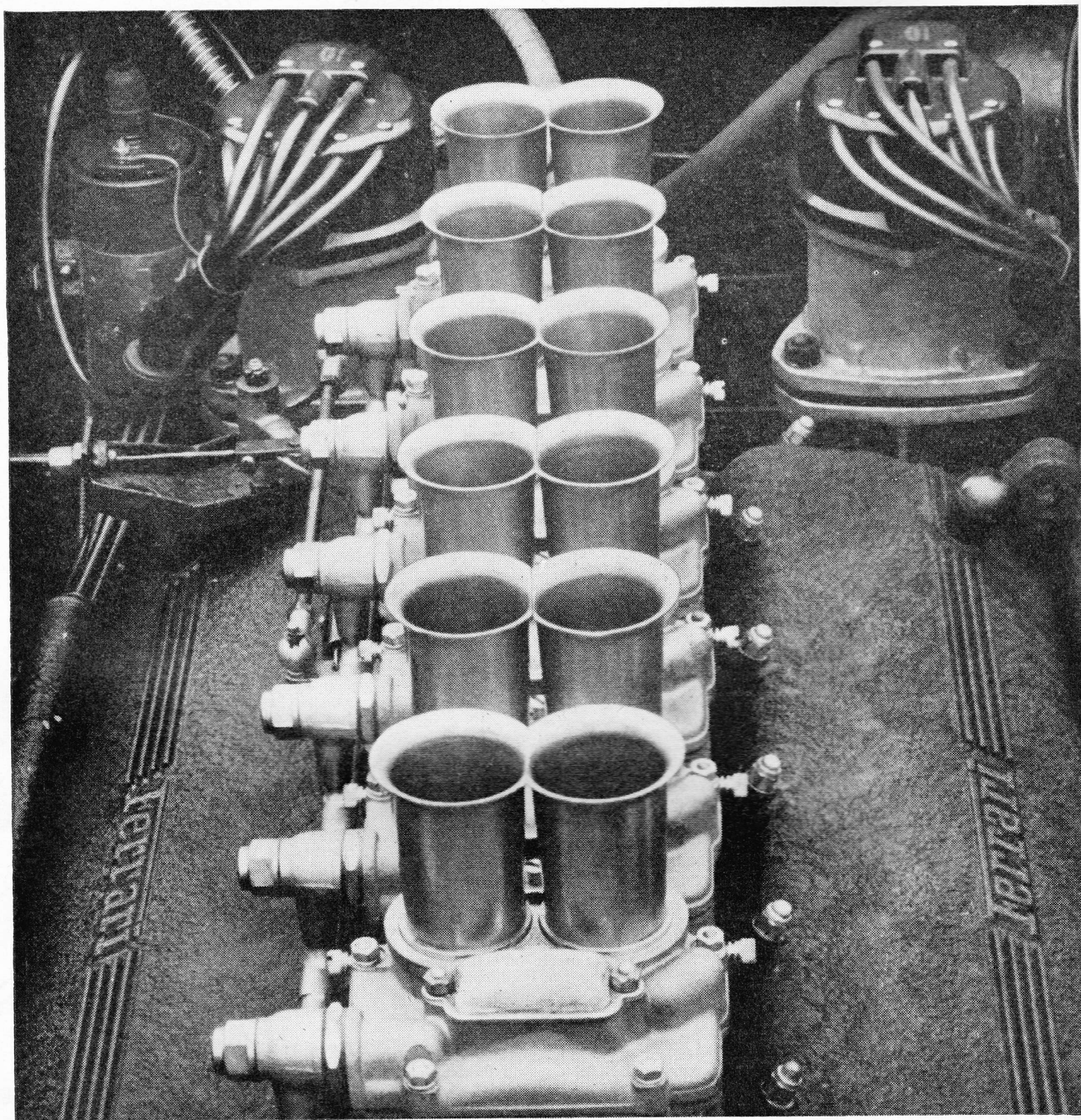
As Appendix C rules state that a competing car must be in strict compliance with the Traffic Regulations of either its country of origin or country of registration, sports-racing cars must be equipped with a speedometer.



NOT "SHARPLES"—FATHEAD!

HARRY HEUER, driving a Chaparral, won the 98-mile feature race at the S.C.C.A.'s National Meadowdale Raceways meeting. Second man home was Bill Wuesthoff (Porsche).

(More Sports News on page 250)



Trumpet Voluntary by Weber

This is the heart of the Ferrari 250 GTO which Mike Parkes will be racing in the R.A.C. Tourist Trophy race this Saturday at Goodwood. Six Weber carburetors each feed a pair of cylinders in the 3-litre V-12 engine – gulping air through two trumpet ram-pipes apiece. Part of Shell's accompaniment is the 20 pints of X-100 engine oil.

This car, which will cheerfully reach 175-m.p.h.-plus, is not recommended to the motorist who puts economy first. Petrol consumption under racing



Arr: MARANELLO-FERRARI

conditions will average 7 m.p.g. For petrol, as for oil, Ferrari put their faith in Shell, and Mike Parkes' car, raced here by Maranello Concessionaires of London (Ferrari's agent in Britain), is no exception.

Maranello Concessionaires, incidentally, take their name from the village some miles outside Modena where Enzo Ferrari actually builds his cars. The Ferrari establishment at Modena is for sales and service only. Another point of interest is the origin of the designation GTO. In spite of a great deal of



Accompanied by Shell

speculation about what the 'O' stands for, it was, in fact, no more nor less than a typist's error. However, it caught on, and now 'GTO' is a world-wide symbol for very fast Ferraris.

Mike Parkes, who is now a senior engineer with Ferrari in Italy, has a list of successes racing Ferraris for Maranello Concessionaires which fill a foolscap sheet. Last year in the R.A.C. TT he came third (second in 1961), and other events that year brought him six outright victories.



Conductor: PARKES

Ferrari's world-wide dominance in Grand Touring and Sports-car events depends largely on one supreme virtue of these great cars. They go very fast, for a very long time. And an important part of this reliability (and this is what brings home the prizes) is Shell petrol and Shell oil. Ferrari puts his faith in Shell because he is *sure* of Shell. You can't do better than follow his example.

GO WELL — GO SHELL

Sports News—continued



LUGGAGE RACK produced by Ferm Accessories for the B.M.C. 1100 range is invaluable for picnic hampers.

LUGGAGE RACK FOR B.M.C. 1100 MODELS

FERM ACCESSORIES COMPANY have produced a specially tailored luggage rack for the popular 1100 Morris and M.G. cars. Framed of $\frac{1}{2}$ in. diameter steel tube, two brackets welded to the underside of each side member carry the two hardwood cross rails—these being retained by screws recessed into the wood and fastened with shake-proof domed nuts. When in position on the 1100 boot lid, the rack is held in position by adjustable telescopic clamps which hook over each side member and in turn the respective boot lid edge.

The rack is very easy to fit, and extremely rigid. It is invaluable for picnic hampers, which can be carried without disturbing the remainder of the baggage. It will also carry, if needed, an inflatable rubber dinghy. A special rack case which is constructed from resin bonded ply is also available. The price of the rack is £4 19s. 6d. and the rack case £3 17s. 6d.

SILVERSTONE MODIFICATIONS

FOLLOWING the two recent fatalities at the Silverstone pit area while the long Grand Prix circuit was in use, the B.R.D.C. have made some important decisions concerning improvements to be made in the winter months to Woodcote Corner and the pits area. Experiments and tests were carried out on 7th August by Graham Hill, Jimmy Clark, Mike Beckwith, Tony Hegbourne and John Taylor.

The following are the changes to be made, and it must be pointed out that the aspect of cost has not been considered at all in arriving at them.

1. The circuit will be resurfaced from the main entrance through Woodcote Corner and right up to Copse Corner and any bumps which might have contributed to potential instability will be eradicated.

2. Move the pedestrian bridge 16 ft. towards the outside of the circuit to remove a visual bottleneck and prevent the creation of any bottleneck in future years through rising speeds.

3. Widen the circuit by 8 ft. on the outside of this area to provide a greater safety margin for drivers and cars of all types. This will leave a grass verge of 8 ft. beneath the pedestrian bridge, thus contributing to safety.

4. Make the safety ditch and bank continuous throughout the entire length of the Pits Grandstand area, at the same time making the bank higher, deepening the safety ditch and reinforcing the face of the safety bank to prevent natural erosion.

5. Move working pits away from Woodcote Corner towards the pedestrian bridge and erect extra pits at that end.

6. Erect an Armco barrier approximately 18 ft. from the front of the pit counter for the entire length of the pits.

7. Modify radius of Woodcote Corner to enable cars to leave this corner on a straighter, smoother and easier line.

8. Modify deceleration zone and pit

entry road so that all competitors stopping at the pits will be inside the Armco barrier.

9. Erect additional warning lights from Woodcote Corner back towards the farm so as to give earlier and more complete warning to drivers.

To enable these improvements to be carried out without the confusion of any other problems, the only other race meeting still to be held on the long circuit, the Clubmen's Championship due to be run on 5th October, has been postponed until early next season.

LOTUS WIN AT MILWAUKEE

FOLLOWING his second place victory in the Indianapolis 500-mile race earlier this year, Jim Clark drove the Lotus-Ford 29 to certain victory in the "Milwaukee 200" last Sunday.

Clark qualified for pole position with a record average speed of 109.307 m.p.h. He led the race from start to finish and lapped all but second place man A. J. Foyt, who was driving an Offenhauser-engined "Indy" type machine. Third position was gained by Dan Gurney driving the second of the two "Lotus powered by Ford" Indy cars. Clark, who established a new race lap record, completed the 200 miles on the one-mile paved oval circuit in 1 hr. 54 mins. 53 secs., a race average of 104.48 m.p.h.

The Lotus 29s are entered for the "Trenton 100" which takes place in New Jersey on 22nd September.

THE Rally of 1,000 Lakes was won by Gunnar Andersson and Tom Trana in a works Volvo. One hundred and fifteen competitors started the 1,800-km. Finnish event, the majority being Swedes and Finns. Second were the Finnish pair Lampinen/Ahava (Saab) and third Aaltonen/Nurmimaa (Morris-Cooper).

JEAN VINATIER (Lotus) won the French Formula Junior at Nogaro last Sunday from Paul Poty (Cooper). Regis Fraissinet and José Rosinski (Lotus 23s) were 1-2 in the sports car race.

Australian Notes

ENTRIES have opened for the Armstrong 500, Australia's premier production saloon car race, to be run at Mount Panorama, Bathurst, on 6th October. The event is open to standard production touring cars, at least one hundred of which have been built or assembled in Australia. The only deviation from standard allowed is the proviso that all competing cars be fitted with Armstrong shock absorbers; no optional extras are permitted. Classes are: up to £900; £901-£1,000; £1,001-£1,200; £1,201-£2,000. As examples of Australian prices of popular cars, the Morris 850 sells for £753, Mini-Cooper £950, Cortina 1500 £990, Hillman Special £959, Ford Zephyr £1,374, Studebaker Lark V8 £1,665. The Ford Motor Co. can be expected to make a strong showing of works-backed cars, and this might entice B.M.C. and others to enter works teams. The race should last about eight hours, and the tricky Mount Panorama circuit will provide a good testing ground for everyday motor cars. The event is being organized by the Australian Racing Drivers' Club.

After a bit of a lull during July, meet-

ings including State and National titles start again at Catalina Park, Katoomba, on 25th August. Feature event will be the N.S.W. Championships for sports cars, and this will be run in two divisions, each race being over 25 laps. Also on the programme is the third heat of the Neptune Oil Company Trophy for Holdens, and a handicap match race between Ron Hodgson (Mini-Cooper) and one of the Geoghegan brothers (Holden).

The Australian Automobile Racing Club and the B.A.R.C. have completed an arrangement whereby reciprocal members' rights and benefits will apply between the two clubs. This should be a great boon to the many Australians who go to England every year. The A.A.R.C. is now in its second year of existence, and has a membership of well over 1,000. The club recently had a remarkable attendance of nearly 90 per cent of its members at a film show! The A.A.R.C. held its second closed race meeting on Warwick Farm's short circuit on 4th August.

Warwick Farm's next major meeting will be the Australian Formula Junior Championship, to be run on 8th September. While details of entries are by no means finalized, it would appear that the Australian Elfin's will be facing the toughest competition for some time. Major Elfin protagonists have been Frank Matich, who is still overseas, Greg Cusack and Charlie Smith. The

Scuderia Veloce are taking delivery of a brand new Brabham for Cusack, and their number two man, ex-Jim Russell pupil David Walker, will also be Brabham mounted, the Elfin being relegated to spare team car. This leaves Charlie Smith in the ex-Matich car to fight for Elfin. There may yet be some interesting Victorian entries for the Championship, and it looks like being an interesting battle. The Hordern Trophy for *Formule Libre* cars was to be run on the same programme as the Formula Junior Championship, but the C.A.M.S. Gold Star event which was to be run at Caversham in Western Australia on 16th November, has been cancelled, and the final round of the Australian drivers' championship has been awarded to Warwick Farm. Consequently, the Hordern Trophy gains Gold Star status, and will be held on 1st December. The remaining two Gold Star events will be held at Sandown Park, Melbourne, on 15th September, and at Mallala, in South Australia, in October.

Other news of interest is Frank Matich's purchase of a 2.5-litre Brabham-Climax single-seater, which will be based on this year's Formula 1 cars. It should be delivered in time for the Hordern Trophy race and, if Matich can go as well in this car as he has in his Lotus 19 and in various Elfins, he will be a very real threat to the visiting drivers in next year's South Pacific Championship series.

PETER BAKALOR.



VIEW FROM THE DEVIL'S ELBOW, showing the scoreboard, race control, commentary box, the pits and that veritable greenhouse the Press Box. John Adams's Jaguar can be seen in hot pursuit of John Normanton's and Mick Cave's very rapid A40s.

CLOSE RACING AT MALLORY

Excellent Entry at B.A.R.C. Members' Meeting

By ROBERT GRANT

Photography by GEORGE PHILLIPS

THE 10th Members' Meeting held at Mallory Park last Saturday and organized by the B.A.R.C. had one of the largest entries for a club meeting at that circuit albeit witnessed by a rather small crowd. The day was notable for fine weather, slick organization and a high standard of driving coupled with sportsmanship that is not quite so common in club racing nowadays. There were eight seven-lap and three ten-lap events and the day saw only one major incident which luckily was not as serious as it might have been.

The first three events were seven-lap handicaps and surely the pot for the best handicappers must go to the B.A.R.C. timekeepers. In the first event the first six cars all finished within the same number of seconds; the winner was John Normanton in his A40 closely followed by B. Morling (Morris-Cooper) and John Fitzpatrick in the Broadspeed Mini. The second race proved to be just as close and saw a notable battle between Jack Lambert (E-type) and Doug Mockford's Diva with the superior number of horses just reaching the line first. Bob Rose (Elite), who had started on scratch with Norman Surtees and Roger Nathan, finished third and Surtees fourth.

The last of the handicaps was for sports cars and limit man Barry Foley (M.G.A) had already completed a lap before Peter Dickinson (Elva) and R. Barneby (Lotus 7) had started off. M. Jackson (Elva-Alfa Romeo) motored through the field in fine fashion to pip B. Joell (Morgan Plus 4) for first spot.

The first scratch race of the day was the penultimate round of the Spring Grove Saloon Car Championship and was fought out over seven laps. *Malheureusement* Doc Merfield, had a rod misbehave during practice, which needless to say put the Willment car out of the running. John Adams (Jaguar) was the overall winner but the main feature of the race was an almighty scrap between John Normanton's and Mick Cave's A40s. These two rocketed round at an incredible rate with Cave eventually taking second overall and victory in the smaller class.

The first of the Grand Touring Car races

followed and the first time through Gerards everything seemed set for a scorching race with Derek Alderson's Rochdale splitting the Elites of Norman Surtees and Roger Nathan. Then at the Esses Surtees spun, collecting Alderson and forcing Nathan and Adrian Chambers to execute unscheduled manoeuvres: for a time the track was full of rotating machinery but thankfully they all came to rest with none of the drivers badly injured. The race was won by Bob Rose (Elite) and second place went to Sid Taylor, similarly mounted. Peter Brayshaw (Marcos) won the second of the G.T. races from Jack Lambert (E-type) and Tommy Entwistle's T.V.R.

Another close finish was registered in the smallest G.T. race for Doug Mockford only finished one second ahead of Warwick Bank's Turner-Climax. Banks put his dampers to good effect and set up a new lap record. John Dickinson's very pretty Lotus Eleven *à la* hardtop finished third.

The first of the ten-lap events followed and was for sports cars up to 1,200 c.c. Jack Paterson (Lola) managed to hold off Ray Parsons' and Alistair Welch's Lotus 23s until the sixth lap when Parsons out-braked the Lola at the end of Stebbe Straight; then the Lola revolved at Shaw's putting Welch up to second spot. Mike Knight (Lotus 23), who had been last off the grid due to gear selection bothers, motored through the field to take fourth place.

At the fall of the flag for the sports car race everyone left the grid except Jack Pearce (Lotus-Ford), who then suddenly realizing he was all on his tod decided to start his motor race. This he did to great effect and won at will after taking the lead on the second lap. David Porter (Lotus 7) and Pat Hovenden (Elva Mk. 6) had a great time deciding who should take second place, with the former settling the issue, and John Cardwell finished third just to rub it in. Roger Mac circulated in fine fashion in a hastily modded road car after a practice excursion in his proper mount.

The penultimate event was the last of the seven lappers and was a Marque scratch race. This was typical of the type of racing we had seen all day with Clive Baker and

John Harris, both in ex-Sebring Austin-Healeys, dead heating for second place behind Tommy Entwistle's T.V.R.

The last event of the day was a *Formule Libre* and was very hotly contested. Brian Hart (Lotus) and Jack Pearce (Lotus) were first into Gerards with John Taylor (Cooper-Ford) in close attendance. By the end of the second lap Taylor was in front with Hart just behind and Jack Pearce found himself involved in a Herculean struggle with Alan Rollinson and John Fenning, both in Coopers. We were treated to a very polished display of motor racing with Rollinson just pipping Pearce through the Esses last time through, after about the seventh attempt! A very relieved John Taylor, whose engine had faltered and then picked up again, took the flag from Brian Hart, who also won the Formula Junior class.

RESULTS

Handicap (7 laps): 1, J. F. Normanton (Austin A40), 77.39 m.p.h.; 2, B. A. Morling (Morris-Cooper); 3, J. Fitzpatrick (Austin Mini). **Fastest lap:** Normanton and J. Adams (Jaguar 3.8), 60.4 s., 80.95 m.p.h. **Grand Touring Car Handicap (7 laps):** 1, A. J. Lambert (Jaguar E), 78.86 m.p.h.; 2, D. Mockford (Diva-Ford); 3, R. Rose (Lotus Elite). **Fastest lap:** Rose, 58.6 s., 82.94 m.p.h. **Sports Car Handicap (7 laps):** 1, R. Peel (Elva-Alfa Romeo Mk. 6), 78.10 m.p.h.; 2, B. Joell (Morgan Plus 4); 3, B. D. L. R. Smith (Lotus-B.M.C. 7). **Fastest lap:** P. R. Dickinson (Elva-Climax Mk. 6), 59.4 s., 81.82 m.p.h. **Saloon Car Race (7 laps). Overall Winner:** J. Adams (Jaguar 3.8), 77.92 m.p.h. **Up to 1,200 c.c.:** 1, M. H. Cave (Austin A40), 77.81 m.p.h.; 2, B. A. Morling (Morris-Cooper); 3, M. R. Johnsen (Austin-Cooper). **Fastest lap:** Cave, 60.6 s., 80.20 m.p.h. **Over 1,200 c.c.:** 1, J. Adams (Jaguar 3.8), 77.92 m.p.h.; 2, J. F. Normanton (Austin A40); 3, E. J. B. Mitchell (Ford Anglia). **Fastest lap:** Adams, 60.4 s., 80.46 m.p.h. **Grand Touring Cars, 1,151-1,600 c.c. (7 laps):** 1, R. Rose (Lotus Elite), 76.93 m.p.h.; 2, S. Taylor (Lotus Elite); 3, J. Edmonds (T.V.R. Grantura). **Fastest lap:** Rose, 59.2 s., 82.09 m.p.h. **Grand Touring Cars, over 1,600 c.c. (7 laps):** 1, P. Brayshaw (Marcos-Ford), 80.69 m.p.h.; 2, A. J. Lambert (Jaguar E); 3, T. Entwistle (T.V.R. Grantura). **Fastest lap:** Brayshaw, 58.8 s., 82.65 m.p.h. **Grand Touring Cars, up to 1,150 c.c. (7 laps):** 1, D. Mockford (Diva-Ford), 79.67 m.p.h.; 2, W. Banks (Turner-Climax); 3, J. F. Dickinson (Lotus-Climax 11). **Fastest lap:** Banks, 59.4 s., 81.82 m.p.h. **Sports Cars up to 1,200 c.c. (10 laps):** 1, R. K. Parsons (Lotus-Ford 23); 2, A. J. Welch (Lotus-Ford 23); 3, J. S. Paterson (Lola-Climax). **Fastest lap:** Paterson, 56.2 s., 86.48 m.p.h. **Sports Cars (10 laps), Overall Winner:** J. Pearce (Lotus-Ford 23B), 82.77 m.p.h.; 2, P. L. Hovenden (Elva-Climax Mk. 6); 3, R. S. Mac (Jaguar E). **Fastest lap:** Pearce, 55.8 s., 87.10 m.p.h. **Up to 1,000 c.c. Class:** 1, D. B. Porter (Lotus-Ford 7), 79.86 m.p.h.; 2, J. F. Cardwell (Lotus-Ford 7); 3, N. H. Wilson (Lotus-Ford 7). **Fastest lap:** Porter, 58.6 s., 82.94 m.p.h. **Marque Race (7 laps):** 1, T. Entwistle (T.V.R. Grantura), 78.57 m.p.h.; 2, J. Harris (Austin-Healey 3000) and C. Baker (Austin-Healey 3000). **Fastest lap:** Entwistle, 59.8 s., 81.27 m.p.h. **Formule Libre Cars (10 laps). Overall Winner:** J. Taylor (Cooper-Ford). **Formula Junior Cars:** 1, B. Hart (Lotus-Ford 22), 88.98 m.p.h.; 2, R. Banting (Brabham-Ford); 3, D. Milburn (Lotus-Ford 18). **Fastest lap:** Hart, 53.2 s., 91.35 m.p.h. **Formule Libre Cars:** 1, J. Taylor (Cooper-Ford), 89.01 m.p.h.; A. Rollinson (Cooper-Ford); 3, J. Pearce (Lotus-Ford 23). **Fastest lap:** Taylor, 52.6 s., 92.40 m.p.h.



OUT IN FRONT is Bob Rose (Elite) closely followed by Sid Taylor. Both these cars managed to slip through the contretemps at the Esses.



JOHN BOLSTER tests

The FORD CORTINA G.T.

WHEN the Ford Cortina was first introduced, I at once realized that this was a car with tremendous possibilities. I suggested, in the columns of *AUTOSPORT*, that 1963 would be the year of the Cortinas on the circuits, and was at once shot down in flames by a few correspondents who were misled by the conventional specification of the car. Now that every weekend my words are repeatedly proved true, I await the apologies of those angry young men!

The Ford Cortina is available as a real fire-eating speed model, with modified suspension and a twin-cam engine by Lotus. However, the racing successes up to date have been secured by the moderately priced Cortina G.T., which is much more closely related to the standard saloon. Indeed, the basic price of the G.T. model is only some £65 above that of the Cortina Super, which has the 1500 c.c. engine in normal tune.

The Cortina G.T. is available in 2-door or 4-door form. It has a high-compression cylinder head with special valves and a free-flow exhaust manifold with correctly paired pipes. The inlet manifold is also correctly paired, the two end cylinders and numbers 2 and 3 being mated. The twin chokes of a Weber downdraught carburettor feed these two pairs of ports, which are entirely separate in the Ford head. The bottom half of the engine is the well-known 1500 c.c. 5-bearing block, with pushrod operation of the valves, a spe-



cial camshaft giving higher valve lift and longer dwell. Copper-lead main bearings are used.

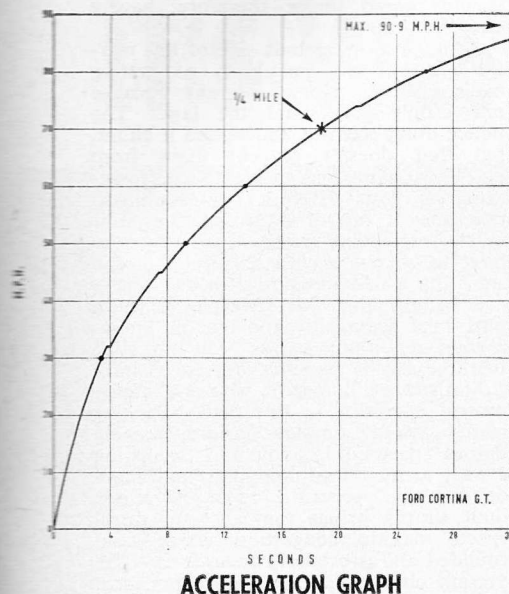
Naturally, the all-synchromesh 4-speed gearbox is employed, having a short, remote-control gear lever in this case. Disc brakes are fitted in front and there are some extra instruments, an electrically operated rev-counter being mounted on the steering column, while an oil-pressure gauge and an ammeter are found on the central console.

The chassis follows normal Ford design with the extended king-pin front suspension and a rigid rear axle on semi-elliptic springs. Only the two small G.T. motifs behind the rear wheels distinguish this car from the everyday Cortina saloon externally.

The Cortina is a roomy car, the vehicle submitted for test being a 4-door model. One sits fairly high, the windows giving an excellent all-round view, though the small driving mirror does not make full use of the large rear glass. The remote control gear lever is conveniently situated and the pedals are arranged for heel-and-toe.

Although the G.T. has been used for racing, it gives no sign of being a "tuned" car. In fact, this high-performance model is even smoother and quieter than the standard job. A car which is rough and intractable soon becomes a bore, and the Ford Motor Company are to be congratulated on achieving a very useful performance increase without in any way spoiling the docility of the machine.

The engine develops 78 b.h.p. at 5,200 r.p.m. against the 57.5 b.h.p. at 4,600 r.p.m. of the normal unit (both nett). This is sufficient to provide most satisfactory acceleration and a maximum speed of over 90 m.p.h. A fairly strong side wind was blowing throughout the tests, but a speed fractionally above 90 m.p.h. was recorded on every timed run. One might get 2 or 3 more m.p.h. on a still day, and certainly 100 m.p.h. may



freedom from rear axle tramp at the getaway, which is almost unique among cars with semi-elliptic springs and no radius arms.

The brakes stand up well to the hardest driving and are progressive in operation, the car remaining stable during fierce applications. It is also commendably steady during sharp gusts of wind, yet it does not have the marked understeering characteristic which one might expect. Indeed, it handles particularly well on corners, which argues that the body structure, though light, must be unusually rigid.

Conventional chassis design, however carefully developed, must have its limitations. In this case, a relatively hard ride has been accepted to achieve superior handling qualities. This is really only noticeable on bad roads, but it is emphasized by the seats, which are not particularly comfortable, nor do they give good lateral location. One might suggest that, for the man who would be willing to buy greater driving comfort, a rather more expensive type of bucket seat could be offered as an extra, together with a less austere standard of



When one goes through the list of all the special parts that are fitted, one must congratulate Fords of Dagenham on being about the cheapest tune-up firm in the business! This car is smooth, quiet, and economical and, by the way, it's remarkably fast.

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Ford Cortina G.T. 4-door saloon. Price £766 12s. 11d. including P.T.

Engine: 4 cylinders, 80,968 mm. x 72.746 mm. (1,498 c.c.). Pushrod-operated overhead valves. 9 to 1 compression ratio. 78 b.h.p. at 5,200 r.p.m. Twin-choke Weber downdraught carburettor. Lucas coil and distributor.

Transmission: Single dry plate clutch. 4-speed all-synchromesh gearbox with central remote control lever, ratios 3.9, 5.5, 9.3 and 13.6 to 1. Open propeller shaft. Hypoid rear axle.

Chassis: Combined steel body and chassis. Independent front suspension by telescopic dampers acting as extended king pins with lower wishbones and helical springs. Torsional anti-roll bar. Recirculating ball steering gear. Rear axle on semi-elliptic springs with Armstrong telescopic dampers. Hydraulic Girling disc brakes in front with drums behind. Bolt-on disc wheels, fitted 5.60-13 ins. tyres.

Equipment: Twelve-volt lighting and starting. Speedometer. Rev. counter. Ammeter. Oil pressure, water temperature, and fuel gauges. Heating, demisting and ventilating system. Windscreen wipers and washers. Flashing direction indicators. Extra: Radio.

Dimensions: Wheelbase, 8 ft. 2 ins. Track, 4 ft. 1½ ins. Overall length, 14 ft. 2 ins. Width, 5 ft. 2 ins. Turning circle, 34 ft. Weight 16½ cwt.

Performance: Maximum speed, 90.9 m.p.h. Speeds in gears: 3rd, 74 m.p.h.; 2nd, 45 m.p.h.; 1st, 32 m.p.h. Standing quarter-mile, 18.8 secs. Acceleration, 0-30 m.p.h., 3.4 secs.; 0-50 m.p.h., 10.2 secs.; 0-60 m.p.h., 13.4 secs.; 0-80 m.p.h., 26.2 secs.

Fuel Consumption: Driven hard, 28 m.p.g.

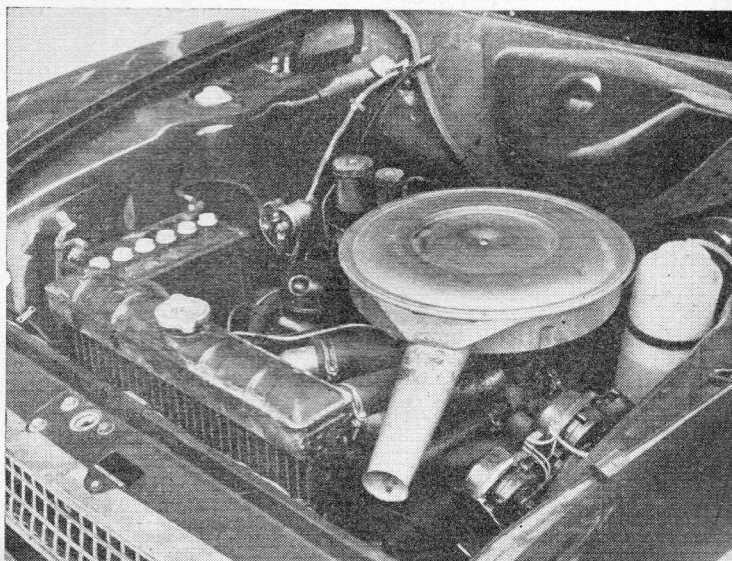
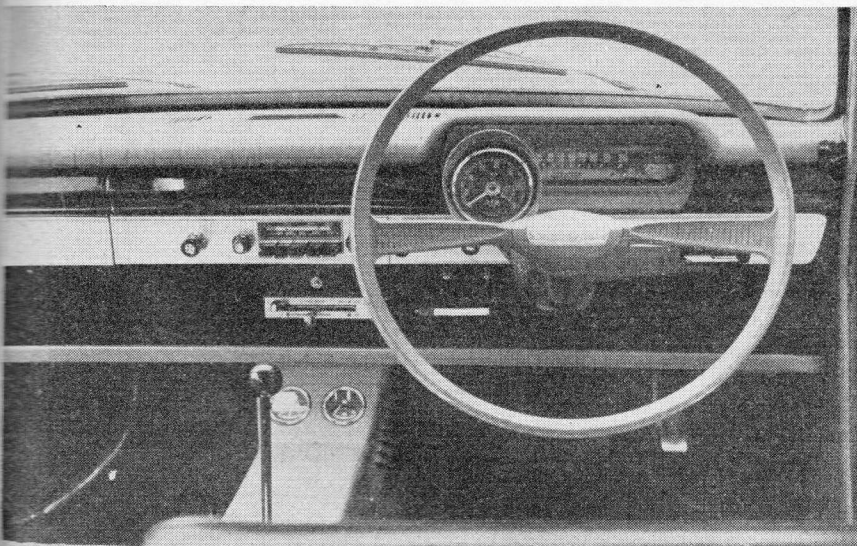


be seen on a down grade. The oblong speedometer dial does not look very scientific, but in fact the instrument on the test car was accurate at 60 m.p.h. and only 2 m.p.h. fast at 90 m.p.h. The rev-counter has a proper round dial with easily read graduations.

The gear change approaches perfection, being light to operate and having unbeatable synchromesh. The lever has a spring bias towards first and second speeds, instead of third and top gears, which is a more usual arrangement. A perfectionist might ask for a higher second gear, the ratio chosen being nearer to first than to third. Nevertheless, the excellence of the gearchange must be partly responsible for the good acceleration figures. Another reason is the

interior trim. The low price of the car is a great attraction, but its mechanical excellence is such that it deserves a few "extras". The Ford Motor Company are now really "with it" and I am sure that they will give sympathetic consideration to this suggestion.

The Cortina G.T. is a full 4-seater saloon with a large luggage boot. Its fuel consumption is moderate and it is exceptionally flexible for a 4-cylinder car. Thus, it has all the requirements of a family saloon, allied with sports car performance. The number of motorists who will be delighted to get all this for around £750 (2-door saloon £748 10s. 5d. including P.T.) must be very great, and I predict a tremendous demand for this high-performance Ford.



UNKNOWN to most of us, many regulations affecting the towing of racing cars, on their own wheels or on trailers, have been introduced during the last few years. Now I have started to receive complaints from drivers who have been prosecuted for various technical offences, and so I have thought it necessary to investigate the position. The Minister of Transport seems to be extremely unpopular in motoring circles, but I must say that his staff at the Ministry have been most helpful to me in unravelling the tangled web of legislation that he has created.

Grand Prix cars, and the privately owned racers of the wealthier amateurs, travel in luxury in transporters, which may range from specially constructed lorries to elderly converted buses. This is the ideal method, but few people even have room to park such a vehicle! For the average clubman who has a car which cannot readily be driven on the road, towing behind his go-to-work saloon is the only practical answer. There are various regulations governing the towing of a broken-down car, but these do not apply to a racing car if it is unlicensed. It would appear, however, that the car must be steered by a second driver unless it has been so crashed that it has no steering. Some such device as an "ambulance" can then be employed.

The Ministry very rightly refuse to commit themselves, because they have no authority to interpret the law, which is a matter for the courts. However, it would appear that the type of self-steering tow-bar, which many drivers have been using for the past 50 years, is now illegal—that, at least, is the opinion of a spokesman of the Ministry. If so, it is a crying shame, for these bars are efficient, cheap and safe. Pivoting on the axle (or independent equivalent) they operate the steering through a clamp on the track rod and the towed car follows with complete accuracy. Having run out of friends who would sit in "Bloody Mary", I used such a bar with satisfaction for many thousands of miles.

If the racing car were sufficiently incomplete it might be possible to argue that it was a four-wheeled trailer and not a car on tow. As I have no wish to fight a test case, however, I have bought an excellent light trailer from Don Parker. This lightweight construction is important, for it affects the speed limit with which one must comply.

The Ministry of Transport have tried to help me through the speed limit jungle. A load-carrying trailer can be towed at 40 m.p.h. if its unladen weight does not exceed 5 cwt., but it is restricted to 30 m.p.h. if it weighs any more. Thus, the weight of your racing car is immaterial but the weight of the trailer is vital, so a light, tubular construction is a good idea. A caravan can do its 40 m.p.h. irrespective of weight or size, on the other hand, so it might pay to keep your racing car in your bedroom. In the case of a trailer which is neither a living van nor a load-carrying trailer the limit is 40 m.p.h. up to 15 cwt. and 30 m.p.h. above that. The Ministry consider that a towed racing car would be included in this last specification and that its speed would depend on whether it weighed more or less than 15 cwt. if it were running on its own wheels.

NOT EVERYONE can afford the luxury of a transporter. This one belongs to the Alan Fraser Racing Team and transports his Sunbeam Rapier and Sunbeam Alpine cars to and from the circuits.

The above speeds apply to ordinary de-restricted roads. On motorways all two-wheeled trailers are restricted to 40 m.p.h., irrespective of weight. This also applies to "close-coupled" four-wheelers, which means that the axles are not more than 33 ins. apart. Four-wheeled trailers, however, can be driven as fast as you like when the wheelbase exceeds 33 ins.

This presumably means that you can put your mechanic in your racing car and tow him flat out down the M1, but that I am restricted to 40 m.p.h. with my beautiful, rubber-suspended trailer. Obviously I must acquire an auxiliary axle and two more wheels to convert my outfit into a four-wheeler on motorways. Provided that the contact points of the wheels on the same side are more than 33 ins. apart I reckon I shall get away with it.

The question of speed limits is extremely important, for a car which tows a trailer at too slow a speed forms a serious obstruction to crowded traffic. A low, well-balanced trailer, carrying a racing car or a small boat, is a vastly different proposition from a large caravan, and I feel that it would be perfectly safe to allow such vehicles to travel at 50 m.p.h. and so avoid continuous overtaking by the traffic stream.

From the point of view of the racing car owner, the legal limit is also important. If he is held down to a very low speed he cannot visit the more distant venues where he would like to compete. On the Continent trailers travel at normal cruising speeds to the benefit of road safety. Nobody is going to risk his beloved car or boat by taking chances and it has been proved that, when fitted with suitable high-speed tyre equipment, a modern trailer can easily be towed at over 100 m.p.h. These curiously involved regulations and

various speed limits, therefore, hardly seem necessary.

A much more serious side of this mix-up concerns the possibility of getting one's licence endorsed, simply because one didn't understand the law. The police don't seem to understand it either, but that doesn't prevent them from pulling you up and trying to pin something on you. Even if one is able to talk oneself out of a prosecution, it is most disagreeable for one's passengers to have to witness such a scene, and it can spoil the whole pleasure of a day out.

I believe that Mr. Marples rides a push-bike beautifully and that he knows a good deal about horses. Let him stick to these simple pursuits, but let us have a Minister of Transport who is a highly trained specialist in this field. Parking meters are a complete failure, wasting untold space in London and occupying a vast army of semi-coppers and more or less civil servants. The 50 m.p.h. limit simply brings the law into disrespect, making congestion worse confounded and overtaking hazardous. The present chaos is due to years of neglect by successive governments and the only answer is to spend vast sums now on our out-of-date roads. The much-publicized new roads are a pathetic little drop in the ocean and should have been built 25 years ago. To turn England into a police state is no cure for decades of neglect.

Though the dearest wish of every motorist may be the replacement of the Minister of Transport and a sensible revision of the law, we have got to make the best of the existing regulations at the moment. For the man who cannot run to a transporter I would suggest the use of a trailer, since even the Ministry of Transport themselves are not in a position to give a definite ruling about tow-bars. Nobody wants to fight a test case!

The owner of a trailer should weigh it to see whether it comes in the 5 cwt. category. If it only has to carry a small racing car it would be worth replacing it with a lighter outfit to get the benefit of the 40 m.p.h. limit instead of the 30 m.p.h. crawl. These light trailers need not be fitted with brakes but, of course, a proper lighting system must be installed, preferably with a plug and socket for rapid disconnection. It is best to use a 2 ins. ball hitch, as this is now virtually a standard size and so you can use your trailer on a friend's car if necessary.

Well, good towing, remember the limits, and above all, watch out to see who is following you!

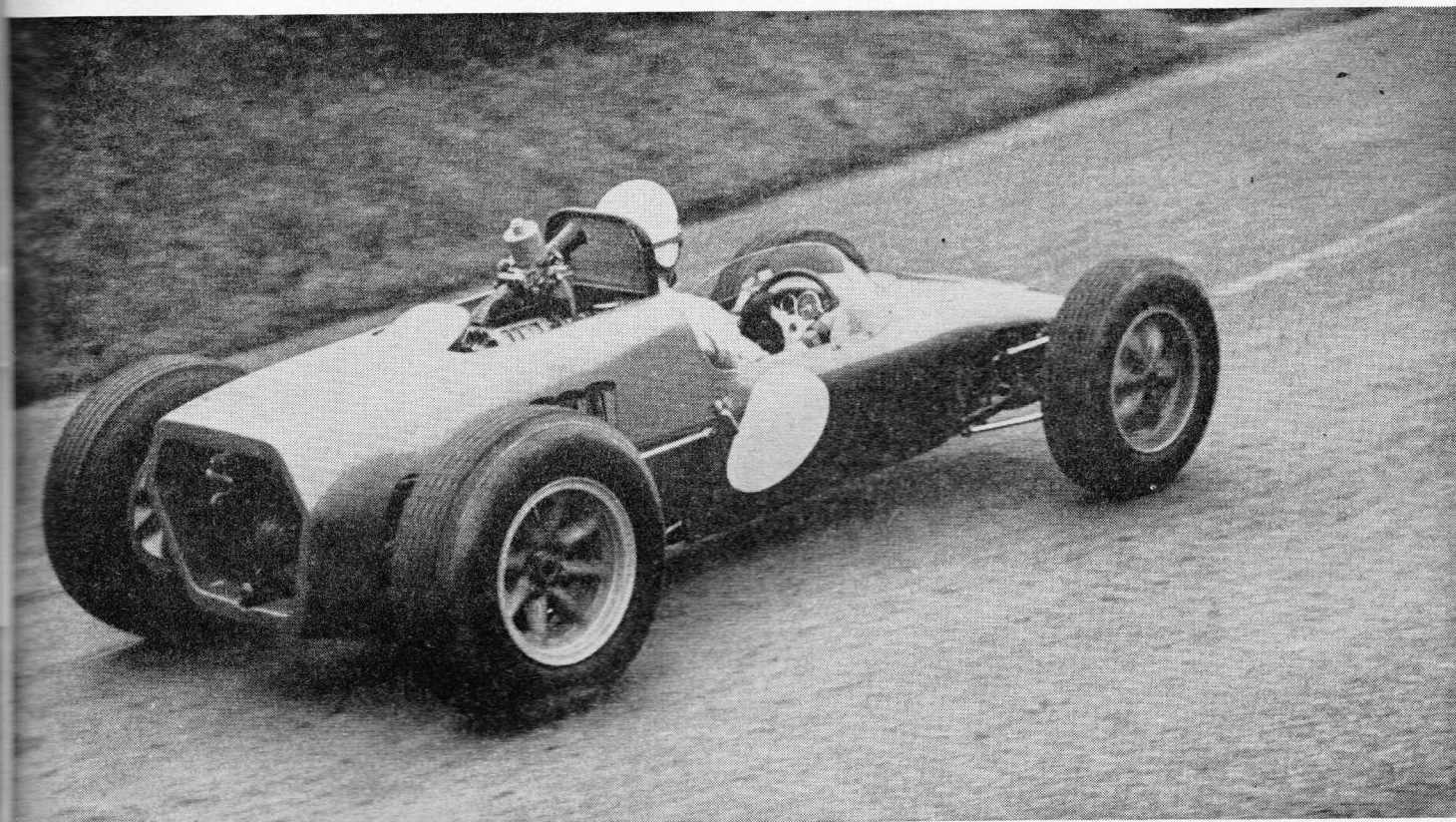
Trailers and the Law

JOHN BOLSTER discusses
the problem of transporting
one's racing car



IT'S WESTBURY AGAIN

**Felday-Daimler
Sets New Record
at Craigtanlet**



AFTER his record-breaking climb at Great Aulcum, Peter Westbury crossed the Irish Sea to Craigtanlet, near Belfast, last Saturday and repeated his performance by taking the 2½-litre V8 Felday-Daimler up the hill in 64.44 secs., knocking more than 1½ secs. off the year-old record which stood to the credit of Ulster driver John Pringle. The new record was established during the first climb in the R.A.C. British championship ascents in which Westbury collected the maximum number of points. Second fastest in the championship was Ray Fielding in his 2.2-litre Lotus-Climax with a climb in 65.54 secs., while third place went to Pringle, whose Cooper-Climax recorded 65.83 secs.

All three times were within the old record held by Pringle at 65.97 secs. It was indeed surprising that the record fell, for the conditions had been anything but ideal on the morning of the event. Heavy rain, which washed out the practice period on the previous night, was drenching the course during the early hours and by the time the first cars set off the hill was still quite wet. Nevertheless, as the day progressed, the times improved and by about 6 p.m., when the new record was set up, the surface had dried out considerably.

Despite the tricky conditions there were only a few spills throughout the afternoon. Bertie McElhinney, after a very good first climb in 75.12 secs. with his Lotus Super Seven, pushed things a bit too far on the second attempt and clouted the bank, doing quite a bit of damage to the front of the car. His first climb, however, was good enough to give him second place in the sports car class up to 1,500 c.c., which was won by Graeme Austin in his 1,460 c.c. Emeryson entered by the Wirral Racing Team. The class for sports cars over 1,500 c.c. went to Circuit of Ireland winner Ian Woodside driving his recently acquired Lotus Elan, which recorded a very good time of 81.03 secs. This is the only Elan at present in Ireland. Second place in this class went to Lord Dunleath, who annually brings his "chain-gang" Frazer-Nash

WINNER ONCE AGAIN: Peter Westbury set up best time of 64.44 secs. in his magnificent Felday-Daimler yet again. He is now in the lead of this year's R.A.C. Hill-Climb Championship.

to Craigtanlet, and amazes the onlookers with its remarkable turn of speed.

Although he ran out of petrol half way up on the second climb, Adrian Boyd was

RESULTS

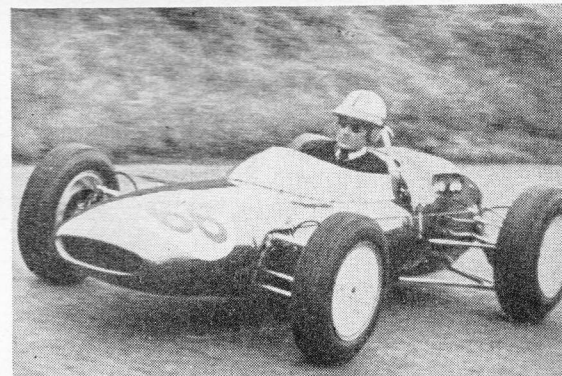
B.T.D.: P. Westbury (Felday-Daimler), 64.44 s.
Saloon cars up to 850 c.c.: 1, R. S. Williamson (Austin), 92.57 s.; 2, F. R. Stinson (Austin), 95.20 s.; 3, I. D. Grieve (Morris), 99.53 s. **851 c.c. to 1,500 c.c.:** 1, N. Porter (Austin-Cooper), 82.43 s.; 2, A. H. Reid (1,122 c.c. Austin-Cooper), 86.71 s.; 3, C. W. Andrew (1,071 c.c. Austin-Cooper "S"), 89.41 s. **Over 1,500 c.c.:** 1, E. W. McMullan (Sunbeam Rapier), 88.94 s.; 2, J. T. McSpadden (Volkswagen 1500), 89.53 s.; 3, G. Windrum (Sunbeam Rapier), 93.84 s. **Handicap class for Appendix "J" Group 1 Touring Cars (for drivers who haven't won a speed event award):** 1, N. Thompson (Hillman Imp), 67.92 s. (net); 2, Miss P. Barr (Austin-Cooper), 68.53 s. (net); 3, P. G. O'Connell (Sunbeam Rapier), 71.49 s. (net). **Handicap Class for Vintage and P.V.T. Cars:** 1, J. Longridge (4,498 c.c. Lagonda), 59.44 s. (net); 2, F. D. Storrs (4,453 c.c. Lagonda), 60.87 s. (net); 3, H. G. Conway (1,496 c.c. Bugatti), 63.02 s. (net). **Grand Touring Cars Up to 1,150 c.c.:** 1, B. Nelson (1,097 c.c. Turner), 81.09 s.; 2, A. J. L. Boyd (Marcos-Ford), 81.80 s.; 3, N. Porter (Austin-Cooper), 82.43 s. **1,172 c.c. Side-Valve Engine Ford Specials:** 1, R. Raymond (Crossle), 80.20 s. **Sports Cars Up to 1,500 c.c.:** 1, G. Austin (Emeryson-Climax), 73.89 s.; 2, R. McElhinney (Lotus Super 7), 75.12 s.; 3, C. S. Porter (Lotus 7), 79.76 s. **Over 1,500 c.c.:** 1, I. Woodside (Lotus Elan), 81.03 s.; 2, Lord Dunleath (Frazer-Nash), 85.84 s.; 3, N. Conn (Sunbeam Alpine), 88.35 s. **Cars up to 1,000 c.c.:** 1, A. J. L. Boyd (Marcos-Ford), 81.80 s.; 2, A. J. P. Hobbs (Lotus 7), 84.50 s.; 3, R. Courtney (Mercury), 86.16 s. **1,001 c.c. to 1,600 c.c.:** 1, M. Templeton (Lotus-Ford 22), 69.23 s.; 2, C. W. Eyre-Maunsell (Lotus-Ford), 72.55 s.; 3, I. Woodside (Lotus Elan), 81.03 s. **Over 1,600 c.c.:** 1, P. Westbury (Felday-Daimler), 65.79 s.; 2, R. Fielding (Lotus-Climax 21), 66.80 s.; 3, J. R. Pringle (Cooper-Climax), 66.87 s. **General Handicap:** 1, J. Longridge (4,498 c.c. Lagonda), 59.44 s. (net). **R.A.C. Championship Climbs:** 1, P. Westbury (Felday-Daimler), 64.44 s.; 2, R. Fielding (Lotus-Climax 21), 65.54 s.; 3, J. R. Pringle (Cooper-Climax), 65.83 s.

able to take second place in the class for Grand Touring cars up to 1,150 c.c. with his 997 c.c. Marcos, now almost recovered from its accident at Dunboyne. This class was won by Brian Nelson's 1,097 c.c. Turner in 81.09 secs., while third place was taken by Nick Porter, whose Austin-Cooper went like a bomb to record 82.43 secs. International rally driver Paddy Hopkirk, making one of his few competition appearances at home in Ulster these days, could only manage fifth place in this class with his M.G. Midget. His best time was 83.97 secs.

It was rather unfortunate that the winner of the general handicap should come from the handicap class for Vintage and post-Vintage thoroughbreds. John Longridge with his 4,498 c.c. Lagonda certainly justified his win in the Vintage class, but I feel it would be better if these cars were not eligible for the overall handicap. After all, although the handicappers may make a reasonably good effort at handicapping Sprites, Minis or Lotuses, probably not enough is known about the potential of the great variety of Vintage machinery that is coming to light in Ulster today.

BRIAN WADDELL.

RAY FIELDING was second in his ex-works 2.2-litre Lotus-Climax 21.





A Volkswagen, a Volvo, a Simca and a Saab—these are the four continental cars that Bill Bengry has been testing on Cinturas. Bengry was the only British driver to complete the course on the East African Safari this year, and he's well known for his experience of foreign cars—he's been driving and selling them for years. So Pirelli asked him to test Cinturas on several of the most popular continental cars—here are some of the things he said in his report.

Versatile 'What I notice about the Cintura is how well it adapts itself to different road surfaces and even different driving techniques—so many

conventional tyres are only good under certain conditions. I find this a great advantage when I'm rallying: Cinturas give a really firm grip on any surface—even loose gravel or mud—and I noticed particularly on the Saab what good traction and positive steering I was getting on very greasy surfaces'.

Adaptable 'The thing about the Cintura is that it seems to bring out the best in a car and at the same time help eliminate any difficulties. The Simca for example is one of the best cars that exists for driving on a wet road, yet Cinturas make it even better; fit Cinturas to a Volkswagen, on the

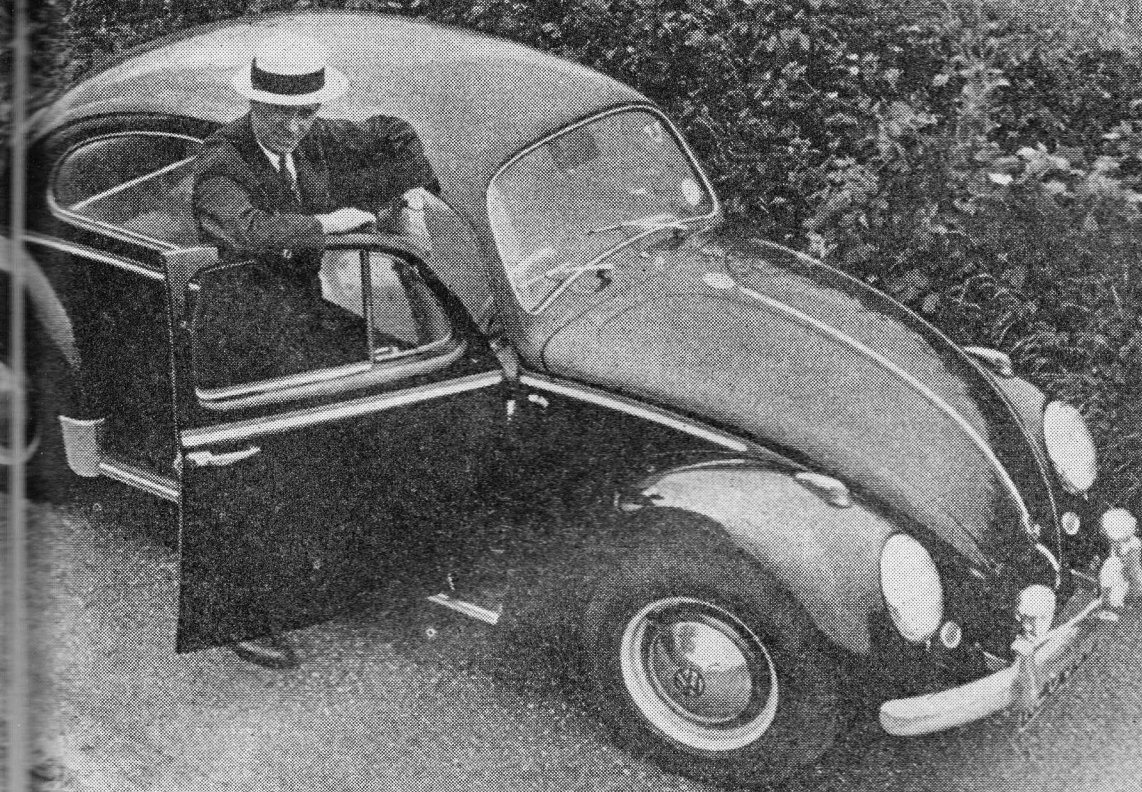
other hand, and the ordinary driver will hardly notice the different handling problems that a rear-engined car can sometimes offer'.

Predictable 'I always feel that with Cinturas I know my limits exactly, whichever car I'm driving. The Cintura is a much safer tyre. Steering is more precise—especially on corners—and braking is more accurate; the general comfort of the ride is much improved too, and there's far less noise. I'd say that in every case Cinturas have improved the cars' performance—handling, braking, cornering, and general roadability'.

What's the secret of the Cintura? The

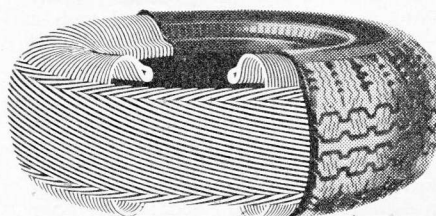
Bengry goes continental -on Cinturas!

Design: Don Birdsell, photography: Bob



basic structural fact is that the tyre has its own built-in safety belt—an inextensible textile belt running right round the circumference of the tyre under the tread. Result? The tyre profile remains virtually unchanged under all conditions. So you get exceptional road-holding, longer tyre life, cooler, safer running at high speeds, less absorption of engine power and reduced fuel consumption. Whatever car you drive—continental or otherwise—change to Cintura—the fabulous tyre with the built-in safety belt.

PIRELLI CINTURA



To: the Pirelli Performance Bureau,
343-345 Euston Road, London NW1.
Please send me a copy of the
Cintura book and Bill Bengry's full
test report.

B/Q

Name _____

Address _____

Make of car _____

Usual garage _____

SURTEES'S 137.84 m.p.h. WIN

Mediterranean Grand Prix Proves Fastest Ever Race Under 1,500 c.c. Formula 1—Surtees (Ferrari) Makes Fastest Lap of 141.67 m.p.h.—Peter Arundell (Lotus) Second—Team-mate Trevor Taylor has 140 m.p.h. Crash

BY BILL GAVIN

THE 180-mile Mediterranean Grand Prix at Pergusa in Sicily was won by John Surtees in his usual Ferrari. Second was Peter Arundell who had disputed second place with Lorenzo Bandini, after Trevor Taylor crashed at 140 m.p.h. on the 36th lap. In fourth place behind Bandini was Jo Bonnier in the Walker '62 Cooper, two laps behind the leader and a lap ahead of fifth man Jo Siffert in his private Lotus-B.R.M.

Pergusa, in the very heart of Sicily, would be as unlikely as any venue for a Formula 1 Grand Prix. Yet here, around a tiny lake in the midst of Sicily's sun-parched mountains, the City of Enna have constructed a fine autodrome which was inaugurated in 1958. Since then they have annually staged sports and Formula Junior races and last year branched out into F1 with a 50-lap affair dominated by the works Ferraris of Lorenzo Bandini and Giancarlo Baghetti. The 2.985-mile circuit is now Europe's fastest non-banked track and during the course of the race John Surtees established the new lap record at an average speed of 141.67 m.p.h. The course around the lake consists of a series of right-hand turns, only two of which cannot be taken flat out—the two which require some braking are nevertheless taken well in excess of 120 m.p.h. as is indicated by the high average speed, for the maximum speeds achieved are not much in excess of 150 m.p.h. The track is exceptionally wide with a fine surface, but because of their high speed the cars are particularly sensitive to what surface ripples there are.

HEADING the entry list was the Lotus-B.R.M. 24 of Joseph Siffert who is no stranger to the Pergusa autodrome, a victory here in 1961 being among his many successes in Continental F.J. racing. Likewise Jo Schlesser had won the Junior race here seven days previously and was running the same Brabham Junior in the F1 race, but refitted with a 1,500 c.c. Holbay Ford engine. The Portuguese Mario Cabral had entered his ex-McLaren 1962 Cooper-Climax V8 in the name of Scuderia Centro-Sud. Frenchman Bernard Collomb had his Climax V8-engined Lotus 24. One of the four works entries present was that of Jack Brabham in the car that he had driven at the Nürburgring. Carlo Mario Abate was having another of his rare outings in Giovanni Volpi's Porsche "4", while Bob Anderson again fielded his Lola-Climax V8 after the 2,000-mile drive down from Karlskoga in Sweden. Highly fancied was Lorenzo Bandini and the red Centro-Sud 1962 B.R.M., Bandini being the winner of last year's Mediterranean Grand Prix. Junior exponents Carmelo Genovese and "Geki" (Giacomo Russo) had refitted their Lotuses (a 22 and 27 respectively) with 1,500 c.c. Cosworth Ford engines. The Swiss André Wicky was running the Scuderia Filipinetti Lotus-B.R.M. 24 fuel-injected car which had performed so pitifully for Phil Hill at Rheims and Solitude. Scuderia Ferrari had entered one car (their only one at that moment) for John Surtees. Jo Bonnier represented the Walker Team with his 1962 Cooper-Climax. Last of the works entries were those of Trevor Taylor with his usual fuel-

injected Lotus-Climax and Peter Arundell with the carburettor-engined "spare" 25. Among those who practised, but did not gain entry into the race, were Prince Gaetano Starrabba with his Maserati-engined Lotus 18 and Roberto Lippi whose de Tomaso now has a Ferrari Dino 146 (65° V6) engine. De Beaufort, who had also travelled south from Karlskoga, did not make the race after breaking a stub axle of his Porsche.

Practice was divided into two sessions which were mercifully timed for the late afternoon of Friday and Saturday, for the temperature during our stay was well in excess of 90 deg. F and the almost complete absence of wind plus high relative humidity made conditions rather unpleasant. Bandini dominated the first practice session, and lap after lap the B.R.M. exited from the flat-out right-hander before the pits twitching all the way across the road. Surtees' Ferrari was said to have carburation trouble, which is invariably said of it when it is not quite fast enough, but he recorded 1 min. 17.9 secs., just 0.3 sec. slower than Bandini. Then came Siffert at 1 min. 19.2 secs. and Bonnier (who had too high a ratio) at 1 min. 21.4 secs. Jack Brabham got very little practice, it being necessary to correct an oil leak from one of the cam covers and he was 0.4 sec. slower than Bonnier. Next was Anderson at 1 min. 22.5 secs. and then de Beaufort at 1 min. 24.6 secs. De Beaufort was working up to something a bit better when the left-hand rear stub axle of his Porsche broke on a flat-out right-hander which he was negotiating at around 140 m.p.h. The wheel came adrift and shot high into the air while the car spun and spun right down the centre of the road, eventually coming to rest at the edge of the lake. De Beaufort emerged unscathed and, as ever, unaware of his good fortune.

Second practice developed, as expected, into a duel for pole position between Surtees and Bandini, the organizers eventually timing the former at 1 min. 16.1 secs., just 0.3 sec. faster than Bandini. Trevor Taylor craftily slipstreamed the Ferrari to record 1 min. 17.4 secs., which was about a second faster than his 25 could achieve alone, and thus qualified for the third place on the front row of the grid. Team Lotus only attended the final practice for the cars had reached Enna only at 6 a.m. on Saturday morning, the final stage of the journey from Palermo having been effected with one car on the back of a hired truck and the other towed behind the borrowed Chevrolet Impala of Carel Godin de Beaufort. The story of the Team Lotus's little Zephyr-engined transporter's trip from Karlskoga to Palermo where it finally expired would make excellent material for a book on "How to succeed in motor racing without really trying". Anderson was credited with a time (1 min. 17.5 secs.) some five seconds faster than his capabilities to share the second row with Joseph Siffert at 1 min. 18.2 secs. Peter Arundell spent most of the session in the pits while his ZF gearbox was repaired but went out late to qualify at 1 min. 19.2 secs. Cabral was driving his carburettor-engined Cooper very smoothly to manage 1 min. 20.7 secs., while poor Bonnier, whose engine was running way over-rich because of a fault in the fuel injection system, could not match his time

of Friday. Brabham also was in fuel supply trouble, the "Bomb", as the high pressure Lucas pump is known, being suspect.

By way of a curtain raiser the organizers staged a 1,000 c.c. G.T. race which qualified for Division 1 of the Constructors' Championship, and it hardly bears reporting that Abarths filled all places. The F1 race was timed to start at 5 p.m. but was rather delayed by the usual ceremonials with the usual faux pas—an American flag was paraded for some non-competing American, while the Portuguese flag from the days of the Monarchy was produced for Cabral who quickly had this withdrawn in case it might be interpreted in his homeland as a dangerous reflection on his political views!

STARTING GRID

30 T. Taylor (Lotus-Climax 25 V8) 1 m. 17.4 s.	18 L. Bandini (B.R.M. V8) 1 m. 16.4 s.	26 J. Surtees (Ferrari V6) 1 m. 16.1 s.
2 J. Siffert (Lotus-B.R.M. 24 V8) 1 m. 18.2 s.	16 R. Anderson (Lola-Climax V8) 1 m. 17.5 s.	
28 J. Bonnier (Cooper-Climax V8) 1 m. 21.0 s.	6 M. Cabral (Cooper-Climax V8) 1 m. 20.7 s.	36 P. Arundell (Lotus-Climax 25 V8) 1 m. 19.2 s.
14 C. Abate (Porsche "4") 1 m. 23.3 s.	12 J. Brabham (Brabham-Climax V8) 1 m. 21.0 s.	
4 J. Schlesser (Brabham-Ford "4") 1 m. 26.3 s.	24 "Geki" (Lotus-Ford 27 "4") 1 m. 25.8 s.	22 A. Wicky (Lotus-B.R.M. 24 V8) 1 m. 24.5 s.
20 C. Genovese (Lotus-Ford 22 "4") 1 m. 27.7 s.	10 B. Collomb (Lotus-Climax 24 V8) 1 m. 27.1 s.	

It was getting on for 6 p.m. when the start was given and Trevor Taylor shot into the lead ahead of Surtees and Bonnier. At the end of the lap Surtees dodged out of Taylor's slipstream and led past the pits, these two already being clear of Siffert, Bonnier, Brabham, and Arundell. During the opening laps Surtees was able to pull away gradually from Taylor to lead by three seconds after six of the 60 laps. Meanwhile Peter Arundell moved past Brabham and then Siffert, after some very close racing, to take up third position some eight seconds behind his team-mate. Meanwhile Bandini was making up for his poor start and now lay 6th. Behind Brabham there was already a large gap to Bonnier, whose engine was still running over-rich and could not achieve more than 8,800 r.p.m. in either fifth or sixth gear. Just a few seconds behind, Cabral and Anderson were engaging in some very close slipstreaming, and inevitably the pair closed in on Bonnier. The Porsche of Abate quickly lost ground to most of the multi-cylinder cars, but like "Geki" was clear of Wicky and Collomb. The Juniors of Schlesser and Genovese had already made their first calls at the pits.

Surtees was having to work very hard to get clear of Taylor, but gradually he increased his lead to around about 10 seconds. By this time Taylor really had the feel of things and had found that by using fifth gear all the time he saved a whole second per lap, and Surtees never got more

than about 11 secs. clear of Trev. Meanwhile Bandini was pressing on in fourth place and was gradually gaining on Arundell who was putting up a very commendable performance in the carburettor car. By the end of the 25th lap the Italian was right in the slipstream of the Lotus, but despite the power advantage Arundell could pick up enough in the corners to stay ahead. The pair carried on like this for about 10 laps and, both having all stops out, they gradually got to within a steady 4 secs. of Taylor. Then on the 36th lap the crowd rose to its feet for Taylor, who had been badly baulked, had lost his advantage and, meanwhile, Bandini had slipped past Arundell and in behind Taylor, eventually to scream through on the inside of the 25 and run beside Taylor out of the corner before the pits. Bandini suddenly sawed at the wheel as the car drifted wide, forcing Taylor out also. Bandini's outside wheels went into the stones and dirt at the side of the road and completely shattered Taylor, who was already partially off the road. Temporarily blinded and possibly stunned by the dust and stones, Taylor was helpless to prevent his car running farther out and striking the earth bank at some 140 m.p.h. This threw the car into the air and it streaked across the road in front of Arundell, holding an angle of some 45 deg. and being airborne

most of the way. Taylor was already hanging out of the cockpit and when the car struck the steel guard rail before the pits it overturned completely. Taylor was ejected out on to the road at over 100 m.p.h., to go rolling head over heels for some 50 yards and eventually came to rest in a sitting position but quite unconscious. He came around a few minutes later and once again he had survived a high speed crash, this time being badly grazed and bruised. The car, meanwhile, had bounced across the track, destroying itself and bursting into flames, while a wheel and gearbox parts flew in among the pit personnel, causing only minor damage.

Now Surtees was over a dozen seconds ahead and Peter Arundell again challenged Bandini, despite the fact that the Italian continued to drive with an unnecessary lack of manners, and the Lotus driver went ahead after 38 laps. But Bandini gained the advantage two laps later and the two swapped places for the remaining 20 laps. Siffert had dropped back a long way, was a whole lap behind the leaders and a lap ahead of Bonnier who was again running fourth after being passed by Cabral, who dropped back when his Cooper started to suffer fuel starvation. Anderson was again able to draw close to Cabral, while the remainder of the field were many laps in arrears.

Jack Brabham was in and out of the pits as various adjustments to the fuel system were made, but all to no avail for it seemed that the high pressure pump was still at fault.

Surtees crossed the line and took the chequered flag some 17 secs. ahead of Arundell, who had kept Bandini at bay for the last three laps, while fourth, two laps behind, was Bonnier who had moved up a place when Siffert ran out of fuel, which was a bit unnecessary in a 180-mile race. Anderson went ahead of Cabral on the final lap when the Portuguese's engine cut right out. Eighth was Abate who had pressed on in the old Porsche, much troubled by clutch slip.

RESULTS

III^o Coppa Citta' di Enna (G.T. Cars—Division 1):
1, "Tiger" (Fiat-Abarth 1000), 1 h. 50 m. 44.5 s., 169.301 k.p.h.; 2, G. Rovetta (Fiat-Abarth 1000); 3, G. B. Mainetti (Fiat-Abarth 700); 4, R. Ricci (Fiat-Abarth 700); 5, Rizzo (Fiat-Abarth 1000); 6, G. Pessina (Fiat-Abarth 700); 7, A. Rizzo (Fiat-Abarth 700); 8, Girolamo Capra (Fiat-Abarth 700). Fastest lap: "Tiger", 1 m. 57.8 s., 176.945 k.p.h.
IV^o Gran Premio del Mediterraneo (Formula 1):
1, John Surtees (Ferrari) 1 h. 18 m. 0.8 s., 221.824 k.p.h. (137.84 m.p.h.); 2, Peter Arundell (Lotus), 1 h. 18 m. 18.2 s.; 3, Lorenzo Bandini (B.R.M.), 1 h. 18 m. 18.5 s.; 4, Joakim Bonnier (Cooper), 58 laps; 5, Joseph Siffert (Lotus), 57; 6, Bob Anderson (Lola), 57; 7, Mario Cabral (Cooper), 57; 8, Carlo Abate (Porsche), 54; 9, André Wicky (Lotus), 53; 10, Bernard Collomb (Lotus), 52; 11, Jo Schlesser (Brabham), 51; 12, Jack Brabham (Brabham), 47. Fastest lap: Surtees, 1 m. 15.9 s., 228.0 k.p.h. (141.67 m.p.h.).

NEW ZEALAND NOTES From PETER GREENSLADE

A DECISION made as long ago as last January to conduct New Zealand's 1964 international races under a 2½-litre unsupercharged pump fuel formula has turned out to be a decision in name only. Now, although the engine capacity limit will certainly be retained, it is virtually certain that the fuel will be avgas with, according to New Zealand International Grand Prix president Ivan Parton, a 100-130 octane range.

Mind you, other international race promoters have not yet been officially advised of the change. But, as the Association of New Zealand Car Clubs and the Confederation of Australian Motor Sport have announced that there will be a nine-race international championship for racing drivers involving the four New Zealand races and five in Australia, and the formula will be 2½-litre unsupercharged and "the fuel will be limited to petrol, alcohol fuels being forbidden", it is a shot's eye that contenders can forget all about pump fuel.

New Zealand promoters will discuss the whole business, along with the question of invited overseas drivers, at the end of August when they will meet at the same time as the annual conference of the A.N.Z.C.C. Soon after this meeting Mr. Parton and Geoff Sykes, of Warwick Farm, will be heading for Europe to sign up drivers for the New Zealand and Australian season.

This nine-race series will be known as the Tasman Championship and points will be allotted on the same basis as for the world championship although it is not yet clear whether drivers will count all performances or a specified number of their best.

The programme in New Zealand will be Levin (4th January), Grand Prix (11th January), Wigram (18th January) and Teretonga (25th January). The Australian series will open a fortnight later in Melbourne with Sandown Park (9th February), and be followed by Warwick Farm (16th February), Lakeside (23rd February) and Longford (29th February and 2nd March).

There is no doubt that this tie-up should stimulate the universal interest in motor sport "Down Under" but the formula business is hard to understand. It goes without saying that there are considerable misgivings in some quarters. In New Zealand the first squeal about the pump fuel requirement probably stemmed from the so-called Formula Junior segment. In actual fact most of these cars are equipped with 1½-litre engines. But it was felt that if they were compelled to run on pump fuel, which is 93 octane in New Zealand, they just would not have a look-in against the 2½-litre boys in international races. In point of fact they never have had a look-in anyway and, in the majority of cases, have only helped fill out the fields.

When Formula Junior was first mooted everyone was most enthusiastic about it out this way. But owners soon found that promoters were by no means as enthusiastic about providing races for the class and so they were virtually compelled to go shopping for larger power units, which still failed to make them competitive.

The 2½-litre limit is hard to understand also. In Australia there is a lot of first-class equipment fitted out with 2.7 Climax engines. Now it is, to all intents and purposes, obsolete. Moreover, by imposing the capacity limit, the promoters have virtually excluded any American competition just at a time when the United States showed signs of getting interested in racing in this part of the world.

From all points of view an unlimited engine capacity combined with pump fuel would have been a far better set-up and it would certainly have given the oil companies something to get their teeth into.

Coupled with the new "formula" there have been other changes in this country, at least, which will influence the design of the cars. The Grand Prix and Wigram races have been reduced in length by 50 miles, bringing each of them down to 100 miles. As the Teretonga International is only 75 miles and the Levin

feature event about 30, the big tankage will no longer be necessary. So it looks as though overseas people will be busily engaged in inserting 2½-litre engines in Formula Junior cars. This, in turn, means that there will be a fairly uniform appearance about the cars, and that is not calculated to arouse too much enthusiasm among the cash customers.

One of the innovations for next season will be a revised Wigram circuit. Christchurch Motor Racing Club president Jack Brewer broke the news the other day and the new layout looks much more interesting. It increases the length of the circuit from about 2.1 miles to 2.3 and introduces a new fast straight beyond the Control Tower Bend, followed by two left-hand corners joined by a 60-yard straight, another fairly short straight and then a right-hander back to the old circuit. In addition the Hangar Bend at the end of the pit straight will be re-aligned to make it faster and eliminate a dicey bump.

On the old circuit the faster boys were nudging the ton in training, and although some people believe this new layout will be slower there is a growing weight of opinion that it will be just as fast, if not faster. There was talk about easing out a very tight elbow at Pukekohe for the next Grand Prix, but nothing will be done for the coming season.

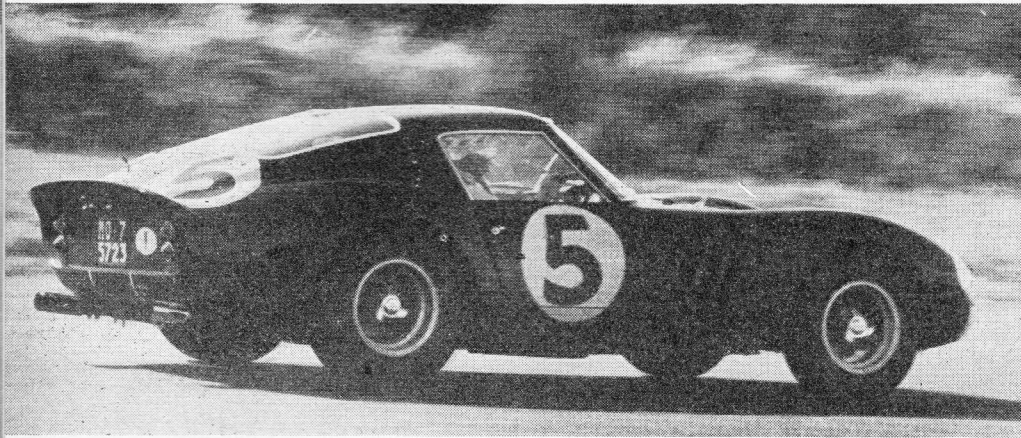
And while we are on the subject of Pukekohe, N.Z.I.G.P. will be staging a six-hour stock saloon race—stock being the operative word—on 27th October. This will be the first occasion on which anything of this nature has been attempted in New Zealand. Saloon car racing has always been popular in this neck of the woods, but one cannot help wondering just how the acknowledged expert conductors are going to get their mounts into "stock" condition.

Finally, saloon racing this season should be more interesting than ever, as it seems definite that there will be at least six Lotus-Cortinas in the business. Drivers named include Angus Hyslop, Chris Amon, Kerry Grant, "Doc" Langley and a couple of others who have yet to make headlines, P. Fahey and D. Tappenden.

Tomorrow's Tourist Trophy

**Aston Martin and Jaguar Set
to Break the Ferrari Monopoly**

By MICHAEL KETTLEWELL



GTO FERRARIS must be considered the favourites for the T.T.

ONCE again the R.A.C. Tourist Trophy race is upon us. Although the venue, distance and the entry list of the race cannot make this race Britain's greatest, as it once was, the international B.A.R.C. meeting is nevertheless this country's most important Grand Touring car race, counting as it does for the constructors' championship.

Unfortunately, probably owing to the limited amount of starters allowed on the 2.4-mile ex-airfield circuit, no G.T. prototypes have been admitted to the race, so the sight of such cars as the Project 215 Aston Martin, the Lola G.T., the Maserati 151, the Ecurie Ecosse Tojeiros, the works Porsches and the works Ferrari 250Ps matched against the homologated Grand Touring cars will be missed. Given these cars, a six-mile circuit *à la* Nürburgring and a six-hour duration, the Tourist Trophy could once again become Britain's premier motor race. . . .

Although it is a constructors' championship event, only three manufacturers have entered works cars: Aston Martin, Morgan and T.V.R. Ferrari, Jaguar, A.C. Cobra, Lotus and M.G. have left well-known independent teams to enter cars on their behalf, while private owners have supplied the Turner and Porsche entries.

The 130-lap, 312-mile race, which should last just under three and a half hours, has attracted 30 entries plus five reserves, and they have been divided into three capacity classes: over 3,000 c.c., 2,001-3,000 c.c. and 1,001-2,000 c.c. No 1-litre G.T. cars are admitted, which puts out Fiat-Abarth and Marcos, amongst others. British victories are practically assured in the first and third of the classes, the 3-litre division containing only Ferraris.

Two works Aston Martins, the same that raced at Le Mans and Brands Hatch, must be considered Britain's most likely contenders, especially as Bruce McLaren and Innes Ireland are down to drive them. Practically every team has hired Goodwood for private practice recently, Aston Martin being no exception, and Ireland lapped at over 99 m.p.h. Feltham's chances are usually good at the Sussex circuit and Aston Martin are noted for efficient pit stops. Roy Salvadori heads the Jaguar bid for victory in

Tommy Atkins's E-type; similar cars will be driven by Peter Lumsden, Dick Protheroe and either Peter Lindner or Peter Nöcker, while the John Coombs car has been entered with an unnamed driver—who may turn out to be Jim Clark, so rumours go.

John Willment Automobiles have seen fit to enter two A.C. Cobras and, despite the fact that well-known drivers should be seen at work in the cockpits of the 4.7-litre cars, one does not anticipate startling performances from the Ford-powered cars. They'll be startling to watch, however, with their drivers trying to keep control, the road-holding not being adequate for such immense power.

Most likely winners, however, are surely the Ferraris, these cars having been developed into reliable race-winning cars over the last few years. Graham Hill will probably drive the red Maranello Concessionaires car, Mike Parkes the white John Coombs car

and David Piper his bright green car, now entered by Fordwall Garages. Only foreign-entered GTO worth considering is Roger Penske in a North American Racing Team car and young Roger could well upset things if he drives as well as he did at Brands Hatch. The Russian Prince Zourab Tchkotoua and American Tommy Hitchcock III are to share the former's red GTO, while Chris Kerrison has his rebodied G.T. Ferrari that won in 1961, driven by Stirling Moss, and crashed last year. It is a pity that a few more foreign-entered GTOs are not at the meeting.

The 2-litre class is disappointing: neither works Porsches nor Abarth-Simcas have entered, these two being the main contenders of the 2-litre category abroad. Also not one Alfa Romeo is to be seen in the entry list. The only car not produced on British soil is Dickie Stoop's 2-litre Porsche Carrera. If they last, the Lotus Elans of John Whitmore, Graham Warner and Trevor Taylor should be easy winners of the class. Two very old Lotus Elites will be driven by Bob Olthoff and Jon Derisley, while Clive Hunt has a Team Elite car.

Morgans are taking this year's Tourist Trophy very seriously, having entered three cars for Chris Lawrence, Pip Arnold and Adrian Dence. In contrast both Rootes and B.M.C. have practically ignored the race, only Dick Jacobs's little M.G. Midgets, to be driven by Alan Foster and Andrew Hedges, representing the latter organization. Tommy Entwistle, a notable performer at Goodwood club events, is to drive the works T.V.R., while Ken MacKenzie has secured an entry with his Turner-Ford.

The Tourist Trophy race starts at 1.45 p.m.—not with a Le Mans start as before because of the R.A.C.'s new ruling—and is to be preceded at 12 noon by the B.A.R.C. International Formula Junior Championship. International flavour is supplied by Denis Hulme, Frank Gardner, Paul Hawkins, Tim Mayer, Peter Revson and Roy Pike—who do most of their motor racing in this country anyway! A good battle should develop between Lotus, Brabham and Lola. Strangely, not one Merlyn has been entered, while several drivers not even notable in

club Formula Junior races have somehow secured entries for the "championship".

ENTRY LIST...

Tourist Trophy

Over 3,000 c.c. Class: Bruce McLaren (Aston Martin)—reserve, Bill Kimberley; Innes Ireland (Aston Martin)—reserve, Bill Kimberley; To be nominated (Jaguar E-type); Roy Salvadori (Jaguar E-type); Peter Lumsden (Jaguar E-type)—reserve, Peter Sargent; Peter Sutcliffe (Jaguar E-type); Dick Protheroe (Jaguar E-type); Peter Lindner or Peter Nöcker (Jaguar E-type); Jack Sears (A.C. Cobra); To be nominated (A.C. Cobra).

2,001-3,000 c.c. Class: Mike Parkes (Ferrari GTO); Graham Hill (Ferrari GTO); Prince Zourab Tchkotoua and Tommy Hitchcock (Ferrari GTO); Roger Penske (Ferrari GTO); David Piper (Ferrari GTO); Chris Kerrison (Ferrari GT Speciale).

1,001-2,000 c.c. Class: John Whitmore (Lotus Elan); Graham Warner (Lotus Elan); Trevor Taylor (Lotus Elan); Clive Hunt (Lotus Elite); Bob Olthoff (Lotus Elite); Jon Derisley (Lotus Elite); Chris Lawrence (Morgan Plus 4)—reserve, Len Bridge; Pip Arnold (Morgan Plus 4)—reserve, Billy Blydenstein; Adrian Dence (Morgan Plus 4)—reserve, Hugh Braithwaite; Alan Foster (M.G. Midnet)—reserve, Keith Greene; Andrew Hedges (M.G. Midnet)—reserve, Keith Greene; Dickie Stoop (Porsche Carrera 2); Tommy Entwistle (T.V.R. Grantura)—reserve, Keith Aitchison; Ken MacKenzie (Turner-Ford).

Reserves: Tom Threlfall (Lotus Elite); Bob Duggan (Lotus Elite)—reserve, Mike Johnson; Charles Hodgson (Lotus Elan); Roger Nathan (Lotus Elite); Ray Meredith (Morgan Plus 4).

Formula Junior Race

John Fenning (Lotus-Ford 27); Mike Spence (Lotus-Ford 27); Peter Arundell (Lotus-Ford 27); Bob Burnard (Lotus-Ford 27); Brian Hart (Lotus-Ford 22); John Mastin (Lotus-Ford 22); Melvyn Long (Lotus-Ford 27); Mike de Udy (Lotus-Ford 22); Richard Attwood (Lola-Ford Mk. 5A); Bill Bradley (Lola-Ford Mk. 5A); David Hobbs (Lola-Ford Mk. 5A); Alan Rees (Lola-Ford Mk. 5A); David Hitches (Lola-Ford Mk. 5A); Denis Hulme (Repco Brabham-Ford); Frank Gardner (Brabham-Ford); Paul Hawkins (Brabham-Ford); Roy James (Brabham-Ford); Rodney Banting (Brabham-Ford); Peter Procter (Cooper-B.M.C. Mk. 4); Tim Mayer (Cooper-B.M.C. Mk. 4); Peter Revson (Cooper-Ford Mk. 4); David Plumstead (Cooper-Ford Mk. 2); Roy Pike (Gemini-Ford Mk. 4A); To be nominated (Gemini-Ford Mk. 4A).

Reserves: Bill Belcher (North Star-Ford); D. Milburn (Lotus-Ford 18); Jeremy Bouckley (Lola-Ford Mk. 2); John Turner (Cooper-Ford Mk. 2).

POST-WAR T.T. RESULTS...

1950. Dundrod Circuit (34 laps—225 miles) handicap: 1, Stirling Moss (Jaguar XK 120), 75.15 m.p.h.; 2, Peter Whitehead (Jaguar XK 120); 3, Bob Gerard (Frazer-Nash). Fastest lap: Moss, 77.61 m.p.h.

1951. Dundrod Circuit (43 laps—319 miles) handicap: 1, Stirling Moss (Jaguar C-type), 83.55 m.p.h.; 2, Peter Walker (Jaguar C-type); 3, Bob Gerard (Frazer-Nash). Fastest lap: Tony Rolt (Jaguar C-type), 86.40 m.p.h.

1953. Dundrod Circuit (111 laps—823 miles) handicap: 1, Peter Collins/Pat Griffith (Aston Martin DB3), 81.71 m.p.h.; 2, Reg Parnell/Eric Thompson (Aston Martin DB3); 3, Ken Wharton / Ernie Robb (Frazer-Nash). Fastest lap: Peter Walker (Jaguar C-type), 88.70 m.p.h.

1954. Dundrod Circuit (94 laps—697 miles) handicap: 1, Paul Armagnac/Gerard Laureau (D.B.-Panhard), 68.75 m.p.h.; 2, Mike Hawthorn/Maurice Trintignant (Ferrari Monza 750); 3, Luigi Musso/Sergio Mantovani (Maserati A6G). Fastest lap: Hawthorn 92.38 m.p.h.

1955. Dundrod Circuit (84 laps—623 miles) scratch: 1, Stirling Moss/John Fitch (Mercedes-Benz 300SLR), 88.32 m.p.h.; 2, Juan Manuel Fangio/Karl Kling (Mercedes-Benz 300SLR); 3, Wolfgang von Trips/André Simon (Mercedes-Benz 300SLR). Fastest lap: Mike Hawthorn (Jaguar D-type), 94.67 m.p.h.

1958. Goodwood Circuit (148 laps—355 miles) scratch: 1, Stirling Moss/Tony Brooks (Aston Martin DBR1-300), 88.33 m.p.h.; 2, Roy Salvadori/Jack Brabham (Aston Martin DBR1-300); 3, Carroll Shelby/Stuart Lewis-Evans (Aston Martin DBR1-300). Fastest lap: Moss/Brooks, 93.30 m.p.h.

1959. Goodwood Circuit (224 laps—538 miles) scratch: 1, Carroll Shelby/Jack Fairman/Stirling Moss (Aston Martin DBR1-300), 89.41 m.p.h.; 2, Jo Bonnier/Wolfgang von Trips (Porsche RSK); 3, Olivier Gendebien/Phil Hill, Cliff Allison/Tony Brooks (Ferrari Testa Rossa). Fastest lap: Brooks, 94.12 m.p.h.

1960. Goodwood Circuit (108 laps—259 miles) scratch: 1, Stirling Moss (Ferrari 250GT), 85.58 m.p.h.; 2, Roy Salvadori (Aston Martin DB4GT); 3, Innes Ireland (Aston Martin DB4GT). Fastest lap: Moss, 89.44 m.p.h.

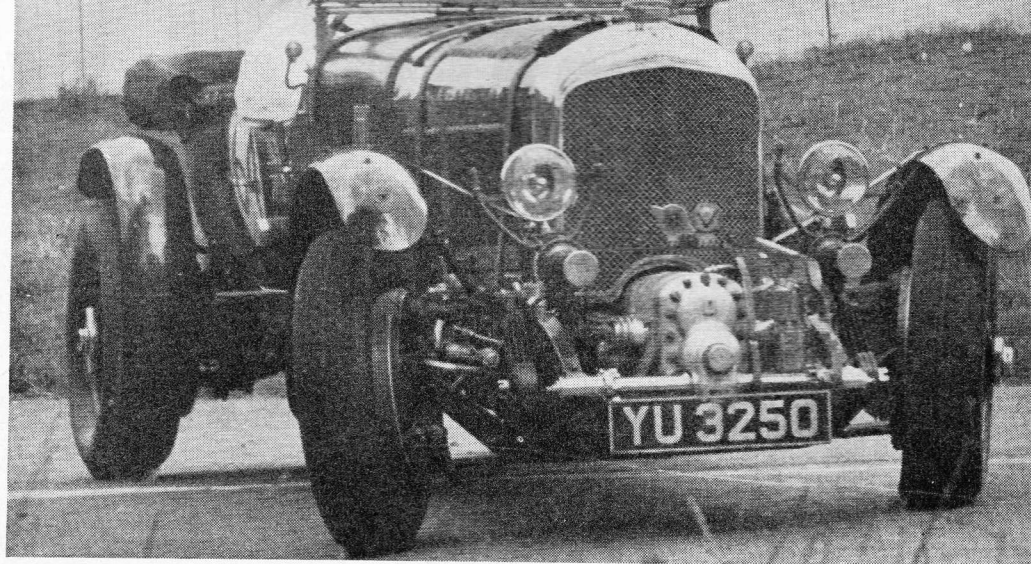
1961. Goodwood Circuit (109 laps—262 miles) scratch: 1, Stirling Moss (Ferrari 250GT), 86.62 m.p.h.; 2, Mike Parkes (Ferrari 250GT); 3, Roy Salvadori (Aston Martin DB4GT Zagato). Fastest lap: Parkes, 90.57 m.p.h.

1962. Goodwood Circuit (100 laps—240 miles) scratch: 1, Innes Ireland (Ferrari GTO), 94.05 m.p.h.; 2, Graham Hill (Ferrari GTO); 3, Mike Parkes (Ferrari GTO). Fastest lap: John Surtees (Ferrari GTO), 97.52 m.p.h.

HARRY ROSE's mighty 4.4-litre Bentley made all the right noises and climbed to the top in fine style. Unfortunately it did not figure in the results.

THERE are few more pleasant places in England than Prescott on Vintage day, where every August the V.S.C.C. gather to hold their annual day of speed hill-climbing, usually in heavy rain but always with a maximum entry of lovely hairy motor cars. More than often one gets involved in someone else's troubles, be it just adjusting tappets or tearing all over Cheltenham, as John Bolster did, frantically trying to locate a new clutch plate for "Bloody Mary". This, then, was the setting for Vintage Prescott last Sunday, with, I am glad to say, beautifully sunny weather to match.

Sports cars opened the day's entertainment with R. C. Batho's nice little Amilcar-Riley scuttling up the hill complete with racing number plate sticking up on the tail in true J.C.C. "200" Miles race style. The vintage section was completely dominated by Barry Clarke's Austin whose time of 53.92



PRESCOTT VINTAGE STYLE

By PAUL WATSON

Photography by MICHAEL DURNIN

secs. was good enough to win the class, but not the record. Marchant's supercharged version was second, both Sevens being a lot quicker than Beavis's Riley, the winner of the P.V.T. section. In the 1,500 c.c. class Frazer-Nashes were bound to win by weight of numbers, although M. S. Geoghegan's winning car favoured an Aston Martin engine rather than one of its own breed. A refreshing change from all the Nashes was the Bugatti historian Hugh Conway, who drove a very early 1921 model with beaded-edge tyres. In the P.V.T. section Tony Riseley came from behind to defeat a pair of Nashes after himself being beaten on the

Bentley) recovered from an excursion at Allards Gap in practice to come home third, win the Vintage section and set a new over 3,000 c.c. Vintage sports car record.

The racing car classes opened with the little 1,100s. Barton Hall's class record holding Hardy special failed to materialize, so Bruce-White stepped in and won the class in 51.30 secs. from Peter Binns, whose Riley was somehow running as a racing car. Pitt was the sole runner in the P.V.T. section with a very traditional K3 M.G. (54.05 secs.).

Bob Ashley opened for the 1,500 c.c. racing class, broadsiding his stark red 'Nash' up to a new class record of 50.57 secs. President of the V.S.C.C., John Rowley, conducted his 1925 G.P. Delage in immaculate style to come in second ahead of Pat Carmichael's blown Bugatti. In the P.V.T. section it was all Gordon Chapman. Undoubtedly Gordon is at his best in hill-climbing, and at Prescott his handling of the green E.R.A. was a joy to behold as he threw the car from side to side, hanging the tail out in a fashion that would put even ex-World Champion Jack Brabham to shame. His first run was simply terrific, but a few over-enthusiastic jabs of the throttle certainly held him back a second or so and he only recorded 46.02 secs. On his second run he made no mistake, streaking off the line, drifting under the bridge under full song before standing on everything for Orchard; he blipped the tail round and then burst up to Pardon with one great rush, then anchors again before howling in between the trees to the esses. Rounding the tricky esses the car then straightened out before tearing up to the semi-circle; two carefully judged slides brought the car round this deceptively long corner, then it was foot hard down again and over the finish line. The climb appeared just right and it was no surprise to learn that his time of 45.08 secs. was good enough for the class, B.T.D. and the record for P.V.T. racing cars of up to 1,500 c.c.

Only man to put up any challenge to Chapman was Peter Waller who strove hard with his E.R.A., finally getting down to 46.72 secs. Another E.R.A. was third, that of Alan Cottam, in 47.39 secs.

The over 3,000 c.c. class went to the redoubtable "Doc" Taylor (Caesar spl), but not without some trouble from AUTOSPORT's own John Bolster, whose wonderful little car "Bloody Mary" worried the Caesar throughout, finally recording 47.90 secs. as against his rival's best of 47.42 secs. Bolster seems to have lost none of his skill and, in spite of the car being in virtual retirement for nearly a decade, he still managed to get within about a second of his best time ever up Prescott. John T. Williamson had blown up his last Bentley engine so was without a car; George Burton very kindly lent him

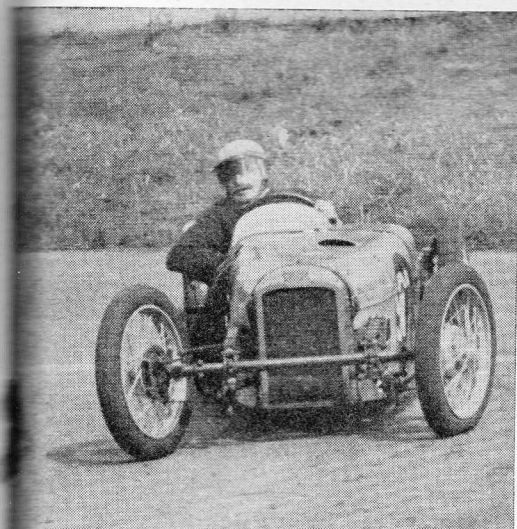
his 4½ and Williamson had a steady run up in 51.71 secs. In the P.V.T. section only a trio of cars could be mustered, but rivalry was strong between Martin Morris's E.R.A. and that "modern" car, John Horton's A-type Connaught. Morris shared the driving with Douglas Hull and to prove how well-matched the two drivers are, they both put up identical times of 46.25 secs. On the first run they beat Horton, but second time up the Connaught showed its youthful vigour and stormed ahead in 45.70 secs.

A pleasant, informal meeting was brought to a close by the unlimited racing class, won quite comfortably by George Burton with "Doc" Taylor's 3.3 straight-eight G.P. Bugatti.

RESULTS

B.T.D.: G. Chapman (1934 1.5 s/c E.R.A.), 45.08 s. **Sports Cars up to 1,100 c.c. Vintage Section:** 1, B. M. Clarke (1922/4 747 c.c. Austin), 53.92 s.; 2, D. G. Marchant (1930 747 c.c. s/c Austin), 54.47 s.; 3, R. C. Batho (1927/8 1,087 c.c. Amilcar-Riley), 58.03 s. **P.V.T. Section:** 1, H. J. Beavis (1929/36 1,087 c.c. Riley Brooklands), 56.22 s.; 2, M. S. McQuire (1934 1,087 c.c. Riley Imp), 60.86 s.; 3, P. J. Davey (1935 1,087 c.c. Lagonda Rapier), 63.67 s. **Up to 1,500 c.c. Vintage Section:** 1, M. S. Geoghegan (1928 1,495 c.c. Frazer-Nash-Aston Martin), 51.96 s.; 2, J. V. Skirrow (1930 1,496 c.c. Frazer-Nash), 53.20 s.; 3, P. W. Still (1930 1,496 c.c. Frazer-Nash), 57.72 s. **P.V.T. Section:** 1, A. E. Riseley (1931 1,495 c.c. Aston Martin), 55.35 s.; 2, B. Barton (1932 1,496 c.c. Frazer-Nash), 56.14 s.; 3, D. J. Parsons (1933 1,496 c.c. Frazer-Nash), 56.83 s. **Up to 3,000 c.c. Vintage Section:** 1, Maj. C. W. Lambton (1929 1,750 c.c. s/c Alfa Romeo), 55.57 s.; 2, M. Leo (1930 1,954 c.c. s/c Lagonda), 56.07 s.; 3, I. S. Kerr (1930 1,645 c.c. Alvis), 57.30 s. **P.V.T. Section:** 1, R. C. Taylor (1939 1,971 c.c. B.M.W. Type 328), 54.22 s.; 2, W. D. A. Black (1932 1,750 c.c. s/c Alfa Romeo), 56.91 s.; 3, B. Sismey (1935 2,511 c.c. Alvis), 58.94 s. **Over 3,000 c.c. Vintage Section:** 1, H. A. Morten (1923/8 4,376 c.c. Bentley), 51.57 s.*; 2, J. A. E. Marsh (1930 4,453 c.c. Invicta), 52.27 s.; 3, D. J. R. Chapman (1928 4,500 c.c. Bentley), 53.92 s. **P.V.T. Section:** 1, A. S. R. Charnock (1932/9 4,300 c.c. Alvis), 49.70 s.; 2, J. A. R. Grice (1932/7 4,250 c.c. Frazer-Nash-Bentley), 49.74 s.; 3, W. H. Summers (1934 2,300 c.c. s/c Alfa Romeo), 54.55 s. **Racing Cars up to 1,100 c.c. Vintage Section:** 1, F. Bruce-White (1928/30 746 c.c. H.M.-Douglas spl), 51.30 s.; 2, P. J. E. Binns (1929 1,087 c.c. Riley), 52.34 s.; 3, P. Moores (1930 747 c.c. s/c Austin), 52.39 s. **P.V.T. Section:** 1, D. C. Pitt (1934 1,087 c.c. s/c M.G.), 54.05 s. (no other runners). **Up to 1,500 c.c. Vintage Section:** 1, R. W. Ashley (1930 1,496 c.c. Frazer-Nash), 50.57 s.*; 2, J. W. Rowley (1925 1,490 s/c Delage), 52.47 s.; 3, Lt.-Col. P. E. L. Carmichael (1926 1,496 c.c. s/c Bugatti), 54.70 s. **P.V.T. Section:** 1, G. Chapman (1934 1,488 c.c. s/c E.R.A.), 45.08 s.*; 2, P. Waller (1936 1,488 c.c. s/c E.R.A.), 46.72 s.; 3, A. S. Cottam (1935 1,488 c.c. s/c E.R.A.), 47.39 s. **Up to 3,000 c.c. Vintage Section:** 1, Dr. W. A. Taylor (1930 2,030 c.c. Caesar Spl), 47.42 s.; 2, J. V. Bolster (1925/9 1,962 c.c. Bloody Mary), 47.90 s.; 3, A. K. Haworth (1928 2,270 c.c. s/c Bugatti Type 35B), 49.13 s. **P.V.T. Section:** 1, J. Horton (1930 1,960 c.c. Connaught), 45.70 s.; 2, M. H. Morris and D. H. C. Hull (1936 1,992 c.c. s/c E.R.A.), 46.25 s.; 4, D. L. Jones (1936 2,500 c.c. Alfa), 53.56 s. **Over 3,000 c.c. Vintage Section:** 1, N. Arnold-Foster (1922 5,109 c.c. Delage), 50.49 s.* (no other runners). **P.V.T. Section:** 1, G. H. G. Burton (1934 3,300 c.c. s/c Bugatti), 48.06 s.*; 2, A. S. R. Charnock (1932/9 4,300 c.c. Alvis), 49.70 s.; 3, R. A. Hutchings (1935 3,300 c.c. Bugatti), 51.65 s.

(*Denotes new class record for the hill.)



MAKING a welcome return to hill-climbing was John Bolster in his famous "Bloody Mary". Mary finished second in her class.

first runs. The 3-litre class was a very mixed bag and was something of a gift for Taylor's smart white 328 B.M.W. which, in spite of a dreadful amount of smoke, won the class with ease from Major Charles Lambton's most original 1750 supercharged Alfa Romeo.

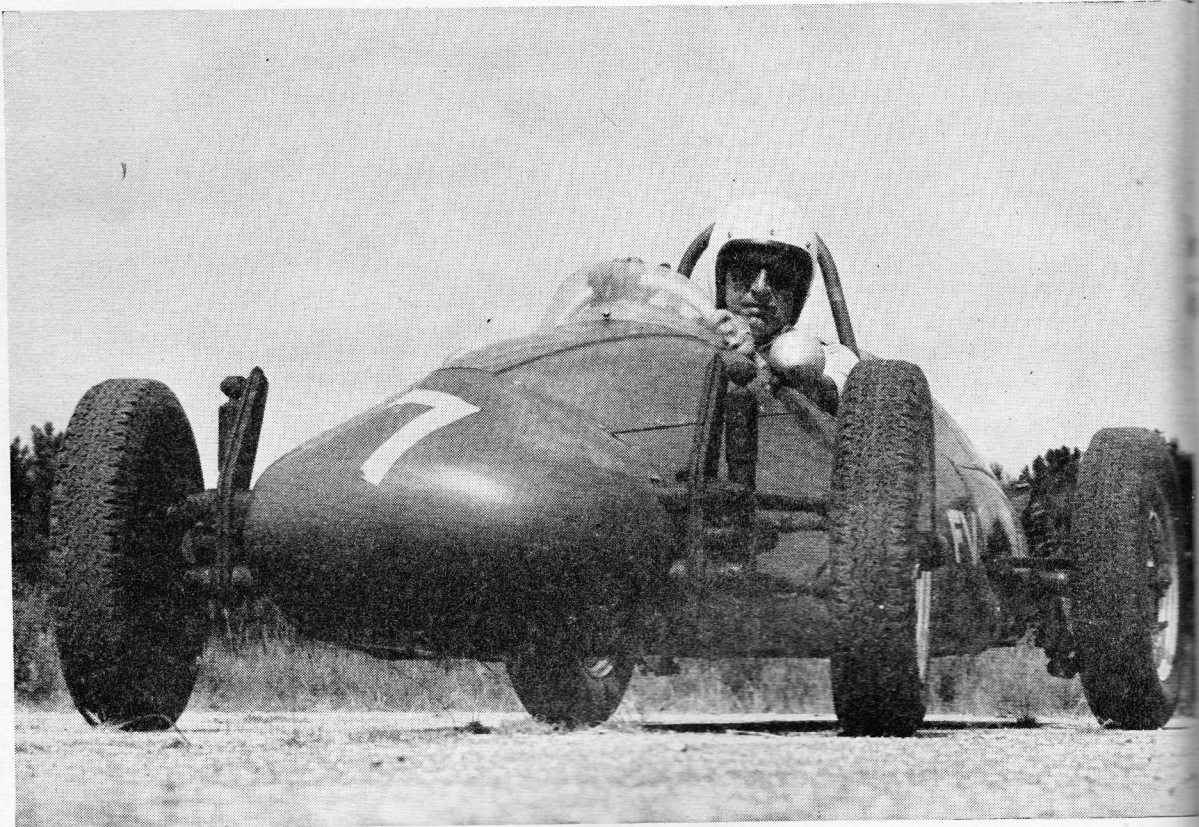
The final sports car class was for cars over 3-litres and was expected to be a clash of Bentleys and Invictas with intervention by Tony Charnock's sleek 4.3 Alvis and J. A. R. Grice's 4.5 Bentley-engined Frazer-Nash. Charnock and Grice soon had the opposition weighed up and came home a very comfortable first and second, the Alvis winning in 49.70 secs. Hamish Morten (4.5

FORMULA VEE



BY JOHN BENTLEY

In
America
the
Ubiquitous
German
Beetle
is
Seen
in
a
New
Guise



FORMULA VEE's controversial blunt nose will be replaced at Nassau with something more streamlined and modern than that shown here.

ONCE upon a time, sailboat racing zoomed into a financial bracket about as prohibitive as water polo, motor racing or the gentle sport of collecting art treasures. At that point, a forward-thinking gentleman named William Gardiner designed a racing sailboat which was given the happy name of "Star Class". The sport threatened to become moribund unless it could be brought back within the reach of a vast number of yachtsmen of modest means, and Gardiner's boat, simply constructed and of standardized specification, proved to be the turning point. No longer could millionaires "buy" their trophies; they had to earn them with real skill. So successful was the idea that today some 4,600 "Star" boats, competing in 32 countries, make up the largest keel boat class in the world.

Formula Junior was intended to fill much the same purpose for motor racing and was at first enthusiastically hailed as "the poor man's Grand Prix car". Nothing could have been further from reality. Enormous skill went into the costly modification of small, series-produced pushrod engines until they achieved a fantastic 100 b.h.p. per litre. And there the bubble burst. Today's F.J. requires a major strip-down after every race, and seldom is this just a precautionary measure. Too frequently, the owner faces an astronomical bill which may include such "routine" items as a new crankshaft—or even a new engine. Reliability has taken a nosedive ruinous to the average enthusiast and totally destructive to this kind of racing.

This impasse had already been reached

last year, when another ingenious gentleman decided that motor racing should be taken out of the hands of the rich and given back to the proletariat. The originator of this idea (which soon became known as Formula Vee because of its Volkswagen parentage) wishes to remain anonymous for a good reason. He deals in the ubiquitous German "beetle" and it is understood that the factory frowns upon such shenanigans. But he is nonetheless a man of practical ideals and a lover of motor racing. One might almost say that his recipe for Formula Vee bordered on genius, although like most inspired ideas it gained recognition somewhat slowly. In essence, this interesting vehicle consists of a not-too-light (100 lbs.) space frame of welded square tubing, a stock Volkswagen engine and transaxle turned around *à la* Porsche RS, and stock brakes, except for the linings and master cylinder. Suspension, too, is directly derived from Wolfsburg, but at rear is somewhat modified by the Formcar factory which builds these *monoposto* machines. There is a pair of slim trailing arms, plus two coil-damper units set up with the correct spring rate and stiffness for an overall weight of only 7 cwt. 41 lbs., complete with oil but no petrol. At front, the suspension is standard VW except that the lower torsion bar is replaced by an anti-roll bar of ½-in. diameter, also supplied in the kit. Because the body requires centrally located steering, the regular VW steering box is mounted in the middle of the front

suspension unit with its parallel tubes, and in turn actuates a pair of non-standard tierods via a special pitman arm, or drag link.

The only other non-stock VW parts (aside from instruments) are the dual master cylinder (of Rambler origin), which eliminates all possibility of total brake failure; the steering wheel, a sporty piece of equipment with a white rim and chrome spokes; the (side-mounted) five-gallon fuel tank, and, of course, the bucket seat (adjustable) and racing screen which come with the eight unstressed glassfibre body panels secured by Dzus fasteners. Very easy to install and cheap to replace.

In fact, Formcar of Orlando, Florida, offers the prospective buyer three choices: a basic kit consisting of some 58 components; a de luxe kit which also includes the engine, transmission and front suspension, but not the wheels, tyres or battery; and a complete factory-built machine with everything installed. The price of the basic kit is \$945.00 (£337 10s.); the de luxe kit costs \$1,995.00 (£712 10s.); while the assembled car lists for \$2,495.00 (£891). Oddly enough, Formcar does not like to be bothered with selling complete machines, ready to race, unless to distributors. The reason is that this involves finding suitable VW wrecks from which the suspensions, power units, trans-axes, brakes and steering can be salvaged. It also means assembly work which, with a limited staff, could better be used in pro-

ducing kits. To a lesser extent, this policy also applies to the sale of the deluxe kit, so that you are much better off purchasing the basic group, finding your own wrecked VW and finagling the extra parts you need. Since either the Volkswagen bus or saloon engine and transmission can be used, it is not too difficult to root out what is required from one or another junkyard. The advantage in using the bus transaxle, by the way, is that the crown wheel and pinion are already flopped to accommodate the engine reversal on the racing car; whereas in the saloon they are not.

A wrecked VW can be purchased for about \$350.00 (£125) and generally includes four usable wheels and some perfectly good brake drums, backing plates and shoes. In other words, for around \$1,330.00 (£450) excluding labour and tyres, you can own a complete machine, ready to race. It would be hard to imagine a less expensive form of motor racing which, at the same time, can provide so much fun and sport.

The Formcar manual, a marvel of conciseness, covers just about everything the novice could wish for, including illustrations and a complete inventory of parts—all in a brief 11 pages. It is assumed, naturally enough, that "the purchaser of a Formcar Formula Vee kit has some basic knowledge of mechanics and of Volkswagen components". The only welding required is for the battery cradle and the front suspension brackets, and this can easily be done by the local garage. Otherwise, all you need is "an electric drill with bits $\frac{1}{4}$ and $\frac{1}{8}$ of an inch, two or more C-clamps, one $\frac{1}{2}$ -in. or larger, and a pair of extra hands". This is a slight over-simplification, however, since you cannot really tighten nuts and bolts with your fingers; but in two days a couple of enthusiasts can (with the aid of pair of saw horses on which to place the chassis frame) easily assemble all the kit components, excluding the engine, etc.

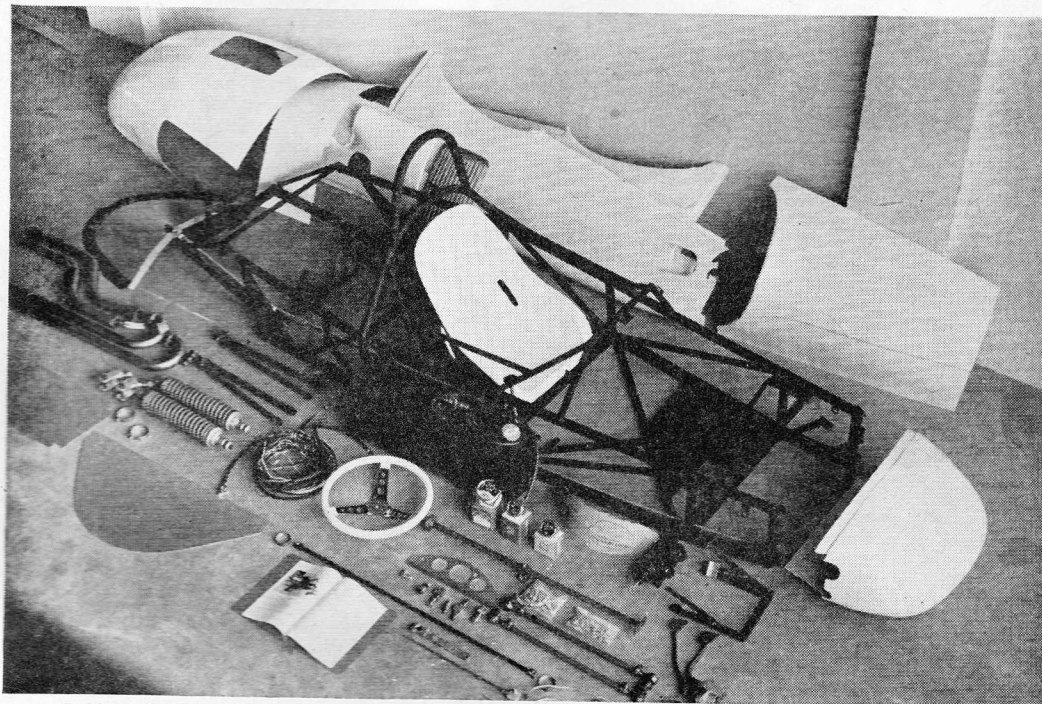
Question: What can be done to the "engine, etc." to make things go a little faster than they do in that other one? Answer: Very little. You can (and should) disassemble the unit, check everything for wear and balance all the moving parts, "provided such lightening does not remove more material than is necessary to achieve the actual balance and does not result in polishing the surfaces of the components balanced. You may also polish the intake and exhaust ports "provided such polishing does not enlarge the port". And you can match up the manifold flanges and lighten the flywheel down to a minimum of 12 lbs. There's a little more but not much. You can replace the exhaust system with four separate pipes and you can use any VW venturi, jets or distributor offered for sale on any year or model of Volkswagen, except the new 1500. This opens up minor possibilities for improvement since earlier VWs did not have the automatic advance type of distributor. Furthermore, while the ID of the 1962 (and earlier) Volkswagen intake manifold is 25 mm., it has this year been increased to 27 mm. And everyone knows what a miserable thing that manifold is. Another minor matter is the difference between the 1962 and 1963 camshafts. While both have the same mild overlap (5 deg.) the 1963 cam is designed to open the exhaust valve 41 deg. b.b.d.c. instead of 37.5 deg. as formerly, and to close it 1 deg. a.t.d.c. instead of 2.5 deg. This means that the exhaust valve remains open 2 deg. longer, and every little helps.

Without going into great detail, there is also some variation in gearbox and final drive ratios between the saloon and bus, and although these ratios have changed little through the years, they do provide some choice. Basically, three rear end ratios (4.15, 4.375 and 4.45) cover all the VW saloons and buses, but even so the enthusiast can play around with a clear conscience until he finds the right combination for a given circuit, especially as there is some latitude in tyre size.

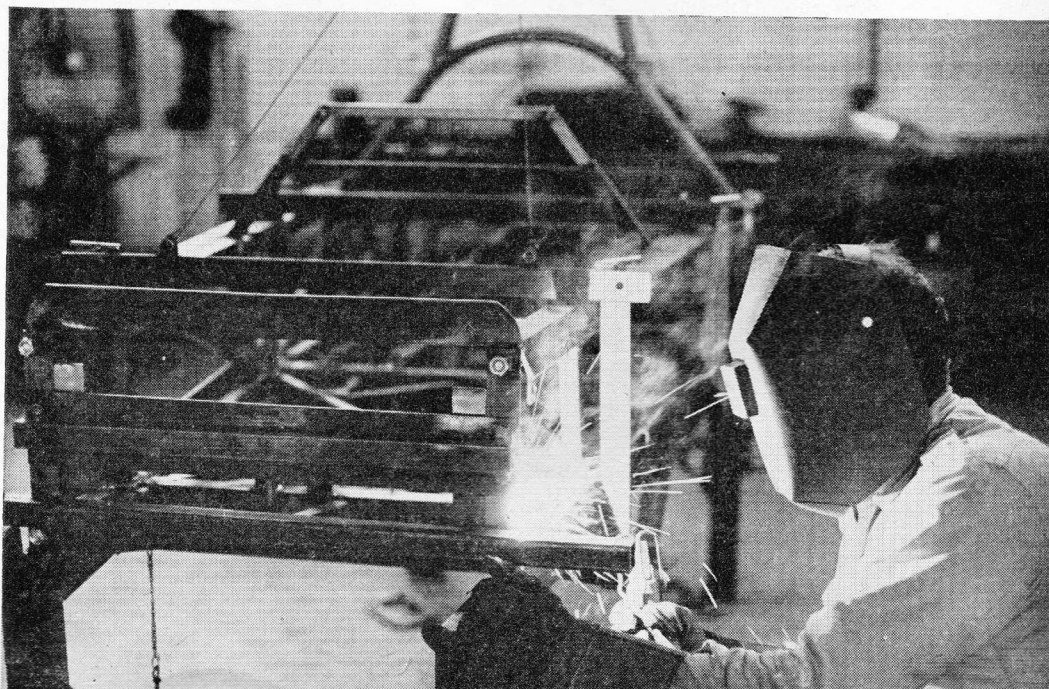
Among the "naughty-naughty" things are shorting out the generator to reduce engine load, and tuning of the exhaust and intake. The latter two injunctions, though not spelled out at the moment are frowned upon and will be specifically prohibited under some new (one class, one body style) rules issued by the Formula Vee Association which are supposed to come into effect on 1st January, 1964. Frankly, this is absurd. Exhaust piping costs 40c. a foot, while tubing for

the intake manifold is even cheaper. If an enthusiast cannot afford 3s. to tune his exhaust, he had better reconsider racing in any form. Such an edict does not make life easier for the poor man; it merely handicaps those who want to exercise a little imagination and good sense. Proper exhaust tuning can increase torque by as much as eight per cent. at any given r.p.m.—enough to win a race. It is silly rules such as this that have currently landed the Formula Vee Association in a first-class rhubarb, as we shall see later.

To return to the complete car, its performance even without modifications of any kind is quite startling while its roadability is fantastic. I recently drove the factory "hack" over a 2.1-mile, winding airport course in Central Florida, and could hardly believe my senses. This particular machine, the first produced in 1963, was equipped with a stock Volkswagen engine of uncertain mileage, to which *absolutely nothing* had been done,



BASIC KIT includes everything for easy home assembly (above). Wiring harness (left of steering wheel) is colour-keyed to avoid confusion. Note the electric rev. counter (large dial), rear trailing arms and exhaust pipes. FRAME NO. 98 is welded on its jig (below). Keynote of square tube design is strength rather than just lightness.



prior to installation. What was more, it had been driven in 12 races with no attention beyond one set of plugs and a couple of oil changes! Yet it would readily rev. to 6,000 r.p.m. without distress, and on my second attempt at the standing quarter-mile we clocked 17.4 secs. That was about 73 m.p.h. and good enough to beat an Austin-Healey 3000 or a 1600 Alfa Giulia! An easy 100 m.p.h. was possible and I have never driven anything of comparable docility and road manners, no matter what the price. The keynote is mild terminal understeer, but you can change gears at full bore, right in the middle of a turn and get away with it. Only the most outrageous ham-handedness can induce a spin, and even then the initial breakaway is so gentle that you have ample time in which to retrieve the situation. All this with about 18 to 20 m.p.g. and a suspension that is surprisingly "soft", although on the factory car the front shock absorbers obviously had seen better days. Steering could do with a little more caster action (a matter of shims), and the glassfibre moulded seat needs a cushion of some kind. Legroom, however, is adequate even for a tall man, provided his feet are not too big. In that case the pedals would need to be spaced out a little more.

Let's put the clock back to 1962, when the first Formula Vee emerged from the shop of the Formcar company. It was July of last year and the Sports Car Club of America's Divisional races were coming up. Formcar fielded two Formula Vee machines—a test prototype and a "production prototype" with a cockpit of more generous dimensions. A promising young driver named Bill Eve drove the latter, and starting from 56th position finished fifth overall and an easy class winner, against Porsches, TR3s, M.G.s *et al.* The venue was Sebring and the course the same as that used for the 12 Hours. From this beginning, it was not hard to foretell the future of Formula Vee, although initial order were somewhat slow in materializing. A dozen drivers crowded around, all eager to try the nimble newcomer with its minimal cost and virtually unbreakable engine, and all without exception sang its praises. But they wanted to see whether this was a serious new class or just a fad.

Formcar of Orlando, Florida, with Col. George Smith (retired Air Force man, insurance agent and Governor on the S.C.C.A. National Board) as president, and Bill Duckworth (vice-president and sales manager) were completely confident about the future. It was only a matter of months before they were proved right. "Orders came in from everywhere," Bill Duckworth recalls. "From Seattle to Rhode Island and Minnesota to Texas. Here are some random examples." He opened an order book. "A dozen cars each in New York and Georgia. Eight each in Florida and New Jersey. Six each in Texas and Pennsylvania. Five in Wisconsin; four each in Missouri, Minnesota and Ohio, and at least a couple each in Illinois, Iowa, Kansas, Maryland, Michigan, Louisiana, Oklahoma, South Carolina, Alabama, Delaware—shall I go on?"

"Kits or complete cars?" we asked. "Ninety per cent. kits," Duckworth grinned. "That's the way we like it."

Naturally, the nationwide interest in Formula Vee called for some sort of co-ordinated control, and that was how the Formula Vee Automobile Racing Association came into being with a constitution, bylaws and official specifications, including an interesting paragraph

titled "Spirit of Interpretation".

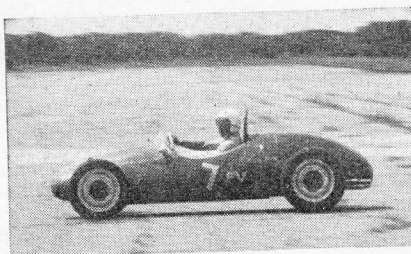
"It is the intent of these specifications to provide an automobile for the road racing enthusiast in which he can compete on equal terms with all other drivers, while maintaining the relative cost at a very low level through the use of virtually stock reliable components. Any interpretations of these specifications should be made within this spirit".

Has it worked? "Sure has," Duckworth affirms. "We at Formcar—contrary to what some people think—are only the builders of Formula Vee machines in this part of the country. Anyone can get in on the act provided they stick to the specs. We have nothing to do with that side of it. That's the responsibility of the Club which makes the rules."

Seems that the Formula Vee Association is ably managed by Arnold Davis (a telephone company executive) and Bill Baker (who works for a local space contractor). There are now some 50 members, with more joining month by month, but the fact remains that by no means all Formula Vee owners are members of the Association. Probably not more than half the buyers even trouble to fill in the membership form supplied with every kit, let alone apply for admission. Therefore it cannot be said that the existing rules have the approval of a majority of owners, nor even that they are acceptable to this majority.

On the day we visited the bright new Formcar plant, which opened this spring with some 4,000 sq. ft. of factory space and a staff of six, a welder was at work on frame No. 98. Already, since the prototype appeared last summer, 90 cars have been delivered, mostly in kit form. There are now back orders totalling 32 cars and this (at the production rate of eight or nine kits a week) puts the Formcar works about a month behind on deliveries.

In many respects, the Formula Vee Association appears to have done a good job in gaining a foothold. This year, the S.C.C.A. agreed to extend formal "recognition" to the Formula Vee class in 1964, and already they are seen at most



meetings on a regional or divisional level. There is even a space for Formula Vee entries in all 1963 S.C.C.A. National entry forms. As a rule, these nimble little machines run with the class F, G and H production entries and the class H modified contingent. This is not so good for the other contestants, since the Formula Vees invariably trounce the opposition to come out overall winners.

In June this year, at the Road America Sprints (Elkhart Lake, Wisconsin), there were seven Formula Vee entries for the 25-lap event. The result was a photo finish of about a wheel's breadth between the first and second cars. A month later at the Watkins Glen National Open Championship, the Saturday Regional event drew another seven Formula Vee starters. The lead car was just a shade faster than the rest of the pack, but you could have thrown a blanket over the other six. Late that same month, For-

mula Vees again cleaned-up, this time at Sebastian, Florida, in a week-end card promoted by the S.C.C.A.'s Miami Region. The 10-lap race on Saturday resulted in Formula Vees finishing 1, 2, 4 and 6, while the Sunday feature saw them finish a mere 1, 2, 3. During the 25-lap race, while flagging at Turn Two, I watched the leader and his pursuer change places 16 times! That, indeed, can be called motor racing and the crowd loved it.

However, the stubborn chauvinism of a handful of leading spirits in the Formula Vee Association nearly did a great deal of damage to the future of these interesting little cars. The trouble started when the blustering but far from unreasonable Sherman "Red" Crise, long time promoter of Nassau Speed Week, now famous the world over, conceived the idea of running a feature event for Formula Vees with some excellent prize money and other inducements. Among the "other inducements" were Class A invitations to Nassau to the first three finishers driving Formula Vees during the Labour Day meet at Daytona speedway. In addition, the successful drivers would not have to pay the \$150 Nassau entry fee. This meant everything free for 10 days, including transportation, hotel and drinks.

Crise asked only one thing in return: that the Association waive its ridiculous rules about exhaust tuning and that it also permit entrants to modify body shape forward of the cockpit, to give the car a more graceful and elongated line. The idea was to get away from the drab sameness of a field of some 30 cars, all as exactly alike as peas in a dish. At first there were screams from a small coterie of Formula Vee diehards who did not want to yield so much as an inch, no matter what the inducement. Precise measurements already exist (which presumably are to be enforced in 1964) limiting overall length, bonnet height at various points, etc., to be absolutely sure that one cannot tell any one car from another. The very idea of revising these measurements was an outrage and quite unthinkable.

"Okay," huffed Crise. "The party's off. No Formula Vee race. Instead, I'll run a 100-miler for stock Volkswagen sedans."

The Association was faced with two alternatives: it could stand pat and go on with minor club events, or it could gain international recognition with lots of fanfare at Nassau. Somewhere a bell rang and the boys reconsidered. The idiotic rules relating to bonnet length and exhaust tuning were shoved upstairs, in the attic where they belong—at any rate for the time being. An agreement was finally reached whereby entrants may use a "Nassau Nose" of any cross-section contour and any reasonable length they wish. Exhaust pipes may also be tuned for optimum efficiency, provided they don't stick out more than four inches behind the body.

So, during that first week in December, 30 or 40 Formula Vees will dice around the five-mile course at Nassau, to dispute supremacy over the 100-mile route. There will be one compulsory pit stop, since petrol tanks are not quite large enough. And, what is equally interesting, the first 10 entries with a "Nassau Nose" will receive Class A invitations.

The car looks so much more attractive with the modified cowl that even the diehards may well decide to permit owners that much latitude. As the Italians say, "Aspettiamo e Vediamo". Let's wait and see.

SPLASH! Making a wet exit from the G.T. and Sports Car race is the ex-Dick Jacobs team M.G. twin-cam, now owned by R. A. Carter.

SATURATED SNETTERTON

Good Racing at West Essex Car Club's Fixture Despite the Weather—Chris Craft (Anglia) Wins Astley Trophy

By DAVID PRITCHARD

Photography by GEORGE PHILLIPS

THE West Essex Car Club had wretched luck for their annual Snetterton meeting last Sunday, when the weather apparently cleared over most of the country but reserved the full force of its spite for East Anglia. As a result a potentially good programme was virtually ruined, and the handful of stalwart spectators who hopefully ventured out mostly took refuge in the back seats of the stands, giving the circuit a forlorn and deserted appearance which did little to raise anyone's spirits. It was also unfortunate that the new P.A. system was still not *au point*, which made it impossible for the two commentators to co-ordinate their efforts and left the onlookers largely in the dark as to what was happening round the circuit.

The programme opened with the first heat for the saloon cars which were competing for the Astley Trophy, and this was run over seven laps. Mike Young led for the first two laps and was then displaced by Mike Bate's Mini-Cooper, which quickly fell victim to the slippery conditions at the Hairpin where already there had been several incidents. This let Stephen Peer into the lead with brother Alan's Anglia but, after being repassed by both the brothers Young, he too had a minor shunt and failed to reach the finish.

There was some delay while mechanical casualties were brought in and then G.T. and sports cars took the field for 10 laps. Barry Wood started off in great style in his new Elan, but then lost a whole lap putting right something which went wrong, and Chris Irwin who, for lack of a good practice lap had started from the rear of the grid, forged to the front and won in comfort, handling his Merlyn admirably on the streaming wet track. Giuseppe Vanaria was second in the gallant old Victoria-Climax, and Stuart Lane's Lotus 7 was a fine third on the road, though it seems he may have incurred a penalty.

The 10-lap Formula Junior race produced, on the first lap, an alarming accident to the Lotus of Fred Osborne which appeared to disintegrate after a spin at Paddock Bend, but the driver was quite unhurt and the damage to the car was probably not as bad as it looked from a distance. Thereafter, the feature of the race was the magnificent duel for victory between John Mastin and Jack Hatter, who motored extremely fast in close company and left the rest of the field nowhere.

G.T. cars then had 10 laps to themselves and this time it was Malcolm Fruitnigh who ran away with it in his E-type. John Dean fought a losing battle in second place and Bill Shaw's Elite just held off the challenge of Jackie Stewart in the Ecurie Ecosse Tojeiro. Warwick Banks got a surprise win in his class when Jack Oliver's Marcos apparently spun in front of him on the last lap and got under way hesitantly after they both recovered.

The second heat for saloons resulted in another runaway win, Chris Craft being

BARRY WOOD's Lotus Elan passes the revolving Victoria-Climax of Giuseppe Vanaria during the very wet Snetterton meeting.

untroubled even by the tremendously fast Ford-powered Mini of Rod Embley.

In view of the inevitable delays which had occurred, the sports-car race was cut from 10 laps to seven, and Bill Bradley's Lotus 23B which led the first lap was passed by Ken Baker's E-type going great guns now that the rain had eased off. Two laps from home, however, Bradley won back his lead.

In the final of the Astley Trophy race Rod Embley got an initial lead but, by the second lap, Chris Craft was in front for keeps. The "Ford-Mini" went sick at half distance and Craft was followed home, at a respectful distance, by the Anglias of Alan Peer, John Young and Terry Page, Mike Young's car having given up the ghost with only one lap to go.

The final *Formule Libre* event was also reduced in length as a result of the earlier delays, this time from 15 laps to eight, and, with the track in a condition which on this loathsome day seemed to be dry, we looked forward to seeing Chris Summers burning it up in his monstrous Cooper-Chevrolet. It was, however, Bill Bradley who appeared first with the Lotus 23B on the opening lap, but then Chris opened the taps and forged ahead, and thereafter managed to keep enough power harnessed to hold the little Lotus at bay. John Mew's 1½-litre Lotus 20 held third place throughout, and Ray Parsons in the 23 was a very creditable fourth.

RESULTS

Saloon Cars—Heat 1 (7 laps). Overall Winner: J. M. Young (Ford Anglia). **Up to 900 c.c.:** 1, D. C. Stancomb (Morris Mini), 64.24 m.p.h.; 2, D. Wynn-Williams (Morris Mini); 3, Miss D. Harrison (Austin Mini). **Fastest lap:** Stancomb, 66.10 m.p.h. **901-1,200 c.c.:** 1, M. Young (Ford Anglia), 68.93 m.p.h.; 2, P. S. Hutchence (Austin Mini-Cooper); 3, M. E. P. Mulcrone (Austin A40). **Fastest lap:** Young, 70.80 m.p.h. **1,201-1,600 c.c.:** 1, M. J. Howe (Ford Anglia), 67.95 m.p.h.; 2, P. J. Fulcher (Ford Anglia). **Fastest lap:** Howe, 69.89 m.p.h. **Over 1,600 c.c.:** 1, J. Young (Ford Anglia), 68.97 m.p.h.; 2, A. H. B. Swann (Jaguar 3.4); 3, J. Lucia (Ford Galaxie). **Fastest lap:**

Young, 71.11 m.p.h. **G.T. and Sports Cars (10 laps). Overall Winner:** C. F. S. Irwin (Merlyn-Ford). **Up to 1,150 c.c. G.T. Cars:** 1, M. H. White (Austin-Healey Sprite), 69.73 m.p.h.; 2, M. Lewis (Austin-Healey Sprite); 3, T. Padwick (Austin-Healey Sprite). **Fastest lap:** White, 71.11 m.p.h. **Over 1,150 c.c. G.T. Cars:** 1, P. Rose (Austin-Healey), 71.45 m.p.h.; 2, L. White (M.G.A.); 3, A. C. Saunders (T.V.R.). **Fastest lap:** B. A. Wood (Lotus Elan) and Rose, 76.34 m.p.h. **Up to 1,000 c.c. Sports Cars:** 1, C. F. S. Irwin (Merlyn-Ford), 75.29 m.p.h.; 2, S. P. Lane (Lotus-Ford 7). **Fastest lap:** Irwin, 77.43 m.p.h. **Over 1,000 c.c. Sports Cars:** 1, G. Vanaria (Victoria-Climax), 73.88 m.p.h.; 2, T. Goodwin (Pegasus-Ford); 3, E. Crocker (Lotus Super 7). **Fastest lap:** Vanaria, 76.82 m.p.h. **Formula Junior Cars (10 laps):** 1, J. Mastin (Lotus-Ford 22), 80.53 m.p.h.; 2, J. Hatter (Lotus-Ford 20); 3, A. R. Wyllie (Lotus-Ford 27). **Fastest lap:** Hatter, 83.39 m.p.h. **Grand Touring Cars (10 laps). Overall Winner:** M. A. Fruitnigh (Jaguar E). **Up to 1,150 c.c.:** 1, W. Banks (Turner-Climax), 72.55 m.p.h.; 2, J. Oliver (Marcos-Ford); 3, B. W. R. Hart (Austin-Healey Sprite). **Fastest lap:** Oliver, 74.59 m.p.h. **1,151-1,600 c.c.:** 1, W. J. Shaw (Lotus Elite), 74.44 m.p.h.; 2, L. C. Fryer (Lotus Elan); 3, B. G. Gardner (T.V.R.). **Fastest lap:** Shaw, 76.58 m.p.h. **1,601-2,500 c.c.:** 1, M. J. Lawlor (Turner-Ford), 65.92 m.p.h.; 2, R. Clark (Triumph TR3A). **Fastest lap:** Lawlor, 68.70 m.p.h. **Over 2,500 c.c.:** 1, M. A. Fruitnigh (Jaguar E), 77.26 m.p.h.; 2, J. W. Dean (Jaguar E); 3, J. Stewart (Tojeiro EE). **Fastest lap:** Fruitnigh, 80.23 m.p.h. **Saloon Cars—Heat 2 (7 laps). Overall Winner:** C. Craft (Ford Anglia). **Up to 900 c.c. Class:** 1, G. A. Line (Austin Mini), 65.13 m.p.h.; 2, M. R. Amiss (Austin Mini); 3, C. P. Jenkins (Austin Mini). **Fastest lap:** Amiss, 67.66 m.p.h. **901-1,200 c.c.:** 1, T. P. Page (Ford Anglia), 73.50 m.p.h.; 2, H. Martin (Austin Mini-Cooper); 3, F. V. Pound (Austin A40). **Fastest lap:** Page, 74.93 m.p.h. **1,201-1,600 c.c.:** 1, R. Embley (Morris Mini-Ford), 77.48 m.p.h.; 2, E. Weaver (Ford Lotus Cortina); 3, P. Graham (Tornado Talisman). **Fastest lap:** Embley, 79.71 m.p.h. **Over 1,600 c.c.:** 1, C. Craft (Ford Anglia), 78.26 m.p.h.; 2, S. Peer (Ford Anglia); 3, A. Towner (Ford Cortina s/c). **Fastest lap:** Craft, 79.84 m.p.h. **Sports Cars (7 laps). Overall Winner:** W. Bradley (Lotus-Ford 23B). **Up to 1,000 c.c.:** 1, A. J. Youtlen (D.R.W.-Ford), 73.67 m.p.h.; 2, D. E. Conning (Lotus-B.M.C. 7). **Fastest lap:** Youtlen, 75.05 m.p.h. **1,001-1,200 c.c.:** 1, T. Bone (Lotus-Ford 23), 82.34 m.p.h.; 2, R. K. Parsons (Lotus-Ford 23); 3, M. Keens (Lotus-Ford 23). **Fastest lap:** Bone, 84.69 m.p.h. **Over 1,200 c.c.:** 1, W. Bradley (Lotus-Ford 23B), 83.04 m.p.h.; 2, K. Baker (Jaguar E); 3, H. C. Balfour (Lotus Super 7). **Fastest lap:** Bradley, 85.13 m.p.h. **Saloon Cars—Final (10 laps). Overall Winner:** C. Craft (Ford Anglia). **Up to 900 c.c.:** 1, C. D. Stancomb (Morris Mini), 69.34 m.p.h.; 2, M. R. Amiss (Austin Mini); 3, G. A. Line (Austin Mini). **Fastest lap:** Stancomb, 71.42 m.p.h. **901-1,200 c.c.:** 1, H. B. Digby (Austin A40), 75.72 m.p.h.; 2, H. Martin (Austin Mini-Cooper); 3, P. S. Hutchence (Austin Mini-Cooper). **Fastest lap:** M. Young (Ford Anglia), 80.10 m.p.h. **1,201-1,600 c.c.:** 1, E. Weaver (Ford Lotus Cortina), 73.28 m.p.h.; 2, P. Graham (Tornado Talisman); 3, M. J. Howe (Ford Anglia). **Fastest lap:** R. Embley (Morris Mini-Ford), 81.30 m.p.h. **Over 1,600 c.c.:** 1, C. Craft (Ford Anglia), 80.80 m.p.h.; 2, S. Peer (Ford Anglia); 3, J. Young (Ford Anglia). **Fastest lap:** Craft, 82.40 m.p.h. **Formule Libre (8 laps):** 1, C. Summers (Cooper-Chevrolet), 85.54 m.p.h.; 2, W. Bradley (Lotus-Ford 23B); 3, J. Mew (Lotus-Climax 20). **Fastest lap:** Summers, 87.11 m.p.h.



CLUB NEWS

By MICHAEL DURNIN

Esso have published a booklet which will be very useful to rally organizers. It lists over 350 Esso dealers who are willing to co-operate with the organizers wishing to make arrangements for starting and control points and who have available for competitors a number of other services and facilities. Many of these stations can provide refreshments on the site or nearby and all facilities are listed in the booklet, which is arranged by counties with map reference and road numbers quoted. . . . Always quick off the mark, the A.A. of East Africa have already published regs for the 1964 Safari, the twelfth of the series, which will take place from 26th-30th March. Regs are available from H. J. Howell, P.O. Box 87, Nairobi. The route will cover some 3,100 miles and details will be published in January. An interesting supplementary regulation states that: "The fitting of strengthening structures in cars will be permitted . . . providing that such a structure fulfils the following conditions:— (a) that it does not impede access to any of the seats; (b) that it does not impinge upon any of the seats and/or affect the number of seats or the comfort of the occupants; (c) that it does not materially impinge upon the passenger space available in the vehicle; (d) that it does not, by reason of its design or construction, appear likely to affect the structural rigidity of the vehicle in a manner which would influence its roadholding; (e) one bar only will be permitted and this must be of tubular steel $\frac{1}{4}$ inch wall, $1\frac{1}{2}$ inch outside diameter." This regulation, which has been added into the regs after printing, coupled with the fact that Fords are already

fitting anti-roll bars to their works rally cars, indicates that in the near future no well-equipped rally car will be without some form of internal strengthening. . . . On the subject of Ministry of Transport plans to regulate rallies, the Minister is quoted as saying: "The object is not to control rallies out of existence, but to produce a sensible and acceptable system of control which will enable them to continue without unreasonable nuisance. I will do my best to see that this is brought in by the spring of next year." Apparently the advisory and investigating committee has met four times within the past month. . . . **East Anglian M.C.** are running their tenth Colchester Autocross at Kingsford Park, Colchester, on 15th September. The event is open to B.A.R.C., B.R.S.C.C., Cambridge M.C., Harlow and D.A.C., T.E.A.C., Peterborough M.C., Four Ways C.C., S.O.D.C., B.T.R.D.A. and Eastern Association championship entrants. Regs from H. J. Bone, Braybrookes (Sudbury), Ltd., Nevada House, Ballingdon Street, Sudbury, Suffolk, who should have all entries by 9th September. . . . **Harrow C.C.'s** Cottingham Memorial Autocross will take place at Colne Park, near Earls Colne, Essex, on 1st September. Invited are Harlow and D.A.C., Austin-Healey C. (E. Centre), Cambridge C.C., Falcon M.C., C.S.M.A., Herts A. and Ae. C. and American D.C. Secretary is G. Butcher, 102 Compton Place, Carpenders Park, Watford, Herts. . . . **Liverpool M.C.** are running their Jeans Gold Cup Rally on 7th-8th September, one of the first major events to be run after the end of the dismal "Marples Weekends". The 210-mile route (starting from Silverdale) is designed to be

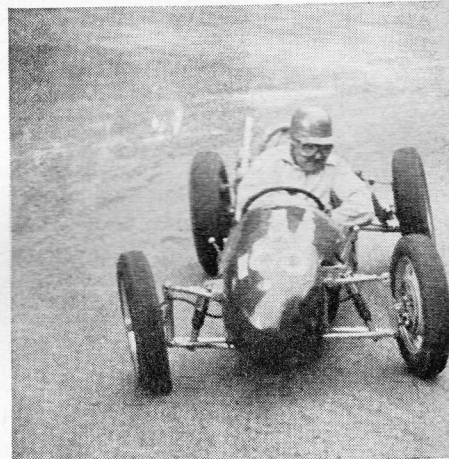
non-damaging and, despite the club's policy of long sections between controls, they feel sure that the event will be won on the road. There are two special stages which will not be included in the general marking. The Jeans is open to B.A.R.C., Bolton-le-Moors C.C., Fylde M.S.G., Glossop and D.M.C., Knowlside C.C., London M.C., North Staffs M.C., Stockport M.C. and Wolverhampton and S.S.C.C. There will be two categories, for championship and non-championship entrants. Regs from R. A. Craig, "Dove-dale", Margaret Road, Blundellsands, Liverpool 23, who should have all entries by 2nd September. . . . **Margate and D.C.C.** are to promote the *East Kent Times* Autocross near Ramsgate on 8th September. Invited participants are M.D.C.C., F.E.K.C.C. and A.K.M.C. Regs from Mrs. P. E. Hills, 18 Mount Green Avenue, Cliffsend, Margate, Kent. . . . A driving tests meeting run by **Malden and D.M.C.** will take place at Kingston on 1st September. The event is open to B.A.R.C., B.T.R.D.A., East Surrey M.C., Brent Vale M.C., Mid-Surrey A.C., Hampton and D.M.C., North London E.C.C., and London Counties Association championship entrants. Details from P. A. Sturgess, 17 Dora Road, London, S.W.19, who must have all entries by 27th August. . . . Open to all A.C.S.M.C. members, the **Craven M.C.'s** excellent Hawthorn Rally will this year be held on 14th-15th September. The start of this 225-miler will be from Reading and the finish at Newbury. All controls will be manned, there will be special stages, timing will be by sealed watches and the "failed" system will operate. Regs from Mrs. C. Pattison, 165 Halls Road, Tilehurst, Reading.

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

THE second of the "Three Clubs" Wiscombe Park Hill-Climbs for 1963 took place on Sunday, 11th August, and this time they had some decent weather after last time's almost complete downpour. A fair-sized crowd witnessed David Good, back to his 1961 best, break the hill record on his second run, previously held by Tony Marsh.

After Major Richard Chichester had opened the hill with David Good's Cooper-Daimler, battle commenced with Class 1, Touring Cars up to 850 c.c. The first three places were very hotly contested, with Brian Dale just keeping his season's unbroken run of class wins at Wiscombe with a time of 58.90 secs. Second was R. Brooks and third John Thurston, with a time of 59.27 secs., in his hard-worked Mini. This car ran on three SPs and one C41! Class 2 brought out all the Coopers and Cooper "S"s. Ron Fry motored his new Group 3 Downton "S" up fastest to record 52.86 secs., closely followed by John Thurston, now "S"-mounted, having just returned from a successful short season on the Continent with this car. On T. L. Bird's first run he went into the gate too fast and decided to hide in the Rhododendron bushes just beyond Price's Tree. Classes 3 and 4 had only three cars in them, David Harris being the fastest in his Riley 1.5 to record 58.65 secs.

Class 5, Grand Touring Cars up to 1,000 c.c., found Ted Williams in a bronze Group 3 Mini-Cooper and this he won. Second was A. Cook in a Sprite, and third Nigel Hatton in his immaculate M.G. Midget, which was equally immaculately driven, as usual. Class 6, Grand Touring Cars 1,001 c.c. to 1,600 c.c., was the largest of the meeting, consisting of some 24 assorted vehicles. Eric Preston put first place beyond doubt in his T.V.R. with a first-run time of 52.84 secs. He had clutch trouble on his second run and stopped at the gate. Ron Smart was second in his red-and-white Elite and must be one of the most improved drivers of the season in the West Country. Third was the ever-consistent Amie Lefevre, M.G. Midget-mounted. Arnold Denman broke the suspension on his first run in the Turner, which was a pity as he could have otherwise been well placed. Bob Knapman



WALLY CUFF's new mount is the ex-Bryan Eccles supercharged Cooper-J.A.P. He was second with this potent device.

took his Alpine through the Esses completely over the limit, but somehow got back on the right side of it in time! A very courageous run was made by Shirley Capps after she had a nasty accident in practice, having jumped a bank in the Esses to land very near the safety fence in her husband's Midget. It transpired afterwards that hubby had given her his advice on how to go hill-climbing before the accident! Grand Touring Cars over 1,600 c.c. saw Ron Fry making his final appearance with the Ferrari before taking delivery of a GTO. He celebrated with another first, but only just, as Ian Swift gave another of his perfect displays with the Morgan, to give him no peace all afternoon. Tom Cunane was third with an A.C.-Ford.

Sports-Racing cars up to 1,300 c.c. was a real hammer-and-tongs affair with places changing all the time. B. J. Newsome squeezed every ounce of power out of his B.M.C.-powered Lotus on his final run to record a very good time of 50.32 secs. to win the class. Second came C. D. Watts (Lotus 11) with 51.18 secs. and third Tony Carter (Lotus Super 7). John Morgan had an immaculate centre-seat Cooper which brought back memories. Class 9 for Sports-Racing cars over 1,300 c.c. was a headache for John Grafton, as he lent his Lotus Super 7 to Roger Doidge, who proceeded to motor

COMING ATTRACTIONS

FOREIGN EVENTS

- 24th-25th August. **SWISS MOUNTAIN GRAND PRIX**, Ollon-Villars Hill-Climb (F.L., S., G.T.).
- 25th August. **CZECHOSLOVAKIAN GRAND PRIX**, Brno (F.J.).
- ZOLDER, Belgium (F.J., G.T. T.).
- 27th-31st August. **MARATHON DE LA ROUTE**, Spa-Sofia-Liège Rally.
- 1st September. **AUSTRIAN GRAND PRIX**, Zeltweg (F.I.).
- NÜRBURGRING 500-KILOMETRES, Germany (G.T.-1, T.).
- ZANDVOORT, Holland (F.J., T.).

BRITISH EVENTS

- 24th August. **R.A.C. TOURIST TROPHY**, Goodwood, near Chichester, Sussex (organized by B.A.R.C.). Starts 12 noon (G.T.-2, 3, F.J.).
- Seven-Fifty M.C. and Chester M.C. Race Meeting, Oulton Park, near Tarporley, Cheshire.
- Workshop and D.M.C. Cox Trophy Rally. Starts Netherholme Car Park, Worksop, Notts, at 10.30 a.m.
- 24th-25th August. **American D.C. of G.B. August Moon Rally**. Starts Rowstock Corner Garage, Harwell, Berks, at 10.30 p.m.
- Scottish S.C.C. Caledonian Rally. Starts Universal Garage (Glasgow), Ltd., Alexandra Parade, Glasgow, at 12 midnight.
- 25th August. **Snetterton M.R.C. Race Meeting**, Snetterton, near Thetford, Norfolk.
- Midland A.C. National Hill-Climb, Shelsley Walsh, near Worcester. Starts 1 p.m.
- Seven-Fifty M.C. (Yorkshire Centre) Sprint, Ricall Aerodrome, near Selby, Yorks.
- Lancashire A.C. Sprint, Woodvale, near Southport, Lancs.
- South Wales A.C. Sprint, Llandow, near Cowbridge, Glamorgan. Starts 2.30 p.m.
- Atreidae and Pennine M.C.C. Caldervale M.C., De Lacy M.C. of Pontefract and Elland M.C. Autocross, Starts East Brierley, Bradford, Yorks, at 10 a.m.
- Thames Estuary A.C. Autocross. Starts Scotts Hall Farm, Canewdon, Essex, at 2 p.m.
- Hagley and D.L.C.C. Autocross. Starts Stonehouse Farm, near Inkberrow, Worcs, at 1 p.m.
- Leicestershire C.C. and Midlands M.E.C. Autocross. Starts Yarwell, near Wansford, Northants, at 2.15 p.m.
- M.G.C.C. (N.E. Centre) Driving Tests. Starts Tholthorpe Airfield, near Boroughbridge, Yorks.

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

PRODUCTION CAR TRIAL

In beautiful settings on Weavers Down, between Liss and Liphook, on 11th August, 27 cars faced the eight hills that had been prepared on the sandy War Department land. All cars competed in one class, but there was great interest to see whether the torque of Ken Coombes's vast 4½-litre Bentley could hold its own against the traction of the rear-engined cars, and whether the ADO 16s would be more suitable than the B.M.C. Minis. Of the eight hills, two were attempted twice, but with different angles of attack, and careful analysis of other people's efforts paid great dividends to one's own.

With uncanny skill, Baker's Fiat and Ballard's VW conquered every obstacle placed before them and it was clear that the final hill must prove the downfall of one of them. This was a 100-yard-long slope at

right angles to a steep hillside, with a deep sandy corner at the bottom which bogged down many competitors before they could reach the first marker board. Both cars failed at the highest marker, and in the tie-deciding run-off, Jim Baker reached not only the highest marker, but continued unabated right up to the top.

Clerk of the Course, Murray Rippon, is to be congratulated on arranging a thoroughly enjoyable occasion where there was no great advantage to certain types of vehicle, although it would have been interesting to see if front-drive cars could have reversed up the hills as well as the rear-engined ones.

MARTIN HOLMES.

RESULTS

1, E. J. Baker (Fiat-Abarth 600), 1 pt.; 2, G. V. Ballard (VW), 1; 3, K. Coombes (Bentley 4½-litre), 3; 4, B. K. Adams (Austin-Healey Sprite), 8; 5, B. A. Fallen (Austin-Healey Sprite), 14; 6, G. Hayward (Bentley 4½-litre), 18; 7, J. B. Dorton (Morris 1100), 21; 8, D. Street (Triumph Herald), 22.

Wiscombe Park—continued

to such good effect that he beat the owner. John unfortunately smote the bank a wallop on his first run after the start, but pulled out all the stops on his second run to get very close to Roger's time. Brian Croot was third after two very steady runs in the ex-Sopwith Sphinx, now called an Allard.

Class 10, Specials, brought out a variety of well-constructed cars. Mike Burgess had the Ecurie Nobeans Lilfo going as never before to win the class with an excellent time of 53.02 secs. Ashley Cleave was second, unfortunately wrongly geared, in the Morris and third was another of Jim Burry's creations in the hands of Peter Durrant. Vic Hood scattered us all out of the barn at Sawbench when he arrived in it; luckily no damage was done to car, driver or barn occupants and Vic continued on up the hill.

Racing Cars up to 500 c.c. produced eight of these once very popular cars. John Brabin, as usual, won the class very easily with his J.B.S. Second came David Eastmond on his third outing with a Cooper-Norton. Wally Cuff's son, Steven, seemed to have a liking for the spectator bank at

Sawbench on both runs. Class 12, Racing Cars over 500 c.c., brought out the heavy metal and David Good. On his last run he pulled out everything, really hurling the Cooper-Daimler up the hill to break the old record with 44.08 secs. Wally Cuff was second and John Ford an excellent third, holding off Tom Elton (ex-David Good Cooper) and W. A. Liddell (ex-Masten Gregory Cooper).

The last class was for Vintage cars, and a fine sight they were. Peter Waller took up his white E.R.A. and won the class in fine style, recording 51.20 secs. and second was Nigel Arnold Forster in the Delage.

RICHARD SPEAKMAN.

RESULTS

B.T.D.: D. R. Good (Cooper-Daimler), 44.08 s. **Class Winners:** B. Dale (Mini), 58.90 s.; R. Fry (Mini-Cooper "S"), 52.86 s.; D. Harris (Riley), 58.65 s.; M. Noel-Buxton (Jaguar), 59.70 s.; E. Williams (Mini-Cooper), 53.10 s.; E. Preston (T.V.R.), 52.84 s.; R. Fry (Ferrari), 50.23 s.; B. Newsome (Lotus), 50.32 s.; R. Doidge (Lotus), 52.31 s.; M. Burgess (Lilfo), 53.02 s.; J. Brabin (J.B.S.), 50.83 s.; D. Good (Cooper), 44.08 s.; P. Waller (E.R.A.), 51.20 s. **Ladies' Award:** Shirley Capps, 65.90 s. **Team Award:** W.E.M.C., Alec Kynock, Ian Swift and David Good, 148.52 s.



LEANING OVER on the second hill of the Production Car Trial is the Citroën ID19 of J. W. Francis, an unusual car for this branch of motor sport, nevertheless an effective one.

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CORRESPONDENCE

Formule Libre is the Only Answer

How much every enthusiast will applaud the opening remarks of the editor and those of Mr. Wilson in your issue of the 16th August.

Larger engines would undoubtedly be a terrific shot in the arm for Grand Prix racing, allowing a number of manufacturers to use similar engines in their racing cars to those in their production cars. The racing car would thus advertise more directly the production car with consequent benefits in support of racing.

In my opinion the ideal International Racing Formula 1 would be *Formule Libre*, the only stipulation being similar to some of those at present relating to bodywork and safety features.

I think that such a formula would bring terrific diversity in design due mainly to differences in weight and its distribution in the chassis. In view of the scope offered by such a formula, the champion car and driver would indeed be champions.

MOSTON, SANDBACH, CHESHIRE.

D. G. CHEETHAM.

Is Grand Prix Racing the Ultimate?

GRAND PRIX racing has, for many years, been the ultimate in motor racing and I hope it will remain so. However, it has reached a stage where small engines and complicated aerodynamic body/chassis designs render it less popular with many spectators.

Surely, though, if Grand Prix racing has lost its appeal for Lance Wilson there is no need to turn away from motor racing in general to motor-cycle racing? There are other branches of the sport which hold a great deal of spectator appeal, e.g., saloon car racing, sports car racing and Grand Touring car racing.

It would seem that Mr. Wilson has preferred motor-cycles all along for him to turn so easily, when one branch of motor racing is not to his liking, to the "other side".

Also I consider Jim Clark and Graham Hill equal to Collins and Hawthorn and far ahead of Harry Schell.

EYNSFORD, KENT.

TREVOR MANN.

Non-Affiliated Motor Clubs

I SHOULD be most grateful if, by courtesy of your excellent magazine *AUTOSPORT*, I could put forward two of my views on two current events.

Firstly, let me congratulate you on your anti-Marples views, and I must say that I fully agree with you, and all the readers who have written in, that it is certainly time that this bicycle-riding fool was replaced by someone who knows how to do his job properly.

The second point to which I wish to give air concerns non-affiliated motor clubs. I am a member of various R.A.C. clubs and have in the past, and I hope in the future, competed in their events. No doubt most people are aware of the fantastic expense involved in this sport and, due to this, three years ago myself and three friends formed the Kidderminster Motor Car Club. When we formed this club our main idea was to give people the kind of motor sport they wanted but at prices they could afford. This being so, it was decided not to apply for affiliation to the R.A.C. but to wait and see what sort of reaction we could expect. The response has been fantastic: we have enrolled 200 members in just under three years.

Due to the fact that several of us are past and present members of R.A.C. clubs, we run all our events to their rules, i.e. proper scrutineering of cars, printed regulations, etc. The majority of our events are run off the road, e.g. driving tests, autocross, etc., and we have never yet had one complaint by a member of the public following a rally run by our club, which is a better record than some R.A.C. clubs can put up. To help even more, the public relations of the club we recently ran, in co-operation with the police and the Towns Road Safety Committee, a Road Safety Rally which was a great success and, in the talks following it, a lot of people picked up hints on better driving from the police.

It seems to me a great pity that the R.A.C. has to adopt such a small-minded attitude towards such a club as this for it has been such a success from the word go. I make no apologies for this lengthy statement because I feel that motor sport fans all over the country should know some of the details from the other side of the fence so to speak. No doubt it will be noticed I have put my name to this statement, and not a fictitious one.

KIDDERMINSTER, WORCS.

J. E. B. SKELDING.

Paddock Admission at V.S.C.C. Silverstone

I CAN assure Mr. John Rogers that the committee of the V.S.C.C. has every sympathy with his complaint about the paddock at Silverstone being closed to non-members, "aristocratic insularity" never having been a feature of V.S.C.C. policy.

The step was reluctantly taken because gross overcrowding in the Silverstone paddock resulted in strong criticism by the R.A.C. stewards, mainly due to the dangers involved in starting up racing cars under such conditions. The experiment of charging for paddock admission at the April meeting this year simply resulted in increased receipts but the same overcrowding, so that the sale of paddock passes actually had to be stopped half-way through the afternoon.

Every V.S.C.C. member is now restricted to two paddock passes (this rule resulted in over 2,000 passes being applied for last July) and only competitors with genuine racing cars are allowed to bring tender cars into the paddock in order to keep it as uncluttered as possible.

Thus I hope it is clear that enthusiastic visitors to our meetings like Mr. Rogers are not the only ones who are asked to make a small sacrifice in order to ensure the future of V.S.C.C. Silverstones.

PETER HULL,

Hon. Press Secretary, Vintage Sports Car Club.

LONGSTANTON, CAMBS.

Cries from Across the Atlantic

THE recent homologation problems of the Ford Galaxies in English saloon racing do not come as a surprise to some of us in the States. It is too similar to the methods used to fiddle Dan Gurney's Chevrolet Impala out of racing in 1961. It seems pretty obvious that there is a concerted effort being to keep "furrin" cars out of Continental racing. In this respect, our "provincial" Indianapolis types with proposals to stop the Indy Lotus-Fords are certainly no worse than the European powers in racing, including the "International" F.I.A.

Just consider that the Ferrari GTO was homologated by the F.I.A. immediately upon the first cars being constructed. Today, after a year and a half of "production", fewer than half of the required 100 cars have been built, and it appears very unlikely they ever will be. At Sebring this year, two of the lightweight E-Jaguars were entered and ran as fully homologated G.T. cars, although they were the entire production at the time. Today, only nine have been built. In contrast, when Chevrolet considered producing a lightweight competition version of the Corvette, the F.I.A. immediately announced that this car would not be homologated as a G.T. car until the full 100 samples had been built. This was at the very same time that they were cheerfully homologating the lightweight Jaguar before any had been produced. This special Corvette has been run in some American sports car races and indicated that it would have been highly competitive in G.T. racing. The F.I.A. ruling on the homologation of this car may have had something to do with the dropping of the project, thereby assuring that General Motors will not be winning races that are the rightful property of European machinery.

Consider also the abortive Inter-Continental Formula. This was an excellent idea and may have provided truly International single-seater racing by giving modified production American engines a chance against the special European racing engines. Much interest was aroused in the United States by the Formula, and Lance Reventlow had an interesting project of much promise underway. However, when the F.I.A. finished emasculating the Formula, modified production engines had not a prayer of success and all interest in the United States died. The result was that the Formula died moribund, but better to destroy the Formula than let those upstart Americans have a chance at winning International races in American cars.

Most of us in the United States are highly enthusiastic over the Indianapolis Lotus project and had high hopes for it. They were fulfilled, and we are strongly opposed to any move to kill this much needed injection of new blood into American racing. However, we would be equally appreciative if someone on the European scene took up the cause of American cars in International racing. We think the United States has the better of fair treatment to outsiders in racing.

BOOKLYN 9, N.Y., U.S.A.

VERNON P. JAKUES.

That Number Seven

A FITTING tribute to Stirling Moss would be to reserve the Number 7 for the current holder of the B.R.D.C. Gold Star, an award Moss won no fewer than 10 times in his 15 years in the sport. In that way there would be a link between the number and the award that will always be associated with him.

TAUNTON, SOMERSET.

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Marples Musn't Go

"MARPLES must GO". So indignant motorists have joined the window-sticker gang with this childish rebuke to E. Marples, M.P.

My contention is, simply, who could do better? With Britain being such a small island and the big car companies churning out thousands of cars per week, it is only common sense that congestion follows. We simply haven't enough roads, or, in fact, a place to put 'em if we had them! The cost of installing the only possible way out, fly-over roads, would be astronomical. I think "our Ern" is doing his level best, and let it not be forgotten that more often than not he is only a mouthpiece.

No, the trouble with us British is that we complain far too soon if something unconventional upsets our normal way of life. Give his proposals and plans a chance to work before yelling your little heads off! I've not heard many people complaining about the meters lately—in fact, in Manchester, where I used to work, the motorists actually started to praise the idea because at last they knew they could park somewhere for an hour or two without having a "flatfoot" tow it off.

Ern's got a very difficult job; each time he finds a way to relieve hold-ups and congestion, then B.M.C., Ford, etc., sell another thousand or so cars to revert the situation back to normal. Put cotton wool in your ears, Ern, boy, and carry on trying your best. (I also see one of your advertisers has joined the slogan brigade—influencing trade?)

If anyone is fit to take his place then I would stake out for the educated, well versed, remarkable Screaming "Lord" Sutch. Can you imagine his dulcet tones ringing through the House: "Aaaaah! wot abart more lolly for der roads, mate?"

Again I sit back and await the onslaught of ink pellets.

BEESTON, NOTTINGHAM.

LANCE WILSON.

Number One

I SHOULD like to correct your correspondent, Mr. Pimblett, about drivers winning World Championship races with No. 1 on their cars. In addition to Fangio, Brabham and Moss, I can think of two others: Peter Collins and Jim Clark. And there may be more. Peter Collins won with No. 1 in the British G.P. of 1958, and Clark won this year in Belgium.

This year more races have been won with No. 1 than with any other number, i.e. at Snetterton, Aintree "200", Solitude and Spa. LONDON, N.I.

NICHOLAS ENTICKNAP.

Scrutineers—God Bless Them!

LET us not forget the primary function of our scrutineers, who are receiving so much criticism through your correspondence column. That is, first and foremost, safety and raceworthiness of a vehicle.

I have nothing but praise for these gentlemen, who travel many miles to race meetings to perform what must be a thankless task.

I shall never forget the occasion when a scrutineer discovered a cracked hub on my car. The hub would have certainly broken in

the first turn, so, thanks to an alert scrutineer, I was saved a most expensive accident.

Gentlemen scrutineers—"thanks".
LEATHERHEAD, SURREY.

CLIVE YOUNG.

Another suggestion

WITH reference to your correspondence column, it would appear that, ingenious as Mr. Walter's "corrected stroke/bore ratio" formula may be, Mr. Pritchard's statement that the paying public would not understand it is the most valid criticism of such a formula. Nor should the constructors, drivers and oil companies be forgotten.

Why not link the maximum engine capacity for Formula 1 cars with the full octane range of petrols available to the public? The oil companies want to sell their premium and regular grades of petrol just as much as their Super grades (witness the recent price cutting of these premium and regular grades). If they could advertise competition successes on the lower octane petrols as well as their Super grades, so much the better for them, and, one would hope—so much the better for Formula 1 racing with increased financial backing from the oil companies.

Such a linked formula might read like this:

Engine Capacity	Maximum Octane Value of Fuel used
Up to 1,500 c.c. unsupercharged ...	101 (Super Grade)
1,500 c.c.-2,000 c.c. unsupercharged ...	95 ("Premium rich" mixture)
2,000 c.c.-2,500 c.c. unsupercharged ...	89 ("Commercial rich" mixture)
2,500 c.c.-3,000 c.c. unsupercharged ...	83 (Regular commercial grade)

The 95 and 89 octane fuel mixtures would have to be blended from premium and regular grade petrol pumps. There would be no weight limit or compulsory self-starters.

The formula would appear to give an advantage in power to the larger capacities, but not necessarily in power/weight ratio, which is the factor that counts on the majority of Grand Prix circuits, when one considers the extra weight and fuel consumption of larger engines.

The probable effect would be that engine design would develop on a broad front without the excessive concentration on top-end power that the present 1,500 c.c. formula encourages.

The larger capacity engines would require good torque characteristics together with low weight and fuel consumption, whereas sheer b.h.p. would still be more important for those engines under 2 litres.

Lastly this formula would allow constructors to change over from the present 1,500 c.c. limit gradually. Also the larger capacity engines running on low grade petrol, being less highly stressed, would probably not be so expensive to produce as the present Formula 1 engines.

LONDON, N.3.

F. C. WYKES.

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

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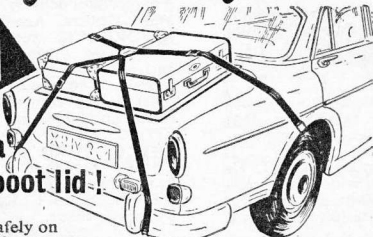
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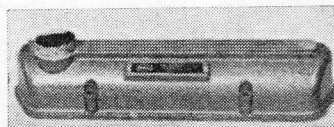
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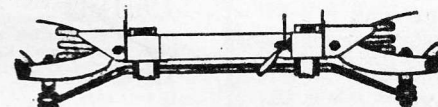


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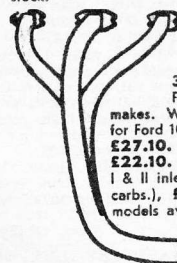
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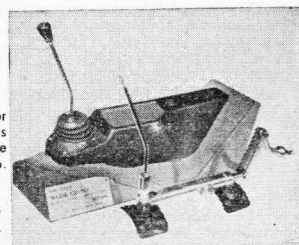
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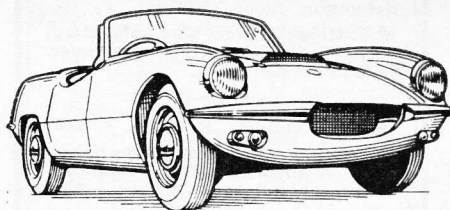
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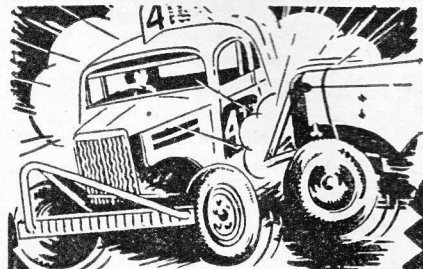
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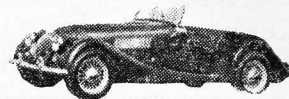
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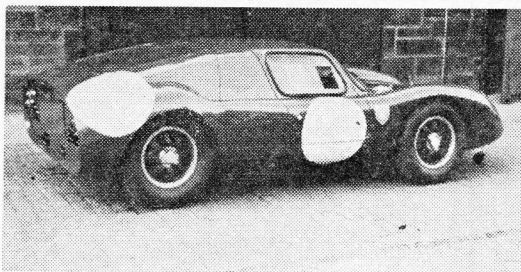
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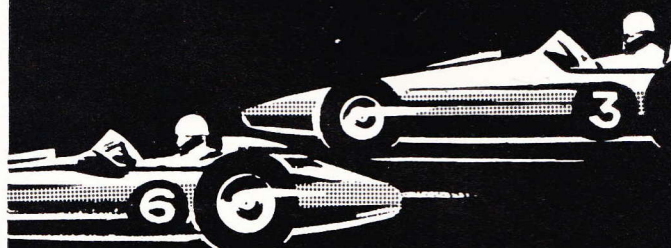
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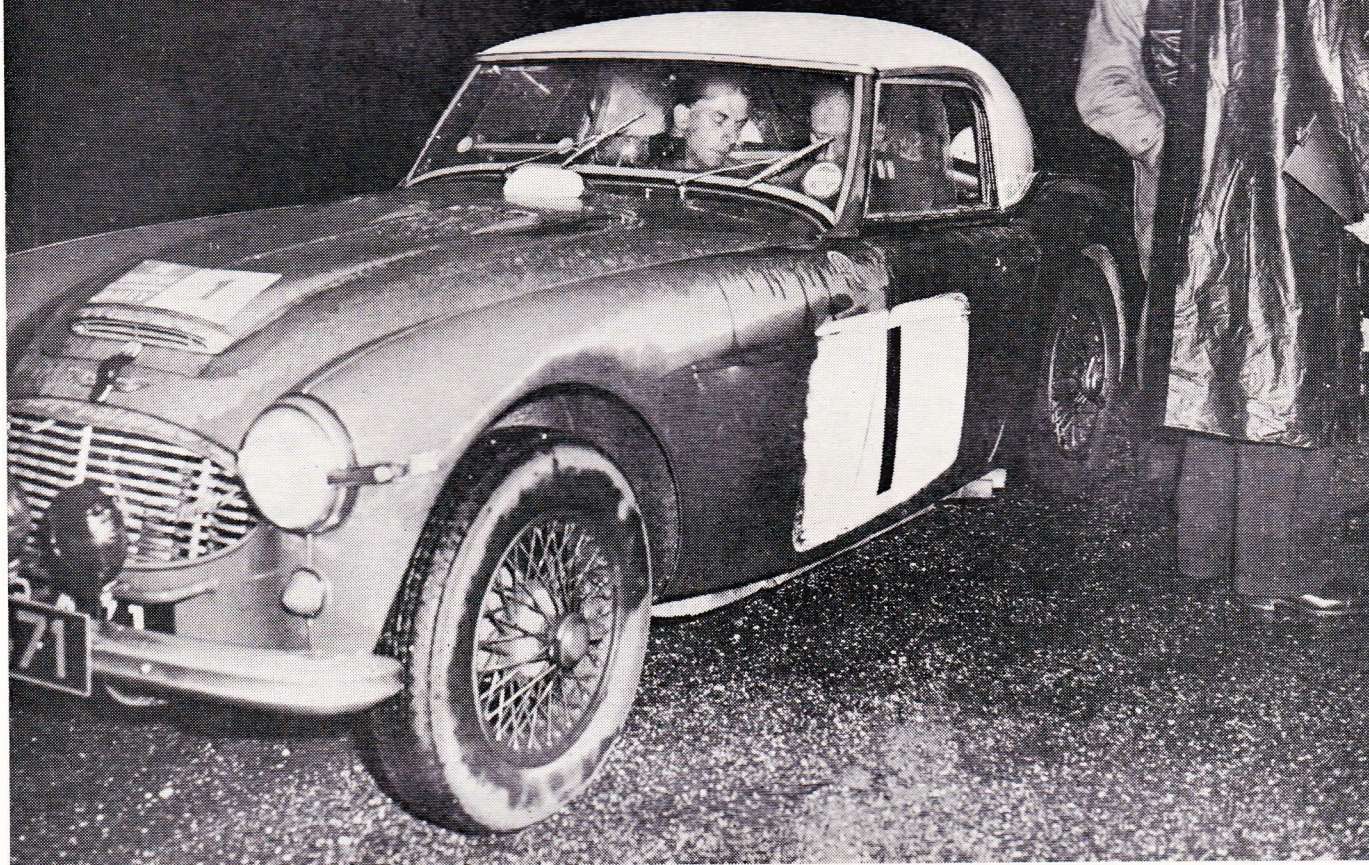
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