

SPA-SOFIA-LIEGE RALLY

AUTOSPORT

SEPTEMBER 6, 1963

AUTOSPORT

2/-

EVERY FRIDAY
Vol. 27 No. 10

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

AUSTRIAN GRAND PRIX—FULL REPORT AND PICTURES : NÜRBURGRING 500-KILOMETRES
ROAD TEST OF THE ALFA ROMEO GIULIA 1600 : BRUCE McLAREN—FROM THE COCKPIT

TOTAL TRIUMPH IN SPA-SOFIA- LIÈGE RALLY!

Results subject to official confirmation.

CORTINA GT Henry Taylor, Brian Melia
4th Overall

CORTINA GT Peter Riley, Tony Nash
9th Overall

CORTINA GT G. Staepelaere, E. Meuwissen
17th Overall

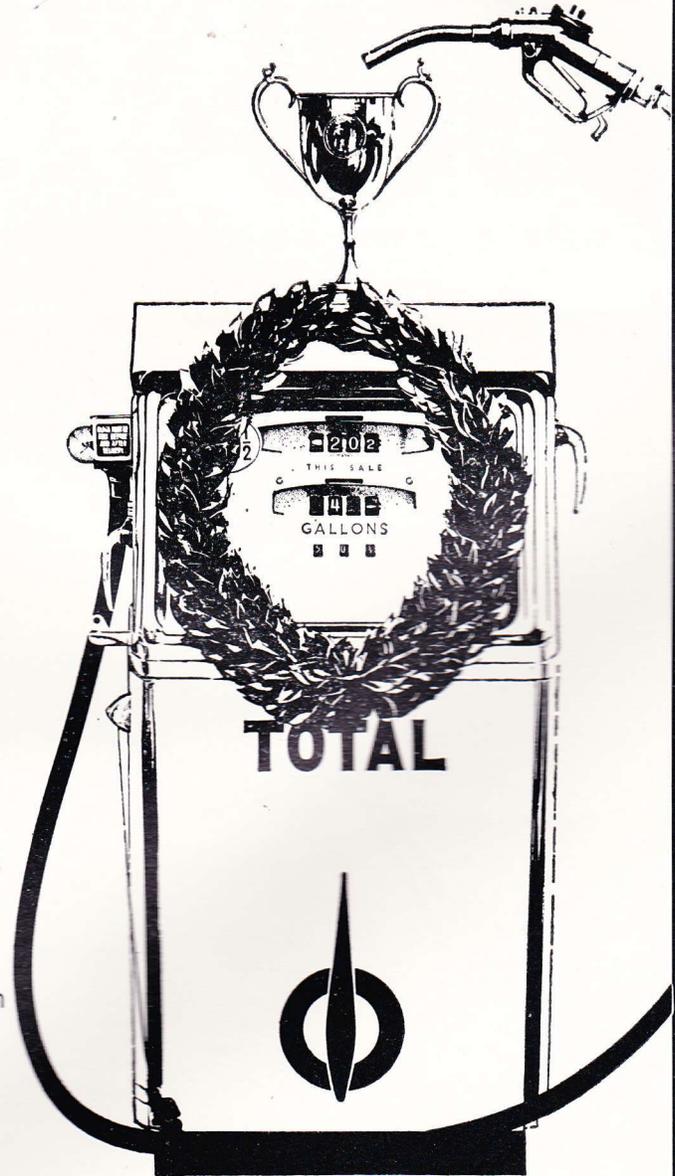
1301 c.c.-1600 c.c. class—GROUPS I and II

1st CORTINA GT Peter Riley, Tony Nash

2nd CORTINA GT G. Staepelaere, E. Meuwissen

Group 4 class

3rd CORTINA GT Henry Taylor, Brian Melia



ROVER 3 LITRE K. James, M. Hughes 8th Overall

ROVER 3 LITRE A. E. Bengry, B. Hughes 18th Overall

2001 c.c. and over class

1st ROVER 3 LITRE K. James, M. Hughes

3rd ROVER 3 LITRE A. E. Bengry, B. Hughes

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September 6, 1963 Volume 27 Number 10

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EDITORIAL

BRABHAM'S SPLENDID VICTORY

LAST Sunday's Grand Prix of Austria at Zeltweg was a joy-day for the Brabham equipe, the Australian in his own Climax-powered car winning at record speed, and setting up new circuit figures. For 64 laps he was involved in a stern struggle with Innes Ireland (Lotus-B.R.M.), who looked a likely winner till engine trouble intervened. The marque Scirocco-B.R.M. registered its first major success when Tony Settember snatched second place from Chris Amon (Lola-Climax), who ran his engine bearings nine laps from the finish and took fourth place behind de Beaufort and his three-year-old Porsche "4". Although Zeltweg is a simple airfield circuit the organizers plan to approach the C.S.I. for World Championship status next year. Organization, on the whole, was extremely effective, and it was evident that Messrs. Schmidt and Nortier of the C.S.I. were most impressed. Main difficulty would appear to be the lack of training facilities, for the organizers could only obtain the use of the circuit on Saturday, and the Formula 1 practice period was well under the six hours stipulated by the F.I.A. for a Championship event. Nevertheless, one feels that the Austrian Government officials would be very ready to extend the training, if they thought that by so doing the race would be elevated to a *grande épreuve*. Although there were no accidents, **AUTOSPORT** feels that spectator amenities were sadly lacking, and that safety precautions would have to be improved. It would be a good thing altogether if Austria could have a full-scale Grand Prix, for the enthusiasm is there, and with an attendance of around 35,000 people in what cannot be described as a densely populated area, it would appear that the Austrians themselves appreciate the spectacle of Formula 1 motor-racing.

JIM CLARK'S TASK

DURING 1962 Jim Clark was the challenger, and Graham Hill the Champion Driver Elect, before the final *grande épreuve* at East London decided the issue in favour of the B.R.M. driver. This year the "Flying Scotsman" is apparently in an ideal position to lift the drivers' title for himself, and the constructors' Championship for Lotus-Climax. With four victories and a second place from six events, he would seem to be in an almost impregnable position. However, this is far from being the case, for both Graham Hill and John Surtees can still become Champion, and Richie Ginther could finish equal first, should he win the four remaining Grands Prix. The Championships go to the driver and constructor with the best six results out of the ten races, so Clark's task is not so easy as it looks, even although just one more victory would decide the issue. With Ferrari on the up-and-up, and the possibility that B.R.M. will have the monocoque sorted out, the Italian Grand Prix at Monza on 8th September becomes of vital importance to all concerned.

OUR COVER PICTURE

WINNER for the second year in succession of the gruelling Marathon de la Route—the Spa-Sofia-Liège Rally—Eugen Böhringer in his Mercedes-Benz 230SL. The pretty Mercedes sports car throws up the dust on the Yugoslavian mountains and one of the car's headlamps is already broken.

Photo: Michael Durnin

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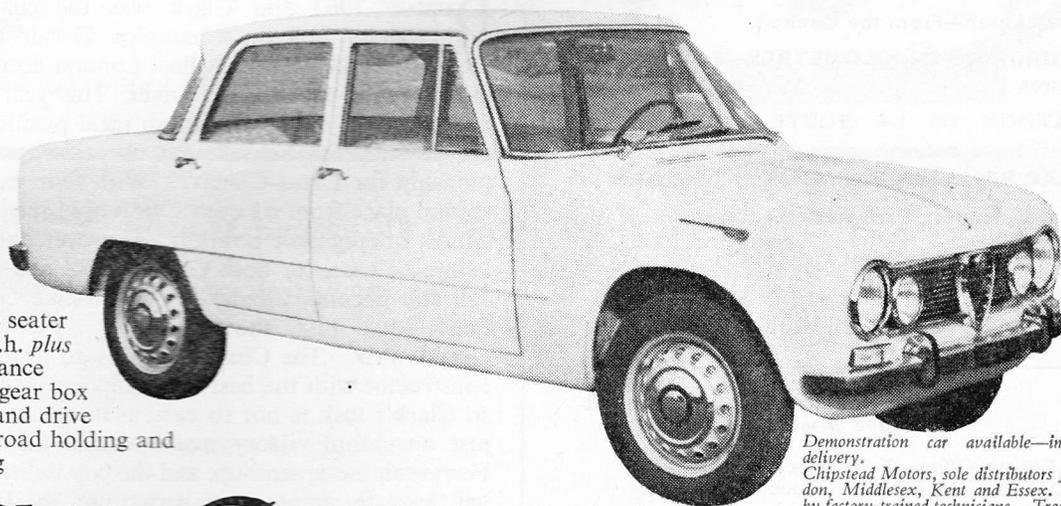
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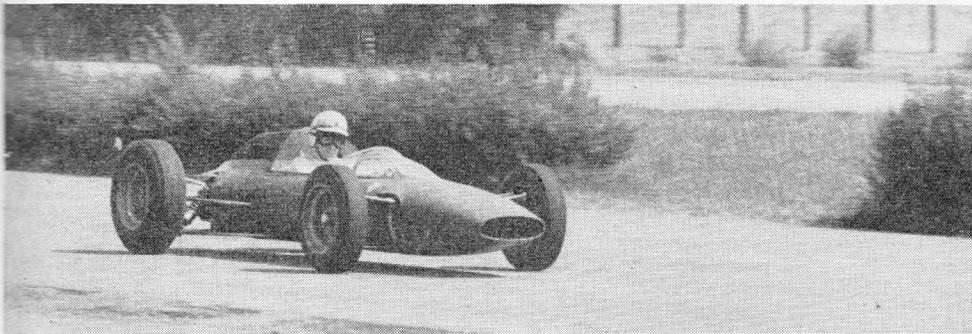
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AUTOSPORTSMAN by Gus
No. 18: Mike Hailwood

IN Australia, Repco are currently developing the Coventry Climax engine of Jack Brabham's Inter-Continental Formula car, left "down-under" after the international series finished in March. They should have the twin plug head perfected by the time Jack returns for the Tasman championship, while there is a rumour that Repco are building a new motor of their own design for Brabham.

PHILIP ROBINSON, who has driven a four-cylinder Formula 1 Lotus-Climax, has decided, on medical advice, to cancel his racing commitments for the remainder of this season. However, he hopes to compete again next season. Philip is disposing of his car.



DURING the recent Bonneville Speed Trials, the fifteenth of the famous events on the American salt flats, Bob Summers averaged 284.956 m.p.h. in his Chrysler-powered streamlined special. A Studebaker Avanti did 147.376 m.p.h. and an A.C. Cobra's speed was 166.943 m.p.h.

LAST year's sensational winners of the Argentina Road Race, Ewy Rosqvist and Ursula Wirth, will again be starters in this year's event in a Mercedes-Benz 220SE. The race begins on 23rd October and finishes on 6th November.

AMERICAN RECORD FOR AVANTI

Two Californian girls, Miss Paula Murphy and Mrs. Barbara Nieland, have established the first official record from Los Angeles to New York, a distance of 2,933.2 miles. Their time, including fuel stops, was 49 hrs. and 38 mins., and their average speed was 59.13 miles per hour.

Driving an Avanti, they left Los Angeles at 7 p.m., Friday, 23rd August, expecting to arrive at New York's City Hall at 4 a.m., Monday, 26th August. However, their car and tyres performed perfectly and they arrived Sunday night at 11.40 p.m., beating their estimated time of arrival by more than four hours, despite the fact that they lost 20 mins. trying to find the Holland Tunnel which connects New Jersey and New York.

RACING AT CROFT?

ROBERT B. ROPNER has won his appeal against the refusal of the North Riding County Council to allow him to develop the disused airfield at Croft near Darlington as a racing circuit.

In allowing the appeal the Minister of Housing and Local Government has laid down the following conditions: 1, The site may not be used for kart racing. 2, Unsilenced cars and motor-cycles must not race on Sundays and there must not be any car or motor-cycle racing before noon on Sundays. 3, Unsilenced cars and motor-cycles must not practise on the site more than two days a week.

ENTRIES from Germany, Italy, Belgium, Denmark, France and Sweden have been received for the B.R.S.C.C.'s international Formula Junior races at Brands Hatch on 14th September. Included among them is the very quick German driver Gerhard Mitter, who uses a D.K.W. engine to propel his Lotus 22.

NEW SCOTTISH TRACK

SCOTLAND is definitely to have a new circuit next year. It will be the most modern of its kind in Britain. This was announced in Edinburgh after a board meeting of Caledonian Motor Racing Company, the company formed last March to develop this project.

A long lease of the 200-acre site at Polkemmet, halfway between Glasgow and Edinburgh on the A8, has been negotiated with the National Coal Board. Jim Clark is keenly interested, and John Hugenholtz, the international expert on race-track layout, will act as consultant.

PIT and PADDOCK

SATURDAY's national race meeting at Silverstone, organized by the Jaguar Drivers' Club, includes the 60-lap Colibri Trophy Race for saloon, G.T., sports and sports-racing cars. Among the entries are John Coundley (Lotus 19), Peter Sargent (Lister-Jaguar), Roger Mac (Jaguar E), Ken Baker (Jaguar E) and Ken Wilson (Lister-Jaguar). Meeting starts at 1 p.m.



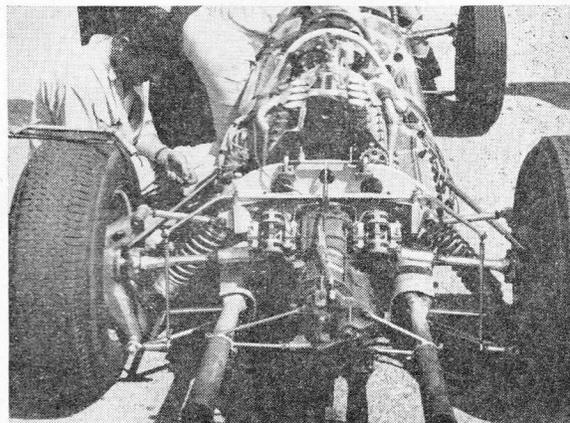
IN BETWEEN motor racing at Mallory Park last Sunday, the crowd witnessed some excellent bedstead racing. This was put on by some students and was great fun!

BIG event at the B.R.S.C.C.'s national meeting at Crystal Palace on Saturday is the London Trophy Race for Formula Junior cars. Amongst the entries are Brian Hart, Paddy Driver, Bob Burnard, Charles Crichton-Stuart, Louis Jacobsz, Alan Rees, Roy Pike and Sid Fox. There are also events for Historic Racing, G.T., Sports-Racing and Saloon cars.

THE American racing driver John Fitch, formerly manager of the Limerock, Connecticut, circuit, will act as consultant to a company that has been formed to build a circuit at Mont Tremblant, 80 miles north of Montreal, Quebec. Fitch was brought to Montreal by British Petroleum and told reporters that he was very impressed with the scenic site at the side of a small lake in the Laurentien Mountains. He plans to design a 1½-mile course, which could later be expanded. Construction will start in September with the first races scheduled for next season.

JOHN SURTEES tests the new V8 Formula 1 Ferrari at Monza at the end of last week (left). The new car was described two weeks ago, being designed in accordance with modern aircraft practice. The engine develops 220 b.h.p. at 11,000 r.p.m.

REAR SUSPENSION, gearbox, exhaust system and inboard disc brakes can be seen (below). One eagerly awaits the début of the new car: at the moment it is not quite clear whether or not it will be at Monza on Sunday.



LAST Saturday's Formula Junior Championship of Ireland race at Kirkistown was won by Richard Attwood in a Midland Racing Partnership Lola. Irish driver Tommy Reid was second in his Lotus 22.

ALL the lightweight E-type Jaguars running in the T.T. were fitted with five-speed ZF gearboxes.

ENTRIES for the Tenth Annual Bahamas Speed Week are already said to include Jim Clark, Dan Gurney, John Surtees, Innes Ireland and Pedro Rodriguez.



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Conditions were rigorous. Control was impartial. Cars were put through the ordeal mainly in matched pairs. One of each pair ran on normal multigrade oil, and its twin on BP Visco-static LONGLIFE.

THE ROUTINE

The test drivers were kept on the hop with this programme; five miles' driving, followed by a three-hour stop, followed by another five miles, and on and on and on. The routine was repeated from five to seven times a day, six days a week for six months through the worst of motoring winters, 1962/63.

And all that time, the cars on BP Visco-static LONGLIFE had no oil-change whatever!

THE RESULT

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THE entry for this Sunday's national hill-climb at Harewood, near Leeds, organized by the Yorkshire Centre of the B.A.R.C., is almost up to championship standards. Amongst the entrants are Geoff Gartside, Tony Lanfranchi, Josh Randles, Keith Schellenberg, Mac Daghorn, Chris Summers, Keith Moore, Phil Scragg and Peter Boshier-Jones. Perhaps this will be a championship qualifier next year?



IN THE PADDOCK at Goodwood was the first of the two special vehicles for the Shell-B.P. Racing Service. The vehicles are based on a Daimler fleetline double-deck bus chassis, having special bodywork built by Yeates of Loughborough.

THE promising French Formula Junior driver Jacques Maglia was seriously injured when his Lotus 22 crashed on the first lap during last Sunday's Formula Junior race at Zandvoort.

JACK BRABHAM will not be taking his cars to Monza on Sunday as he considers the banked track too dangerous for normal Grand Prix cars.

THE Hillman Minx de luxe appears in a new guise this week: with a fresh styling treatment comes a range of detailed improvements and new features include front disc brakes.

AUSTIN 1100

AS was to be expected, an Austin version of ADO16—the B.M.C. 1100 range—has now been introduced. This will place the 1100 in the windows of all Austin dealers.

Mechanically, the Austin 1100 is identical to the Morris, with East-West engine, front wheel drive, and Hydrolastic suspension. Externally, it has the Austin script on a scalloped radiator grille in anodized aluminium. A neat number plate light with twin bulbs is incorporated in the rear bumper, serving also to illuminate the luggage boot.

The interior appointments differ considerably. The instrument panel is finished in black leathercloth and carries protective padding. It contains a long, strip-type speedometer, fuel and temperature gauges, and a cluster of warning lights. The floor covering is in moulded rubber, with nylon pile on the toe board and tunnel.

I was able to drive an Austin 1100 which had been assembled in the new Car Assembly Building No. 2, with its very stringent quality checks at all stages. I formed the opinion that it was smooth, quiet, and ran very easily considering its moderate mileage. Although the 1100 does not yet boast a synchronized bottom gear, I was agreeably surprised at the ease of engagement of this gear when on the move.

The demand for the Morris 1100 is very great and many customers are still awaiting delivery. With increased production and the employment of the Austin dealer network, the B.M.C. 1100 range may well have the greatest sales of any one type of British car.

JOHN V. BOLSTER.

SPORTS NEWS

IT appears that we did Mini exponent John Aley injustice last week. He was not, in fact, at the recent Cadwell Park meeting, John Terry having taken over his entry. Aley was second in the 1-litre class at Zolder and is now in the lead of the European Saloon Challenge along with Luigi Cabella, Gösta Karlsson and Björn Rothstein.

SO the Sting-Ray Corvette is a force to be reckoned with after all. Dick Thompson, driving one of the rare light-weight versions of the Chevrolet Sting-Ray—not homologated as a G.T. car—won at the recent S.C.C.A. National meeting at Watkins Glen. Paul Richards (Cooper-Buick Monaco) would have won, however, but he spun off and lost time, to eventually finish second.

SCORPIO FREELANCE DESIGNS are willing to design any car to a customer's specifications. Anybody interested in owning a Scorpio-designed vehicle should contact Scorpio, 89 Chertsey Road, Woking.

STEERING WHEEL closes for the last time at Brick Street at 11 p.m. tonight. Doors open again at the new premises at 47 Curzon Street on Wednesday morning.

A. G. IMHOF



WE regret to announce the death of A. Godfrey Imhof.

"Goff" Imhof was an extremely popular member of the motor sporting fraternity. He drove in many rallies, and his favourite mount was his 5.4-litre J2 Cadillac Allard. With this car he won the R.A.C. Rally in 1952 and was third in 1953. He rallied this Allard right through the 1955 season, and also drove other cars, such as the Jowett Jupiter with which he did well in the 1951 R.A.C. Rally. He had a preference for swing-axle front suspension, which was a feature of the Allard, and all his many trials specials had this geometry.

Goff was a tremendously keen trials driver. At this length of time, it is difficult to remember how many specials he did build, but he was a great "press-on type," and usually either collected a first-class award or a tree. One of his specials was quite advanced, having swing axles at both ends and a supercharged engine. In 1950, he won the Cottingham Memorial Trophy and a week later the Kentish Border Trial, being second to Ken Wharton in the R.A.C. Trials Championship. He was third in the championship in 1951 and also won a first-class award in the Colmore, but space prohibits a list of his other successes.

Godfrey Imhof was a very successful business man in the gramophone and radio industry. He was also a great clubman and held high office in the London Motor Club. He was only 52, and AUTOSPORT offers sympathy to his wife, Nina, and family.

EUROPEAN MOUNTAIN CHAMPIONSHIP

THE best five performances are taken into account in this year's European Mountain Championship and, with one qualifying round still to go, German driver Edgar Barth has already scored maximum points—45. Equally assured of the G.T. category is the young Swiss driver Herbert Müller. Positions with the Austrian Gaisberg meeting yet to come on Sunday are as follows:

1. Edgar Barth (Porsche Carrera 2 and Porsche 8-cyl.)	45
2. Heini Walter (Porsche RS)	22
3. Hans Herrmann (Abarth 2000)	18
4. Sepp Greger (Porsche RS)	17
5. Herbert Müller (Porsche Carrera 2)	9
6. Odoardo Govoni (Abarth 2000)	7
7. Anton Fischhaber (Lotus-B.M.W. 23)	6
Edoardo Lualdi (Ferrari 196SP)	6
9. Giampiero Biscaldi (Abarth-Simca)	4
Alban Scheiber (Lotus-Ford 23)	4
11. Hermann Müller (Porsche RS)	3
12. Mauro Bianchi (Abarth 2000)	2
Eberhard Mahle (Fiat-Abarth 1000)	2
Carlo Abate (Ferrari GTO)	2
15. Michel Weber (Porsche Carrera)	1
Régis Fraissinet (Lotus-Ford 23)	1
Karl Foitek (Lotus-Ford 23)	1

WHILE testing the V6 Ferrari at Monza recently, John Surtees lost control at a 120 m.p.h. corner. The car spun wildly and took off, landing heavily on the track. Fortunately Surtees was uninjured. During practising on the banked track, which will be used for Sunday's Grand Prix, Surtees lapped in 2 mins. 41.8 secs., which unofficially breaks the lap record. It seems likely that Surtees will drive the V6 car in the race and if a second car appears it will be given to another driver, possibly Lorenzo Bandini, although one wonders what Scuderia Centro-Sud and B.P. would say about this.

THE MERCEDES-BENZ 600

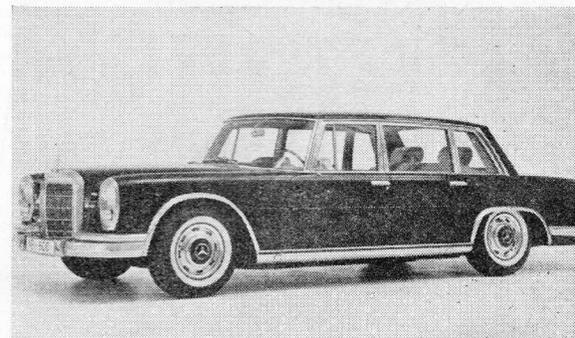
BEFORE the war the "Grosze Mercedes" was an enormous car, the photograph of which appeared regularly in all the newspapers with the Führer standing up in the back. Since the war, a really large Mercedes has not been catalogued, but now an entirely new model again carries the old title, translated here as the "Grand Mercedes".

The car is propelled by a V8 engine of 6.3 litres capacity developing 300 b.h.p., with overhead camshaft and fuel injection. The suspension is independent all round on a self-levelling air system, and the brakes are discs for all four wheels.

A central hydraulic system allows almost every little task to be performed by pressing a button. This even includes the adjustment of the seats, the arm rests, and the head rests, and raising and lowering the windows and the division. The ground clearance may be set by the driver according to the terrain to be traversed and the dampers may similarly be adjusted en route.

Needless to say, the 4-speed gearbox is entirely automatic and the steering has power assistance. The weight of the car in limousine form is over 2½ tons.

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SLIM, SMOOTH shape of Edgar Barth's 2-litre Porsche is emphasized in this photo as the German driver accelerates up a steep section.

OLLON-VILLARS HILL-CLIMB

Jo Bonnier Gives the Ferguson its Second Victory

BY BILL GAVIN

JOAKIM BONNIER recorded best time of the day and set a new mountain record at the Ollon-Villars Hill-Climb in Switzerland on 25th August, where he drove the 2.5-litre Ferguson-Coventry Climax. The aggregate of Bonnier's times was 10.8 secs. better than the nearest competitor, Edgar Barth, who won the European Mountain Championship section with the works-entered 8-cylinder 2-litre prototype Porsche, thus scoring his fifth victory of the season. Third best aggregate went to Hans Herrmann on the works Abarth 2-litre sports, who was just 0.4 sec. faster than Jack Brabham with his own Formula 1 car.

THE Section Vaudoise of the Automobile Club Suisse annually organize the Swiss contribution to the European Mountain Championship at the 8,000-metre (4.97 mile) course between the villages of Ollon and Villars. During the climb the cars steeply ascend some 663 metres (2,174 ft.) through lovely woods and across the grassy mountain slopes, which are ski-fields during the winter. The majority of the corners are reasonably fast as mountain courses go, there being only seven real hairpins altogether. There is certainly no real straight, but at two points of the climb a series of fast corners allow for flat-out acceleration for several hundred yards. This year, in addition to being a Mountain Championship event, the Ollon-Villars Hill-Climb was a qualifying event for all three divisions of the G.T. Constructors' Championship. To augment the many G.T., sports, and prototype cars competing for the various championships, the organizers had collected a number of racing cars, mostly Juniors, but also some F.1 and *Formule Libre* cars.

THE weather proved to be just as beautiful as the venue and the sun shone hotly throughout Saturday's practice. In the morning session Jo Bonnier was fastest with the 4-w.d. Ferguson, which was running with a four-year-old Coventry Climax FPF 2½-litre 4-cylinder engine. His time of 4 min. 31.9 secs. was bettered by Siffert towards the end of the afternoon session, when the Swiss took his Lotus-B.R.M. 24 up the hill in just 4 min. 30.4 secs., which was nevertheless slower than Bonnier's outright record set last year in the 8-cylinder F.1 Porsche at 4 min. 27.8 secs. Bonnier had to miss most of the afternoon session when it was found that a rear hub carrier was broken, and when he did eventually go up the Ferguson ran out of brakes because a fluid seal broke. Barth in the 2-litre Porsche prototype recorded 4 min. 31.5 secs. Jack Brabham's engine wasn't worth much, nor could he fit the most suitable ratios in his Brabham-VW gearbox. He managed 4 min. 39.0 secs. in practice, which was nearly three seconds slower than Herrman in the 2-litre sports Abarth.

The weather remained beautifully fine for the actual race itself on Sunday, which commenced about 10.30 a.m. The little G.T. cars were the first to climb and the best of these was

André Knorr's Abarth 1000 at 5 min. 15.0 secs. In the 1,300 c.c. class Giampiero Biscaldi did an outstanding time with the works Abarth-Simca 1300, his 4 min. 54.9 secs. being almost seven seconds quicker than the winner of the 1,600 c.c. class, Heinz Schiller with his Porsche Carrera. Herbert Müller had been loaned one of the special bodied works 2-litre Carreras and he covered the 8 kilometres in 4 min. 46.3 secs., which was also a fine effort. Carlo Mario Abate (4 mins. 45.2 secs.) was only fractionally quicker with his Ferrari GTO, and like almost everybody else he recorded his better time during the morning run. Tommy Spychiger again dominated the 1,000 c.c. sports and prototype class with the little 1-litre Abarth, while the 1,300 c.c. class went to the Elva of Sydney Charpilloz. Karl Foitek's Lotus 23, with twin-cam engine, was fastest of the 1,600 c.c. cars at 4 mins. 45.0 secs.

The 2-litre class contained the main protagonists for points in the Mountain Championship and, as expected, Barth was fastest, but his first climb of 4 mins. 32.8 secs. was only 0.4 sec. faster than Hans Herrmann in the 2-litre Abarth. Greger's 1,700 c.c. Porsche was only five seconds slower. Bandini completed the climb on a flat tyre which had burst when his Testa Rossa Ferrari ran over a broken bottle on the road.

Then came the Juniors, mainly Coopers and Lotuses, but also a few old Stanguellinis and the like. Walter Habegger was fastest with his Cooper at 4 mins. 47.6 secs., which time he reproduced exactly on his second climb. Siffert was trying a bit too hard and managed a complete spin during which the nose and rear suspension of his Lotus were slightly disarranged. This left the 1½-litre class to Jack Brabham, who improved considerably on his practice time to ascend in 4 mins. 32.4 secs., despite having to slip the clutch on the tightest hairpins.

Of the over 1,500 c.c. cars Bonnier was clearly the fastest, his first run of 4 mins. 29.1 secs. being the fastest to date, but not so much faster than Barth and Herrmann that victory for the Swede was certain until after the second runs were completed. The track was rather oily and generally agreed to be slower than last year. During the afternoon runs very few people were able to improve on their times, though Barth's 4 mins. 30.1 secs. gave him an aggregate of 9 mins. 2.9 secs.,

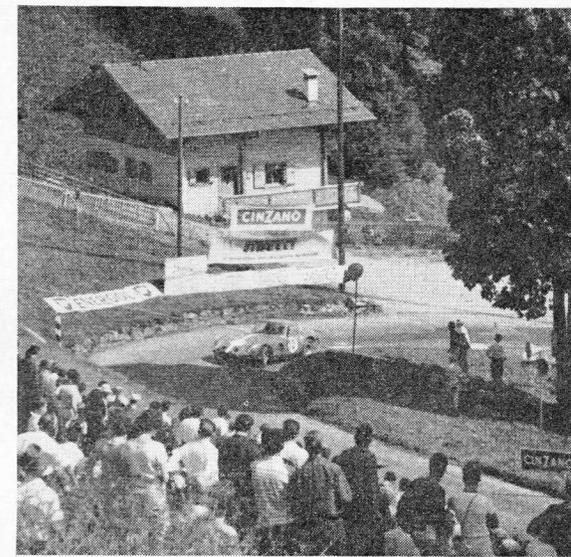
which would not be too easy for Bonnier to beat. Herrmann was just 0.7 sec. slower this time and Brabham nearly three seconds slower. Bonnier found the Ferguson's carburation about right in the cooler air and screamed up the mountain in just 4 mins. 23.0 secs., to set the new absolute record for the Ollon-Villars climb and achieve the Ferguson's first victory since the Gold Cup race at Oulton Park in September of 1961. His time represented an average speed of 68 m.p.h.

An enormous crowd attended the Ollon-Villars climb which is Switzerland's only international motor sporting event. The organization was exceptionally efficient and all 90 competitors completed their two runs within five hours of the start of the event. The early finish was necessary to ensure that the crowds did not panic to get away over the one possible route back to Lausanne and Geneva. Meanwhile at the prizegiving at the Villars Palace Hotel just about everybody got a prize, while Bonnier almost needed a tractor to tow away his loot (a Ferguson tractor?).

RESULTS

B.T.D.: Jo Bonnier (Ferguson), 8 m. 52.1 s. Grand Touring Cars. Up to 700 c.c.: 1, Hans Affentranger (Fiat-Abarth), 12 m. 55.0 s.; 2, Edwin Heusser (N.S.U.), 13 m. 43.9 s.; 3, Francois Tapernoux (N.S.U.), 14 m. 1.3 s. 701-850 c.c.: 1, J. R. Kretsch (Fiat-Abarth), 12 m. 37.3 s.; 2, Jean-Claude Gret (René Bonnet), 13 m. 50.1 s. 851-1,000 c.c.: 1, André Knorr (Fiat-Abarth), 10 m. 31.6 s.; 2, Jacques Calderari (Fiat-Abarth), 10 m. 33.1 s.; 3, Theo Hofer (Fiat-Abarth), 10 m. 35.7 s. 1,001-1,300 c.c.: 1, Giampiero Biscaldi (Abarth-Simca), 9 m. 59.3 s.; 2, Xavier Perrot (Abarth-Simca), 10 m. 16.5 s.; 3, Pierre de Siebenthal (Lotus Elite), 10 m. 40.6 s. 1,301-1,600 c.c.: 1, Heinz Schiller (Porsche Carrera Abarth), 10 m. 9.9 s.; 2, Karl Federhofer (Porsche Carrera), 10 m. 22.7 s.; 3, Manfred Mohr (Porsche Carrera), 10 m. 27.9 s. 1,601-2,000 c.c.: 1, Herbert Müller (Porsche Carrera Abarth), 9 m. 32.9 s.; 2, Werner Brockhaus (Porsche Carrera), 10 m. 4.1 s.; 3, Hans-Peter Bigler (Porsche Carrera), 11 m. 10.8 s. 2,001-3,000 c.c.: 1, Carlo Abate (Ferrari GTO), 9 m. 30.5 s.; 2, Edgar Berney (Ferrari GTO), 9 m. 45.4 s.; 3, Werner Rufenacht (Ferrari G.T.), 10 m. 7.1 s. Over 3,000 c.c.: 1, Siegfried Zwimpfer (Chevrolet Corvette), 10 m. 45.2 s.; 2, Arthur Siegenthaler (Jaguar E), 10 m. 45.5 s. Sports and Prototype Cars. Up to 1,000 c.c.: 1, Tommy Spychiger (Abarth 1000), 9 m. 50.1 s.; 2, Fritz Baumann (Lotus-Ford 23), 10 m. 16.8 s.; 3, Walter Schatz (Lotus-Ford 23), 10 m. 35.1 s. 1,001-1,300 c.c.: 1, Sydney Charpilloz (Elva-Climax Mk. 7), 10 m. 0.8 s.; 2, Bernhard Baur (Lotus-Ford 23), 10 m. 19.5 s.; 3, Walter Fluckiger (Lola-Climax), 10 m. 22.1 s. 1,301-1,600 c.c.: 1, Karl Foitek (Lotus-Ford 23B), 9 m. 32.9 s.; 2, Robert Huber (Lotus-Ford 23B), 9 m. 44.5 s.; 3, Kurt Rost (Lotus-Ford 23B), 9 m. 46 s. 1,601-2,000 c.c.: 1, Edgar Barth (Porsche), 9 m. 2.9 s.; 2, Hans Herrmann (Abarth), 9 m. 7.5 s.; 3, Josef Greger (Porsche), 9 m. 18 s. Over 2,000 c.c.: 1, Lorenzo Bandini (Ferrari Testa Rossa), 9 m. 53.3 s.; 2, Carlo Facchetti (Lancia Zagato), 11 m. 2.7 s. Formula Junior: 1, Walter Habegger (Cooper), 9 m. 35.2 s.; 2, Pierre Ryser (Cooper), 9 m. 49.7 s.; 3, André Periat (Cooper), 9 m. 51.2 s. Racing Cars. Up to 1,500 c.c.: 1, Jack Brabham (Brabham-Climax), 9 m. 7.9 s.; 2, Joseph Siffert (Lotus-B.R.M.), 9 m. 22.4 s. Over 1,500 c.c.: 1, Joakim Bonnier (Ferguson-Climax), 8 m. 52.1 s.; 2, Charles Vögele (Brabham-Climax), 9 m. 27.9 s.; 3, Lucien Balsiger (Cooper-Buick), 9 m. 54.9 s.

G.T. WINNER Carlo Abate rounds a corner of the scenic Swiss hill. A typically Swiss building can be seen in the background.



ONCE in a while, a car comes along which impresses even the most *blasé* and experienced road test driver by its excellence. Most cars, nowadays, are good, though some of the most discussed vehicles are strangely disappointing when actually driven. The Alfa Romeo Giulia stands on a pinnacle because it has an excellent performance, handles superbly, and has obviously been designed by men who have driven fast for years.

The TI model of the Giulia is a four-door all-steel saloon which is catalogued as a six-seater, though when fitted with the central gear lever it could more accurately be described as a five-seater. The front end is suspended on wishbones and helical springs with an anti-roll torsion bar and a recirculating-ball steering gear. Behind, the rigid axle has a light alloy centre section with a ribbed sump. It is located on two trailing arms which are pivoted below the ends of the sleeves on either side, in conjunction with an extremely rugged member which is attached to the top of the differen-



JOHN BOLSTER tests the ALFA ROMEO GIULIA 1600

occupants sink right into their seats and the lateral location is very good. As would be expected, the view in all directions from the high driving seat is excellent. The steering wheel, gear lever, and pedals are all very well arranged and there is a large platform for the driver's left foot when he is not operating the clutch.

As I have said, the Giulia appears to be a sober family saloon. The engine is remarkably quiet and very flexible, pulling strongly from 2,000 r.p.m. to 5,000 r.p.m. When driven in this range, the unit must be one of the quietest and smoothest "fours" yet produced. On entering the 5,000 to 6,000 r.p.m. band, the engine entirely changes its character. It becomes hard and almost fierce, still remaining fairly quiet but obviously giving a lot of power and enjoying every moment of it. This is the part of the range to use when high average speeds are the order of the day.

Many excellent engines have been handicapped by having to work with inferior gearboxes that have badly spaced ratios. The Alfa Romeo engine is mated to a five-speed box that has its ratios perfectly staged. All the gears are equally silent and all have equally effective synchromesh. The lever is spring loaded towards the centre of the gate where it is in line with third and fourth speeds. First and second speeds are obtained by pressing against the spring to the left, fifth being forward and to the right. By simply pulling the lever back from fifth, it automatically goes straight into fourth without conscious effort. The clutch grips strongly at once, which allows one to make full use of this superb gearbox.

The ratios are close and well chosen, 30, 47, 68, and 90 m.p.h. coming up on the four lower gears without taking the rev-counter too far into the red section. The timed maximum speed is 107.1 m.p.h., which is



tial housing. The springs are again helical, with telescopic dampers all round.

Very large ribbed brake drums are fitted, the front brakes having three leading shoes. The wheels are of the ventilated disc type long associated with the Alfa Romeo. The propeller shaft has a central steady bearing and a rubber shock-absorbing drive.

The engine is of 78 mm. by 82 mm. (1,570 c.c.). The cylinder head and block are cast in light alloy, with wet liners, the crankshaft running on five main bearings. The inclined valves are fitted with double springs and are surrounded by inverted piston tappets which have shim adjustment on assembly. The twin overhead camshafts are chain driven.

This efficient unit has a twin-choke down-draught Solex carburetter and develops 92 b.h.p. (nett) or 104 b.h.p. (gross) on a compression ratio of nine to one. It drives the five-speed, all-synchromesh gearbox through a single dry plate clutch. There is a liberally ribbed oil sump and the standard of the light alloy castings is particularly high.

Having four headlamps and a wide grille, with the typical Alfa centre-piece, the car resembles the 2600 in some respects. The four-door body has a large window area, and though smart in appearance the lines

are distinctly sober. Similarly, the interior is well finished but perhaps a little austere. For those requiring more dashing coachwork there are Sprint and Spyder models, and this is intended to be a roomy, practical saloon without sporting pretensions. The way in which the doors close is reminiscent of the most costly cars.

The seats are extremely comfortable and are upholstered in cloth. The bench-type port seat has two separate squabs which can be lowered to a reclining position. The

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Alfa Romeo Giulia 1600 TI four-door saloon, price £1,383 including P.T.

Engine: Four-cylinders 78 mm. x 82 mm. (1,570 c.c.) twin chain-driven overhead camshafts operating inclined valves in light alloy head. Light alloy block with wet liners. Five-bearing crankshaft. Compression ratio nine to one. 92 b.h.p. (nett), 104 b.h.p. (gross) at 6,000 r.p.m. Solex twin-choke downdraught carburetter. Bosch coil and distributor.

Transmission: Single dry plate clutch. Five-speed all-synchromesh gearbox with direct drive on fourth speed and central gear lever. Ratios 4.05, 5.125, 6.92, 9.74 and 16.91 to 1. Two-piece propeller shaft. Hypoid axle with light alloy central section, ratio 5.125 to 1.

Chassis: Combined steel body and chassis. Independent front suspension by wishbones and helical springs. Torsional anti-roll bar. Rear axle on trailing arms, central locating member, and helical

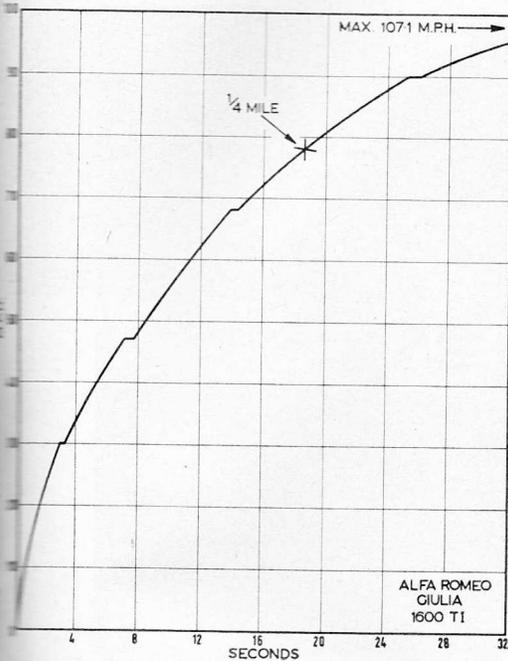
springs. Telescopic dampers all round. Hydraulic brakes with turbo-finned drums, 31S in front. Ventilated disc wheels fitted 155-15 Pirelli Cinturato tyres.

Equipment: 12-volt lighting and starting. Speedometer with trip. Rev. counter. Oil pressure, water temperature, and fuel gauges. Heating, demisting, and ventilation. Rear window demister. Wind-screen wipers and washers. Flashing direction indicators. Radio (extra).

Dimensions: Wheelbase 8 ft. 2 $\frac{3}{4}$ ins. Track (front) 4 ft. 3 $\frac{1}{2}$ ins.; (rear) 4 ft. 2 ins. Overall length 13 ft. 7 ins. Width 5 ft. 1 $\frac{1}{2}$ ins. Weight 19 $\frac{1}{2}$ cwt.

Performance: Maximum speed 107.1 m.p.h. Speeds in gears: 4th, 90 m.p.h.; 3rd, 68 m.p.h.; 2nd, 47 m.p.h.; 1st, 30 m.p.h. Standing quarter-mile, 18.6 secs. Acceleration: 0-30 m.p.h. 3 secs.; 0-50 m.p.h. 8.8 secs.; 0-60 m.p.h. 11.2 secs.; 0-80 m.p.h. 19.6 secs.; 0-90 m.p.h. 25.8 secs.

Fuel Consumption: 26 to 31 m.p.g.



ACCELERATION GRAPH

excellent for a 1,600 c.c. saloon. It is not possible to reach peak revs in fifth speed, so cruising speeds close to the maximum may be used.

In spite of this considerable performance, notably good fuel economy is a feature. It ranges between 26 and 31 m.p.g., which is more than one obtains from some high performance cars with considerably smaller engines.

The car rides extremely well over all surfaces and there is a marked absence of road or wind noise. Some of the excellence of the ride must be put down to the carefully calculated relationship between the suspension of the car and the springing of the seats. One often seems to get a better ride with cloth upholstery and it is obvious that a high-hysteresis material is used inside the cushions, for one never bounces up and down.

The steering is light but extremely accurate and the cornering power is remarkably high. The car excels in negotiating bumpy corners at high speeds with remarkably little roll. The sheer tenacity of the roadholding is difficult to put into words, but it renders this Alfa Romeo a particularly safe car. Its

behaviour is, if anything, even better on wet roads, the controllability remaining excellent during 90 m.p.h. cornering. Lusty side winds do not cause the car to veer off its course, on wet roads or dry.

No fading could be provoked in the brakes. The turbo-finned drums fill the wheels and they are completely smooth with no tendency to lock or grab. These drum brakes are the equal of the best disc installations.

In the arrangement of the minor controls, one detects the hands of experienced high-speed drivers. There is a headlamp flasher, of course, and the horn will even move coaches off the fast lane on M1. The heating and ventilation systems are very effective and the wipers will keep the screen clear at over 100 m.p.h. Owing to the mechanical silence and absence of wind noise, the radio of the test car could be enjoyed at quite high speeds.

A rev counter and an oil pressure gauge are fitted as standard. These, along with the strip-type speedometer and the fuel and temperature gauges, are all neatly covered by a single piece of glass with the graduations marked behind it. This form of instrument panel is effective and can be well illuminated without dazzle. At first, this and some other features of the car did not appeal, and it was only after considerable use that one appreciated their true excellence.



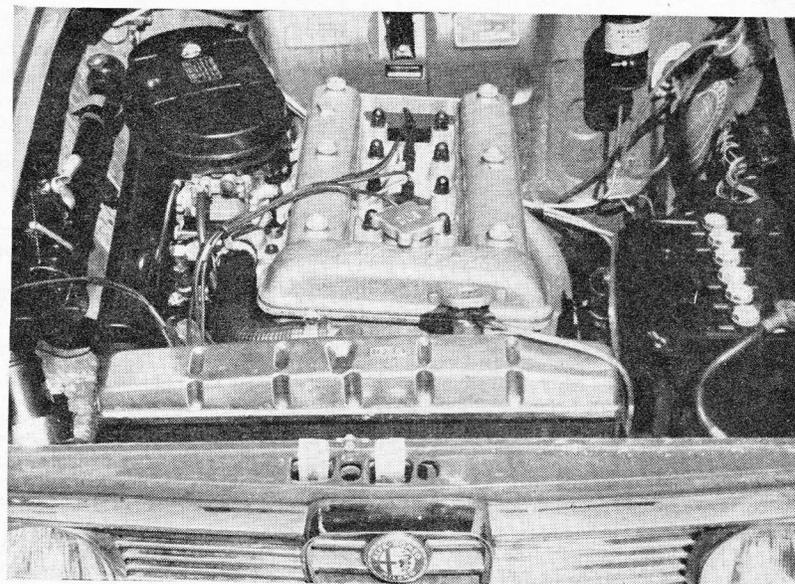
ALFA ROMEO like to let people know what has just overtaken them, incorporating the name badge by the side of the rear lights.

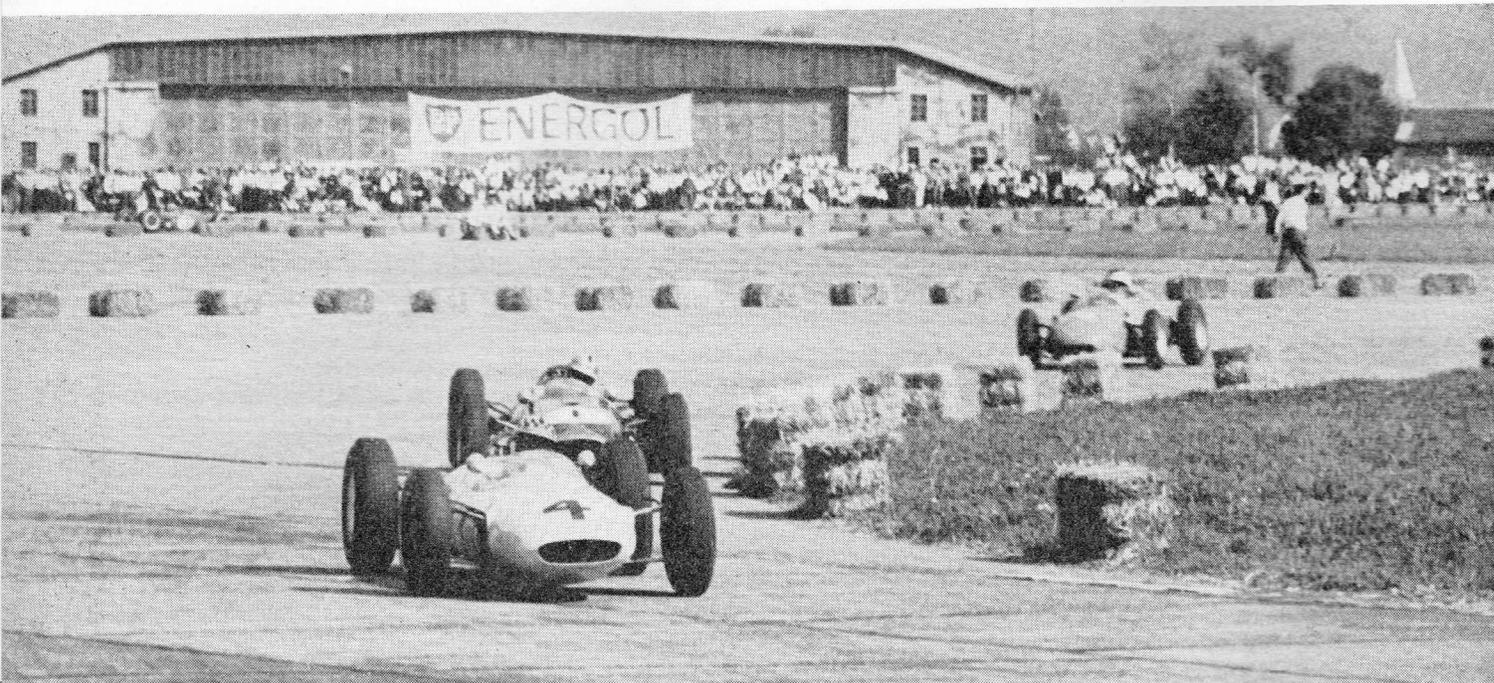
This applies to the whole car, which looks nothing out of the ordinary but grows on one as the miles flow past.

There is plenty of room in the Giulia, but it seems a small car to drive. By making full use of the five-speed gearbox, the acceleration is good right up the range, as the performance figures show. For long, fast journeys over difficult terrain, this Alfa Romeo would be a splendid partner.

The Giulia is a remarkable achievement because it is a family saloon that handles better than almost any sports car. It has an efficient four-cylinder engine yet is quieter than many "sixes" and "eights". In its country of origin, it is moderately priced, and even in England when import duty has been paid, it is by no means expensive. Alfa Romeo have been building the Giulietta for a good many years and they have incorporated all this experience in the Giulia. The result is a car which has all the virtues of the smaller machine and many more besides, while having a most attractive personality which is all its own.

The car was submitted for test by Alfa Romeo (Great Britain), Ltd., through the London Distributors, Chipstead Motors, Ltd.





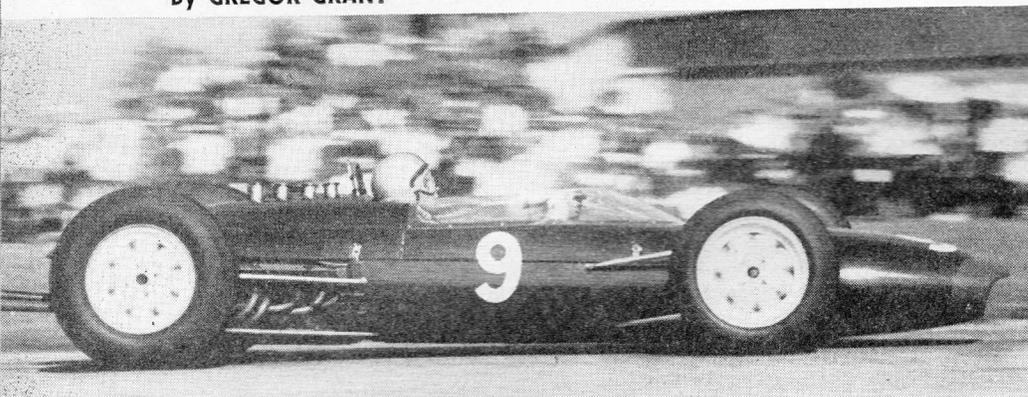
OUT OF AN AIRFIELD CORNER, Innes Ireland (Lotus-B.R.M.) leads Jack Brabham (Brabham-Climax) during their tremendous duel.

BRABHAM'S AUSTRIAN VICTORY

Tremendous Duel with Innes Ireland (Lotus-B.R.M.) Ends when Scotsman has Engine Trouble
Second Place to Tony Settember in his Scirocco-B.R.M.

By GREGOR GRANT

Photography by BILL GAVIN



ONCE AGAIN the 20-year-old New Zealander Chris Amon impressed everyone in his Lola-Climax—but once again he retired when well placed.

IN one of the most dramatic races ever seen on the airfield circuit at Zeltweg, Styria, Austria, Jack Brabham in his Brabham-Climax won the 6th International Grand Prix of Austria at a record average speed of 155.05 k.p.h.

Jim Clark in the Lotus-Climax with the new Hewland 6-speed gearbox took the lead on lap 4, chased by Innes Ireland. Clark stopped at his pit when an oil pipe fractured on lap 9, and Brabham hurtled into the lead, with Ireland a few yards behind. This developed into a fantastic struggle, the two cars being side by side for lap after lap—seldom more than a second apart.

Into third place went Chris Amon (Lola-Climax), followed by Jo Siffert (Lotus-B.R.M.), Jo Bonnier (Cooper-Climax) and Jochen Rindt, in a push-rod, Cosworth-powered Cooper-Ford. This Austrian driver was most impressive, but unhappily he had mechanical trouble after 21 laps when he was in sixth place.

Ireland, driving a magnificent race, gained about a second a lap from Brabham. With 63 laps completed, the Scot was 13.5 secs. ahead, but his oil pressure gauge went to zero, and that was that!

Brabham was now on his own, and Chris Amon looked to be a fairly safe second. However, with nine laps to go, the New Zealander went into the pits with suspected bearing trouble, and remained there for five laps, went out again to do one very slow circuit, and stopped just before the finish to wait on Brabham taking the chequered flag. As the Australian shot past to win, Amon trickled over the line on his starter motor.

Tony Settember, who had driven a most consistent race with his Scirocco-B.R.M., seized second place, five laps behind Brabham, but only about 14 secs. in front of the inevitable de Beaufort in his veteran Porsche. Collomb was given fifth place, although he abandoned with suspension damage following a collision with Settem-

ber's Scirocco. Sixth place went to Tim Parnell in his Lotus-B.R.M.

As Zeltweg is an operational airfield, the organizers could only have one full day for training. Bad weather held up Brabham, who arrived late in his aeroplane, but still managed to clock second best time with 1 min. 11.4 secs., 1.2 secs. slower than Clark in the latest Lotus.

Texan Jim Hall (Lotus-B.R.M.) did a splendid 1 min. 12.1 secs., 0.4 sec. faster than Innes Ireland in the number one British Racing Partnership car.

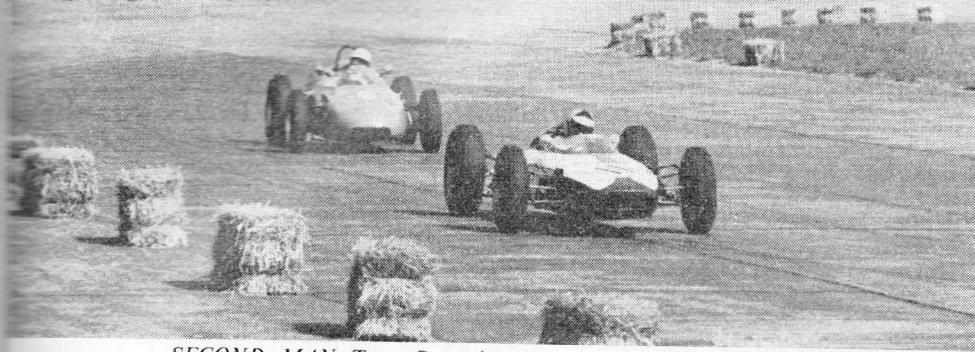
Team Lotus had Peter Arundell as second string to Clark, but owing to a misunderstanding, Arundell was not permitted to start, as he was notified as being an entrant for the Formula Junior race at Zandvoort on the same day.

Based on Saturday's practice times the starting grid was as follows:

STARTING GRID

2 J. Clark (Lotus- Climax) 1 m. 10.20s.	1 J. Brabham* (Brabham- Climax) 1 m. 11.44s.	5 J. Hall (Lotus- B.R.M.) 1 m. 12.11s.	4 I. Ireland (Lotus- B.R.M.) 1 m. 12.69s.
8 J. Bonnier (Cooper- Climax) 1 m. 13.13 s.	9 C. Amon (Lola-Climax) 1 m. 13.14 s.	14 J. Siffert (Lotus-B.R.M.) 1 m. 13.15 s.	
11 T. Settember (Scirocco- B.R.M.) 1 m. 16.12s.	18 E. Prinoth (Lotus- Climax) 1 m. 16.30s.	6 C. Godin de Beaufort (Porsche) 1 m. 16.39s.	17 B. Collomb (Lotus- Climax) 1 m. 17.04s.
15 J. Rindt (Cooper-Ford) 1 m. 17.71 s.	12 I. Burgess (Scirocco- B.R.M.) 1 m. 18.30 s.	20 G. Seifert (Lotus-B.R.M.) 1 m. 18.35 s.	
16 A. Pilette (Lotus-Climax) 1 m. 18.50 s.	7 K. Bardy-Barry (Porsche) 1 m. 19.12 s.	19 T. Parnell (Lotus-B.R.M.) 1 m. 27.48 s.	

FOLLOWING a motor-cycle race which appeared to consist mainly of Triumph



SECOND MAN Tony Settember (Scirocco-B.R.M.) leads Carel Godin de Beaufort (Porsche), who, of course, finished the race. The Dutchman was third.

speed twins, Hermann Lang took out the 3-litre supercharged Mercedes-Benz, to give spectators some idea of the Formula One cars of the glorious pre-Hitler-war years. The sound and smell of the immaculately turned-out "Merc" was really something—but Lang was content to trundle round in about 1 min. 24 secs.

Seventeen G.P. cars took the depart, with Brabham shooting into the lead. On the very first bend, Kurt Bardy-Barry spun his orange Porsche, did two more laps then gave up for no specific reason.

First pits visitor was André Pilette (Lotus-Climax). Ireland, who had made a slow start, rocketed into third place behind Clark. After four laps, Jim took the lead from Brabham, who was taken one lap later by the enterprising Ireland.

Clark, harried by Ireland, pulled into his pit after nine laps with a fractured oil pipe, just as Brabham swept past Ireland. Into third place went Amon (Lola-Climax), ahead of Bonnier and Siffert. Innes had an almighty spin on the right-hander past the

pits, and Brabham had to take rapid avoiding action.

Out went Clark again, but his engine had lost most of its oil, and he had no option but to abandon.

In front, Ireland and Brabham were having a superb scrap, swapping places on every part of the circuit. Bonnier's engine started to fluff, and the Swede began to be threatened by Siffert. Neither could catch Amon, whose Lola sounded really tremendous but was losing ground to Ireland and Brabham.

The unlucky Rindt stopped with engine trouble, letting Collomb into sixth place with his blue Lotus-Climax. The Frenchman made a halt at his pit to check his rear suspension after a slight contretemps with Settember's Scirocco-B.R.M.

Bonnier, with fuel injection problems, was taken by Siffert on lap 24, who began to close up on Amon. Ireland was going splendidly, with Brabham close behind. This pair were making a real race of it, both lapping at around 100 m.p.h.

ahead of Johnny duMoulin in a bored-out Austin-Cooper.

RESULTS

B.T.D.: Dan McAlister (Cooper-Climax), 65.2 s. **1,250 c.c. Saloons:** 1, Johnny duMoulin (Austin-Cooper), 76.8 s.; 2, Dickie Barrett (Austin-Cooper), 78.9 s.; 3, Michael Ivis (Austin-Cooper), 79.3 s. **Saloons Handicap:** 1, duMoulin, 65.8 s.; 2, Barrett, 68.9 s.; 3, Brian Cullen (Austin-Cooper), 69.1 s. **1,250 c.c. Racing/Sports/Specials:** 1, Frank Keane (Lotus 18), 69.5 s.; 2, Alex Poole (Sprite), 76.7 s. **Over 1,250 c.c.:** 1, McAlister, 65.2 s.; 2, Dave Huet (Midget-Ford), 77.7 s. **Racing/Sports/Specials Handicap:** 1, McAlister, 65.2 s.; 2, Poole, 65.7 s.; 3, Keane, 66.5 s.

Clonmel Sprint

B.T.D. in the Tipperary L.C. & M.C.C.'s Sprint at Clonmel on the evening of Saturday, 17th August, went to Tommy Reid at 37 secs. Reid was driving his beautifully prepared Lotus 18, which is powered by a 1½-litre Ford engine and has a five-speed gearbox. Frank Keane clocked second best time at 40.4 secs. in his similar Lotus 18 which only has the 997 c.c. Ford engine and a four-speed gearbox. Next year the Tipperary Club hope to stage a road race meeting, employing their new one-mile sprint course as part of a triangular circuit.

RESULTS

B.T.D.: Tommy Reid (Lotus 18), 37.0 s. **1,000 c.c. Saloons:** 1, Dr. Gar O'Brien (Austin-Cooper s/c), 48.6 s.; 2, Paddy Barry (Morris-Cooper), 52.6 s. **Over 1,000 c.c.:** 1, Johnny duMoulin (Austin-Cooper), 48.0 s.; 2, Michael Ivis (Austin-Cooper), 48.2 s. **Saloons Handicap:** 1, Dick Grace (Sunbeam Rapier), 35.8 s.; 2, duMoulin, 36.0 s.; 3, Dickie Barrett (Austin-Cooper), 36.4 s. **1,250 c.c. Racing/Sports/Specials:** 1, Frank Keane (Lotus 18), 40.4 s.; 2, Colin Holohan (Sprite), 56.4 s. **Over 1,250 c.c.:** 1, Reid, 37.0 s.; 2, Dave Huet (Midget-Ford), 45.8 s. **Racing/Sports/Specials Handicap:** 1, Keane, 35.4 s.; 2, Huet, 36.8 s.; 3, Reid, 37.0 s. **Open Handicap:** 1, Keane, 35.4 s.; 2, Grace, 35.8 s.; 3, duMoulin, 36.0 s.

Clonmel Hill-Climb

THE Punchbowl Hill near Clonmel was first used for a hill-climb last September and on that occasion B.T.D. went to Bertie McElhinney and his 1,340 c.c. Lotus Super Seven at 67 secs. The one-mile climb was used in shortened form during the Circuit of Ireland Rally at Easter; the Tipperary Club returned to the Punchbowl on 18th August. Bertie McElhinney was a non-starter, having bent the front of his Lotus Super Seven at Craigantlet

Bonnier stopped on his 26th lap to investigate a serious misfire, leaving Ireland, Brabham, Amon and Siffert as the only ones on the same lap. Siffert, with his sights set on Amon's Lola, stopped with gearbox bothers on lap 30, and did not rejoin the race for 10 more tours.

At half-distance (40 laps) Ireland led Brabham by just one second, and eight tours later the two leaders doubled third man Amon. The Zeltweg lap record was taking a beating, with Ireland and Brabham circulating in around 1 min. 12.5 secs. Ireland got down to 1 min. 11.5 secs., and began to pull away from Brabham who seemed to have lost a cylinder. At 60 laps the Scotsman had stretched his lead to 10 secs., and Brabham was making no impression whatsoever on the light green Lotus.

Alas for the hopes of the Moss-Gregory stable, Ireland packed it in after 64 laps, with what sounded like camshaft bearings failure. With the retirement of Ireland Brabham was set in first place—over a lap in front of Amon. Settember, going like clockwork, had overwhelmed de Beaufort and his ultra-reliable Porsche "4". Tim Parnell had pushed his Lotus-B.R.M. into fifth place ahead of Collomb's Lotus-Climax and Gunther Seifert's Lotus-B.R.M.

Brabham could well afford to ease up, having doubled Amon for the second time. However, the Lola-Climax began to sound funny-peculiar, and Amon stopped to consult Reg Parnell on the 71st lap. Oil was running low, and Chris was sent out to do a very slow lap and park just behind the finish line. Meanwhile Collomb and Settember had a slight altercation in the

(Continued on page 331)

BRIAN FOLEY'S

Report From Eire

Tralee Hill-Climb

DAN MCALISTER had a day of very mixed fortunes in the Kingdom of Kerry Motor Club's Tralee Hill-Climb on 11th August. His first climb in the 1½-litre Cooper-Climax was 68.5 secs. On his second run McAlister recorded 65.2 secs., beating the record of 66.5 secs. set up in 1961 by Brian Bleakley in his 1,100 c.c. Kieft-J.A.P. Dan was trying even harder on his third ascent, but on a fast right-hander near the top he lost it and badly bent the rear of the Cooper against a bank. Frank Keane made second best time in his F.J. Lotus 18, getting down to 69.5 secs. on his third run. It now appears certain that Frank will win the Sexton Trophy for the 1963 Eire speed championship. During the past month or more Keane has had a see-saw battle for Sexton honours with Captain John Burke. Poor Burke is now out of action for this season, for he rolled the Gordini on the very first bend at Tralee. The 1½-litre French sports-racing car was virtually a complete write-off, and Burke was taken to Tralee Hospital with a fractured leg. The Kerry hill is a most unlucky one for John Burke, as he rolled the Gordini on the same bend two years ago and on that occasion he also fractured a leg. Alex Poole clocked a time of 76.7 secs. in his hot Sprite to make third best climb, 0.1 sec.

hill-climb on the previous day. The weather was fine and sunny for the practice runs and for the first runs. Frank Keane was fastest of all and set up a new record of 65.8 secs. Tommy Reid almost spun the bigger engined Lotus 18 on his practice run, and never appeared too happy on the wide, right-handed hairpin near the top. Reid's best run was 66.8 secs., a whole second slower than Keane. Rain fell heavily for the remaining runs, and with visibility very bad, Keane and Reid did not take any further runs.

RESULTS

B.T.D.: Frank Keane (Lotus 18), 65.8 s. **1,000 c.c. Saloons:** 1, Dr. Gar O'Brien (Austin-Cooper s/c), 74.2 s.; 2, Jim Gavin (Renault Gordini), 85.4s. **Over 1,000 c.c.:** Johnny duMoulin (Austin-Cooper), 74.0 s.; 2, Ronnie Noble (Austin-Cooper), 74.2 s. **Saloons Handicap:** 1, duMoulin, 62.0 s.; 2, O'Brien and Noble, 62.2 s., tie. **Open Handicap:** As saloon car handicap. **1,250 c.c. Racing/Sports/Specials:** 1, Keane, 65.8 s. **Over 1,250 c.c.:** 1, Tommy Reid (Lotus 18), 66.8 s. **Racing/Sports/Specials Handicap:** 1, Keane, 62.8 s.; 2, Dave Huet (Midget-Ford) and Richie Conroy (Buckler-M.G.), 63.4 s.

Disqualifications Headlined

IN *The People*, on 11th August, some very spicy comments could be read in an article entitled "On the Carpet!", which was written by David Jack. Mr. Jack dealt with the disqualification of the three cars in Race One of the Gold Flake Trophy at Phoenix Park, the re-handicapping of Mervyn Wingfield at Dunboyne, and the disqualification of the Mike Salmon/Peter Sutcliffe Jaguar after the recent six-hour event at Brands Hatch. The headline read: "The young bloods of motoring have been caught out . . . in the mad chase for trophies!". Mr. Jack refers to motor racing as "the only decent sport left". Yes, sir, this article was definitely worth reading.

The long-awaited official results of Dunboyne and Phoenix Park have not yet been issued. A member of the Leinster M.C. has informed me that this club made their decision to re-handicap Mervyn Wingfield and the matter is now out of their hands and rests with the stewards of the Dunboyne meeting. Now that the stewards of both the Dunboyne and Park meetings have presumably returned from their annual holidays, they will get down to business shortly. It may be possible to have the full, complete, and final results of both meetings in the near future.

It was good to be back on the Goodwood grid for the Tourist Trophy—my first race since my little escapade at the Nürburgring, and apart from a little soreness and stiffness in my knees I was glad to be able to report that I was feeling fine. My only problems were climbing in and out of the Aston Martin, which is not all that easy at the best of times, but I also had the same trouble with my E-type, so I couldn't complain too much.

Toe and heeling didn't come particularly easy at first either, but it's surprising how once you get into the cockpit of any car and concentrate on the job of driving, you forget about your aches and pains.

We had a quiet test day with the works Astons on the Monday preceding the T.T. The previous week had been a busy one for the Goodwood circuit as apparently Graham Hill and Mike Parkes had been down with the Ferraris; Roy Salvadori was trying the immaculate Atkins E-type, and Innes Ireland had been sorting out the other works Aston. A considerable amount of lappery had been indulged in while tyre pressures, springs and roll bars were generally messed about with until the cars felt as right as possible for the circuit.

On the Thursday practice session, Innes and Graham put in a couple of very quick

laps at just over 99 m.p.h., followed by Parkes in his Ferrari and then myself in the other Aston Martin.

But we discovered that our Aston lap times were not to be counted as we had run up against the bogey of G.T. racing—homologation. Since the new R6 Dunlops had been in production the Aston G.T. cars had been running on wider-based wheels to suit the specifications of the new tyre. The cars had been driven with these wheels at Le Mans, Rheims and Brands Hatch, but the scrutineers decided that we were not using regulation wheels because the original form of identification for the car said it was fitted with 5½ ins. rims—not the 7 ins.-odd that we were using.

So Friday saw our Astons back on some narrow wheels that they had managed to find, and we set out to see what sort of difference we would notice in the handling of the cars. It turned out that we were running about one second slower than we had been, and cornering became somewhat breath-taking. At the best of times the Aston had been—depending on your point of view and how much opposite lock you had left—a lot of fun or very frightening. It was relatively easy to make braver photographers take a step back from the side of the track, or a flag marshal twitch nervously



**BRUCE
McLAREN:**

BACK IN THE COCKPIT

at his yellow danger flag. But most of the time the situation felt reasonably stable from the cockpit.

Being largely Grand Prix drivers, I think both Innes and myself tended to treat the screeds of regulations covering G.T. racing with a little disdain.

In Formula 1 racing, apart from your engine and weight limits, you do your very best with everything else to obtain maximum performance. Whether or not you are able to do this in the G.T. field unfortunately depends not only on the regulations themselves, but on how carefully you have had your solicitor read the regulations in the first place, and how truthful the original homologation sheet happened to be.

Despite the changes in wheel-size, Innes certainly enlightened the initial stages of the race. He stayed with Mike Parkes and Graham Hill in the Ferraris, at one stage cramming the Aston through the chicane side-by-side with one of them, to the utter delight of the spectators. But it couldn't last, and as I came into Woodcote a few seconds behind the battling trio, with Salvadori's Jaguar hot on my tail, I found Innes and his Aston disentangling themselves from the bushes and shrubbery to thunder back onto the track. He had lost it in a fairly big way, unfortunately putting flats on the tyres which meant a wheel change. However, on his off-course excursion one of the rear jacking points had struck a solid object, and when the rear of the car was jacked in the air, one of these points broke, dropping the car with a thump. The only remedy for this was to stick a normal hydraulic garage jack underneath and lift the car again, but unfortunately there wasn't a hydraulic jack in the pits, and there were moments of high drama and blue lights until one was found.

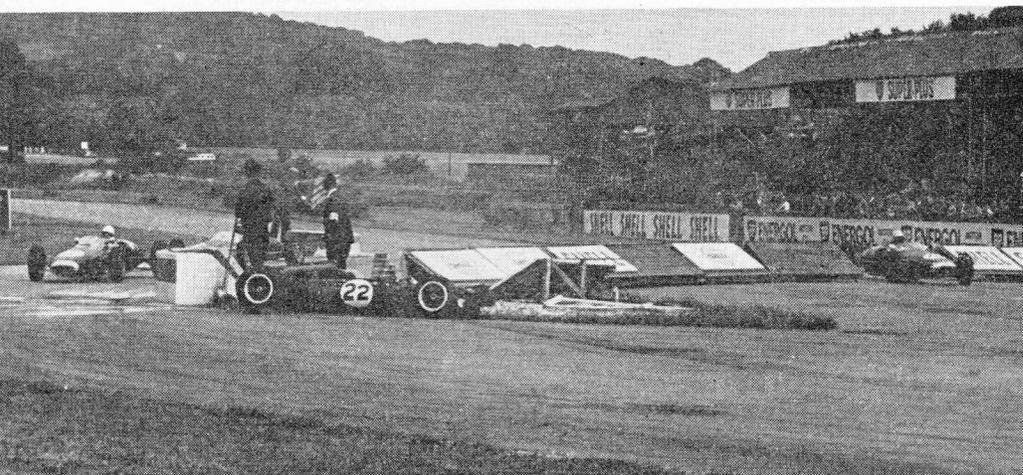
I didn't help things much when I came into the pits a good many laps before I should have, but the oil pressure was gradually falling. On the corners it had been dropping back to zero, and I had been waiting for the pressure to come up again before applying the power, but now the pressure was low nearly all the way round the circuit, so I had to stop for more oil. While this was being added the mechanics changed the rear tyres and topped up the fuel tank. But something was amiss, for it shouldn't have been gulping that much oil. Then the engine lapsed onto five cylinders, and it lasted only another 20 laps or so before tell-tale noises started coming from the engine department, and I called it a day. And several other things as well.

Roy Salvadori meantime had been going great guns in the E-type in third place, while a lap ahead team-mates Hill and Parkes were playing for the lead, and it turned out to be another Ferrari cakewalk.

The Goodwood Chicane Accident...



SOON AFTER the shunt on the 15th lap of the B.A.R.C. International Formula Junior Championship event which preceded the Tourist Trophy, Tim Mayer's Cooper is surrounded by marshals, policemen and spectating racing drivers—who did a lot to help (above). Presumably the police were looking for Roy James or perhaps they had ideas about directing the traffic, because soon after this photo was taken Denis Hulme and Richard Attwood, seen in the distance being flagged down by a marshal far too near the accident, by-passed the chicane, whereas the eventual winner, Peter Arundell, is seen to be negotiating the chicane at reduced speed. WHEN EVERYTHING had finally been sorted out the drivers were left to decide for themselves whether to use the chicane or not (below).



Abarth's 500 Kilometres

British Cars' Best Showing

Against the Might of Abarth

BY BRIAN BENNETT

THE 500 kilometre race for G.T., Touring and Prototype cars was run at the Nürburgring on Sunday, 1st September. The race, which was decided on reliability, went to Hans Herrmann in an Abarth prototype, with the Swiss Fritz Baumann second in a large windscreen Lotus 23. Third was Zucchi in the first G.T. car, a Fiat-Abarth 1000. Marcos distinguished themselves by taking second place in the G.T. class, and therefore World Championship points, with John Sutton's privately entered car. John Milne and John Williamson took third and fourth G.T. places with an M.G. Midget and an A.-H. Sprite respectively.



LEADER FOR A WHILE was Ulrich Therstappen in his 850 c.c. Fiat-Abarth prototype. He leads the winning G.T. car, the Fiat-Abarth 1000 of A. Zucchi.



STRONG CONTENDERS for G.T. honours were the works Marcoses, which unfortunately retired. Peter Jackson is seen in the car that Jem Marsh usually drives, at Wehrseifen.

OFFICIAL practice began at 9 a.m. on the Friday and continued until 5 p.m., but even with a nine-hour session to follow on the Saturday several competitors had begun their training earlier in the week, paying their marks and mixing with the Volkswagens and Mercedes that circulate the Ring every day. Abarth practised a large number of cars, including a two-litre sports car and a 1,300 c.c. Simca-Abarth, which although ineligible for the race proved useful for pace-making. Around the back of the circuit drivers were seen changing cars, presumably with the object of letting the works drivers obtain a good practice time, without embarrassing their teammates in front of the pits! Hans Herrmann in a one-litre prototype Abarth finally set an astonishing time of 10 mins. 4.8 secs., faster than he could manage in the Mercedes works team in 1954. The two works Marcoses were showing very well, however, both circulating under 11 mins. with Tommy Weber's 10 mins. 41.9 secs. being fourth fastest overall and second only to Koch's Fiat-Abarth in the G.T. class. A large number of touring cars were also to race concurrently, competing in four capacity classes.

Sixty-five cars lined up for the Le Mans-type start on the Sunday and made an impressive and colourful echelon in front of the pits. Britain fielded three Marcoses, Mike Garton's Sebring Sprite, the John Milne Midget and Mk. II Sprite, and John Aley's Morris Mini. There were nine Prototypes, nine Grand

Tourers and 47 Tourenwagen.

The count down to the start hushed the crowd, the flag dropped and the patter of 130 feet broke the silence before the roar of exhausts shattered it completely. The two works Marcoses both rolled before anyone else, both stalled and were then trapped by a deluge of Touring cars, pursuing Herrmann towards the South Turn. The one-litre Abarth prototype lead the pack back past the pits around the North Turn and away through the wooded section to Flugplatz. There Teddy Pilette followed him through in the 850 c.c. Abarth prototype, but whereas Herrmann's was virtually a two-seater Formula 2 car, Pilette's was a conventional-looking G.T. car. Next came Zucchi in his G.T. Abarth, then a group of Touring cars hounded by faster G.T. cars. By Adenau bridge Koch brought his Abarth G.T. up to fourth place and Therstappen, in his prototype, to fifth. From there they climbed to the Karussel, through Wippermann, Brunnchen, the Swallowtail, and the series of swerves and twists between each and on to the straight. At the end of the first lap Herrmann swept past, then came four more red cars before the Marcoses, with Weber passing Peter Jackson in front of the pits.

On the second lap Therstappen moved up to second place and Weber took Zucchi in his Abarth G.T. to make fifth place. Jackson in his Marcos was being hounded by Fritz Baumann in a yellow Lotus 23 which, powered by a Cosworth-Ford engine, was

running in the one-litre prototype class. The order was therefore Herrmann, Therstappen, Koch, Pilette and Weber, and this is how it remained until lap 7. Then Herrmann went out with engine failure at Bergwerk and Weber got past Pilette to place the Marcos third.

The order remained Therstappen, Koch, Weber until lap 11, half distance, then sadly the Marcos went out with transmission failure. Jackson brought his Marcos in for fuel and handed over to Tim Lalonde, who completed half a lap before his clutch failed. Meanwhile, Therstappen lost his fuel pump, so Koch found himself in the lead, only to retire on lap 14 with engine failure.

During these series of catastrophies Herrmann had returned to the pits and had been put in Pilette's car, to ward off the attack of Baumann in the Lotus, and suddenly these two found themselves first and second with Zucchi third. Reliability was now paying in every class. The Sutton/Miles Marcos, which had been travelling slower than the works cars was, however, running like a train and was now second G.T. car. The John Milne cars, were third and fourth in the same class, despite one of them being blackflagged for a loose exhaust pipe, and having to stop to saw it off.

The remaining third of the distance passed without event to the leaders, so that Herrmann, Baumann and Zucchi took first three places in Abarth, Lotus and Abarth respectively. However, in class I for the G.T. cars the Marcos of John Sutton was second, John Milne in the Midget third and Williamson in the Sprite fourth, one of Britain's best showings ever against the might of Abarth.

RESULTS

(22 laps—311.74 miles). General Classification: 1, T. Pilette/H. Herrmann (Fiat-Abarth 850 prototype), 4 h. 3 m. 38.4 s., 123.5 k.p.h.; 2, F. Baumann (Lotus-Ford 23 prototype), 4 h. 4 m. 51.2 s.; 3, A. Zucchi (Fiat-Abarth 1000 G.T.), 4 h. 8 m. 34.2 s.; 4, H. Hülbusch/K. Louis (Martini-B.M.W. prototype), 21 laps; 5, J. Sutton/J. Miles (Marcos-Ford G.T.), 21; 6, G. Biscaldi/M. Bianchi (Fiat-Abarth 1000TC), 21. Class Results: G.T. Cars up to 1,000 c.c.: 1, A. Zucchi (Fiat-Abarth 1000), 22 laps in 4 h. 8 m. 34.2 s., 121.1 k.p.h.; 2, J. Sutton/J. Miles (Marcos-Ford); 3, J. Milne/W. Shepherd (M.G. Midget). Fastest lap: G. Koch (Fiat-Abarth), 10 m. 37.5 s., 128.7 k.p.h. Prototypes up to 850 c.c.: 1, T. Pilette/H. Herrmann (Fiat-Abarth), 22 laps in 4 h. 3 m. 38.4 s., 123.5 k.p.h.; 2, H. Hülbusch/K. Louis (Martini-B.M.W.). Fastest lap: P. Therstappen/M. Bianchi (Fiat-Abarth), 10 m. 32.7 s., 129.7 k.p.h. 851-1,000 c.c.: 1, F. Baumann (Lotus-Ford 23), 22 laps in 4 h. 4 m. 51.2 s., 123.0 k.p.h.; 2, P. Dubourg (René Bonnet). Fastest lap: H. Herrmann (Fiat-Abarth), 10 m. 23.5 s., 131.5 k.p.h. Touring Cars up to 600 c.c.: 1, Dr. Wiedemann/H. Gilges (N.S.U.), 19 laps in 4 h. 6 m. 1.6 s., 105.7 k.p.h.; 2, H. Haering (Steyr-Puch); 3, W. Müller (N.S.U.). Fastest lap: Wiedeman, 12 m. 40.8 s., 107.8 k.p.h. 601-700 c.c.: 1, A. Fischhaber (B.M.W.), 21 laps in 4 h. 15 m. 15.4 s., 112.6 k.p.h.; 2, D. Bohnhorst/K. Ahrens, Jr. (B.M.W.); 3, J. Kremer (B.M.W.). Fastest lap: K. Bongard (B.M.W.), 11 m. 53.2 s., 115.0 k.p.h. 701-850 c.c.: 1, B. Johansson/I. Johansson (Saab 96), 21 laps in 4 h. 13 m. 52.1 s., 113.2 k.p.h.; 2, M. Saruggia/G. Morini Prada (Fiat-Abarth); 3, P. Renier/C. Zucchi (Fiat-Abarth). Fastest lap: Renier/Zucchi, 11 m. 39.6 s., 117.4 k.p.h. 851 1,000 c.c.: 1, G. Biscaldi/M. Bianchi (Fiat-Abarth), 21 laps in 4 h. 12 m. 25.4 s., 113.9 k.p.h.; 2, Angela Fontana/A. Zuppini (Fiat-Abarth); 3, G. Schreiber/K. Pfinier (D.K.W. F12). Fastest lap: G. Bontemps (D.K.W. F12), 11 m. 40.9 s., 117.1 k.p.h.

BEST BRITISH CREW and fourth overall were Henry Taylor and Brian Melia in their Ford Cortina, having lost 43 minutes compared to the 8 minutes of Böhringer/Kaiser. They are near Novi in the Yugoslavian mountains.

motor-cyclists with sirens wailing left Liège at 6 p.m. for the Spa *parc fermé*. The rally proper started at 10 p.m., the cars being flagged off three abreast. From Spa to Steinbruk on the German border was simple enough, but brisk. Then on via Karlsruhe and the autobahn to Neu-Ulm and on into Austria (and a neutralization section) near Lindau. Dawn came up and what was supposed to be a simple run through Austria became a nightmare. Immense tourist traffic built up causing competitors to have to carve their way through the dense traffic streams during all the daylight hours as the route led via controls at Brunico and Predil.

It was approaching sunset as the earlier numbers reached the dreaded Moistrocca in Yugoslavia, where the 52 kms. had to be covered in 46 mins. The section begins with a loose, rough downhill section, onto tar-

LE MARATHON DE LA ROUTE

Böhringer/Kaiser Drive a Mercedes-Benz 230SL to Victory on its Competition Début

Report and Photography by MICHAEL DURIN

As last year's winner Eugen Böhringer started among the favourites for the 1963 Marathon de la Route, but the fact that he was driving a new car, as yet untried in competition, did not particularly encourage his supporters. Nevertheless, Eugen Böhringer chalked up his second successive victory in this most arduous event, he and Kaiser putting up a fantastic performance in the beautiful new 230SL to drop only 8 minutes in an event of over 93 hours' duration, which covered over 3,430 miles.

Twenty cars finished the Marathon, 16 per cent. of the starters, which compares with 18 per cent. last year and 8 per cent. in 1961. Perhaps the greatest connoisseur of the Royal Motor Union of Liège's classic event is Georges Reip, who has competed in 14 of them—six in the same car, a 1958 Porsche. His comment on the rally of 1963 was: "I did not finish. It was the most severe Marathon I have experienced—to finish was a great achievement which excites my profound admiration."

The virtuosity of Böhringer's performance in losing only 8 mins. was underlined by the fact that only the first six crews in general classification managed to record under an hour's lateness. The others, in order, were: Carlsson/Palm (Saab), 23 mins.; Bianchi/Ogier (Citroën), 28; Taylor/Melia (Ford Cortina), 43; de Lageneste/Bertaut (Citroën), 44, and Hopkirk/Liddon (Austin-Healey), 48. The event was even tighter than last year's and it was desirable to keep on maximum permitted earliness at controls for as long as possible in order to maintain position relative to the opening and closing of controls. In fact the averages theoretically required for a clean sheet had to be exceeded substantially for as long as possible. It is interesting to note that last year Böhringer won with 53 minutes down whereas this year he got it down to eight on a tougher route.

Scrutineering was tighter than usual and one point was rigidly adhered to: no car was permitted to start with a centrally mounted spotlight—this, apparently, to conform with Belgian law. However, no one was turned down.

A convoy of cars escorted by police



ROVER 3-LITRE of Bill Bengry/Barry Hughes in the Yugoslavian mountains (above). At one stage they had to operate their petrol pump manually. *TRIUMPH TR4* of Jean-Jacques Thumer/John Gretener is seen with its spotlight and left headlight broken (below).



mac, up the side of the mountain the road between the 48 numbered hairpins being dirt but the hairpins themselves being cobbled. Then back onto the loose, downhill again, to the finish control. Things were vastly complicated by absolutely torrential rain and literally hundreds of sheets of lightning. One such flash hit a tree just in front of the Don Grimshaw/Roy Dixon TR4, momentarily blinding them, while another loosened a stone which cracked the windscreen of the Paddy Hopkirk/Henry Liddon Healey 3000.

On this, the first really severe part of the

great pace and then virtually disintegrated over the bumps. Jim McInnes/Geoff Allan (VX4/90) went into a ditch due to dust and ruined their steering. Another casualty here was the very hot Cooper S of John Wadsworth/Ted Rowland which, despite heavy armouring, broke its sump.

In Sofia there was a scant hour's halt before the route turned back on a rough loose dusty road back into Yugoslavia towards Skopje. The route skirted the ravaged city and there were long delays at a suburban filling station.

Shortly after Skopje the road became

give up. Paul Easter ran out of time in his much-rallied Mini 899 PPP (its third Liège) due to having neither shock absorbers nor spare wheels left.

Near Titograd the road swung towards the coast as darkness fell and in the gloom the Timo Makinen/Geoff Mabbs Healey, which was leading the field on the road and was very well placed on time, was hit by a lorry and put out of it. The Raymond Baxter/Wilson-Spratt Reliant Sabre ran out of road and could not be got back again from the ditch on time although they tried hard. After various alarms and excursions the Robin Richards/Alec Lobb Sabre ran out of time. Team mates Bobby Parkes/Arthur Senior, in the surviving Sabre, made history by hitting a large grey wolf at about 100 m.p.h., scarcely damaging the car but slaying the wolf. Apparently there is a bounty for wolves in Yugoslavia so they may have something coming!

Another car out of time near here was the John la Trobe/Julian Chitty VX4/90. John had been feverish and very sick and Julian had had to navigate and drive and the pace was too hot for any single-handed

BELGIAN-ENTERED DAF of Nokin/Kakert seen on the tough Yugoslavian mountains, which claimed many victims (left).

CROSSING A BRIDGE near Novi in Yugoslavia, the Eric Carlsson/Gunnar Palm Saab looks minute (below). The big man in the little car finished second overall, despite being held up by an angry lorry driver.

rally, retirements came fast and thick. The very quick Allardette estate car of John Preddy/Hugh Braithwaite hit a wall and wrote off its front suspension. The German crew Sauer/Fleck (VW) took too long and ran out of time as did the VX4/90 of the Belgian Franceschinimi/Samain. Don Grimshaw/Roy Dixon had a puncture and, in replacing the wheel, the car slipped off its jack, pinning it under the car. This state of affairs took so long to rectify that time ran out. Thick fog obscured the top of the mountain and in this Paddy Hopkirk put his Healey off the road. It came to rest overhanging a drop and it took Paddy, Henry Liddon and a plank of wood some 15 minutes to regain the road. The steering was somewhat deranged and while the car was quite prepared to turn right or left it wasn't too keen on straight line motoring. Also, only one spotlight survived the impact and no headlights. They dropped a total of 16 minutes on the Moistrocca and were robbed of their accumulated earliness.

After the Moistrocca the road improved greatly and it was again possible to make up time. Here, unfortunately, close to Ljubljana the works Honda of the Japanese Koga and Suzuki was involved in a collision with a truck and former racing motor-cycle champion Suzuki died of his injuries, although Koga was only bruised.

From Ljubljana a twin track concrete autoput led via Zagreb to Belgrade where the VX4/90 of Sam Nordell/Bill Barlow was eliminated when the section of sump around the drain plug fractured when the oil was being changed. Conditions on the autoput were pretty dreadful as long stretches of it were covered by an inch or two of water due to the continued and heavy downpour. The Pat Moss/Jennifer Nadin Cortina crashed heavily here and was written off, fortunately without injury.

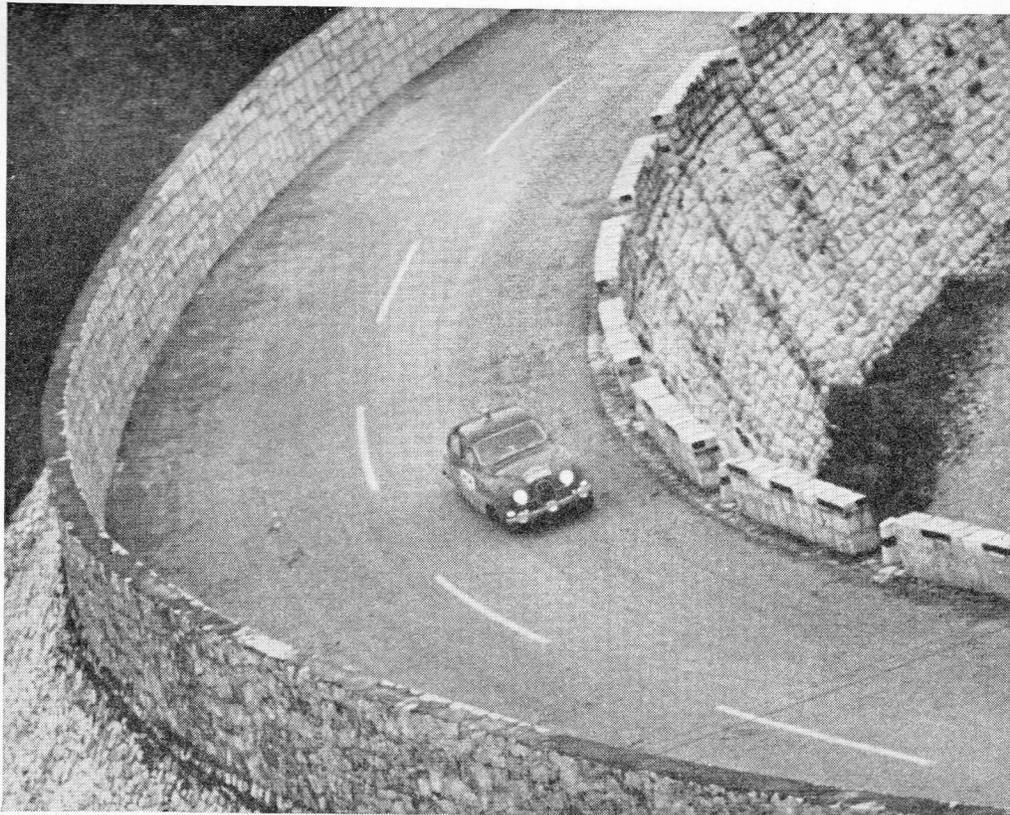
After Belgrade the road reverted to an ordinary two way carriageway while the surface got worse and worse. At dawn from Nis into Bulgaria to Sofia there were continuous road works and often the route was diverted through fields. In one of these the Ami 6 of Chabas/Aicard passed the Cooper S of John Gott/Douglas Johns at a

even worse, if that was possible, very loose, rough and with visibility restricted due to dense dust clouds raised by the cars, which were having to drive right on the limit. A heavy volume of coach traffic (also apparently on the limit) also added to the potential dangers. These conditions maintained via Pec to Titograd.

Shortly after Skopje the Renault of Hatchett/Stack retired with very little left in the way of suspension, while the group 4 M.G. 1100 of Pauline Mayman/Valerie Domleo destroyed its steering and had to

man. While going very well the Anne Hall/Denise McCluggage Cortina blew a head gasket far from help. Glemser's Merc hit a vast lorry and was rapidly shortened by two feet but the crew were unhurt.

After Titograd the road was again surfaced, but with slippery tarmac made treacherous by yet another thunderstorm. Petrol was in short supply and in a small village the lightning had struck a power line. This resulted in Bill Bengry and Barry Hughes having to pump petrol into their Rover manually (five stiff, heavy



cranks per litre) in the pouring rain.

Into the coastal town of Perast, where the John Sprinzel/Willie Cave Rover had to give up with total brake failure due to a fractured cylinder and the Roger Clark/Brian Culheth TR4 lost its gearbox. Then Bobby Parkes and the last Sabre ran out of time due to persistent electrical troubles. They had no lights and no wipers and it was dark and raining. The Volga diesel of Belgians Verhaeren/Vittel crashed here, unfortunately injuring both crewmen.

Then came a real ten-tenths dice to

which had been suffering from the roughness of the roads.

After Split the road became even more twisty and here an electrical fault set the delightful and very fast 2-litre Vitesse of Vic Elford and Terry Hunter on fire. Vic was very slightly scorched and Terry was unhurt but the car burned spectacularly for three hours before help arrived from the nearest town of Bribir. Bill Bengry/Barry Hughes lost a few minutes here when a stone split their petrol pipe under the car.

A full scale blind over the awe-inspiring Dalmatian coast road to Novi, where dawn was breaking as the first two cars, the John Cuff/John Baguley Rover and the Böhrringer/Kaiser Mercedes, arrived. At the Novi control the Thuner/Gretener TR4 was worked on for clutch trouble and had very little time left as did the Sir Peter Moon/Andrew Cowan ex-Don Morley Healey,



ATTENTION to the Citroën of Olivier Gendebien/J. Demortier during the rally.



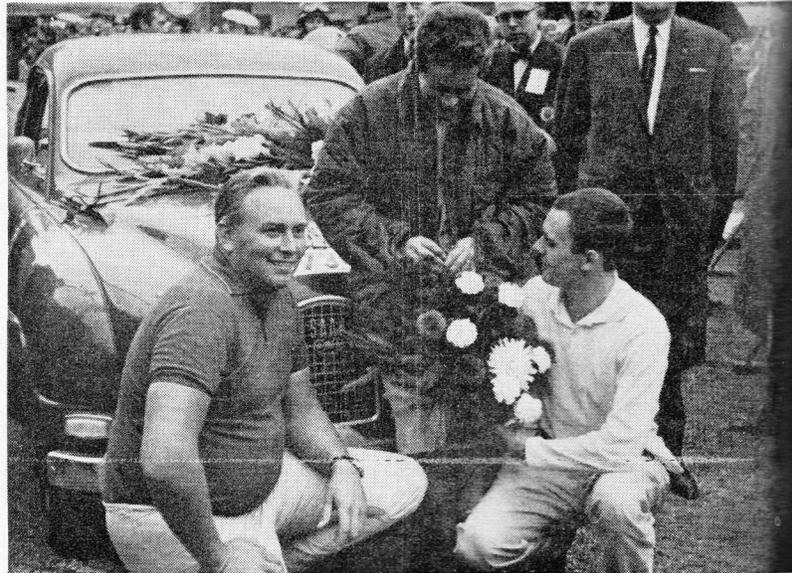
DUNLOP'S Oliver Speight helps out during a tyre change for Eric Carlsson's second-place Saab. Eric's wife, Pat Moss, crashed her Ford Cortina, but escaped without injury.

Mrkonjice on which Bianchi/Ogier lost 10 minutes drying out drowned electrics and Peter Jopp/Les Leston retired their Ford Falcon with a major oil leak. Logan Morrison/Mike Wood lost every gear except top and retired—using some 15 gallons of oil on the long drag back to Liège.

From Mrkonjice via Dubrovnik, Vrgorac and Zagvozd to Split, still over atrocious roads in the rain and still flat out. David Hiam/Rupert Jones gave up at Dubrovnik when their rear springs did and Paddy Hopkirk/Henry Liddon had two punctures as did the Bill Bengry/Barry Hughes Rover (which had nine in all during the rally). Eugen Böhrringer slightly reshaped the beautiful 230SL but pressed on, losing only 2 mins. here and John Gott and Douglas Johns finally retired the gallant little Cooper S



HAPPY VICTOR. Eugen Böhrringer and his co-driver Kaiser look very pleased after their victory on a rally in which there were only 20 finishers (below, left). SECOND were the Swedes Eric Carlsson and Gunnar Palm in their Saab. They, too, put up an incredible performance on the tough rally and are being congratulated by Eric's wife, Pat Moss (below, right).



which also had clutch trouble.

Three kilometres after the Novi control on the winding woodland road the Bengry-wagen again lost its petrol pipe but Bill swiftly contrapted a substitute with the plastic piping from his car's airhorn, saving Barry Hughes from having to run all the way back to the Rover service point at Novi for metal tubing and unions.

A short dash to Carref Ogulin was followed by a longer haul via Cabir to Dol Logatec where the well-placed Group 4 Cortina G.T. of Henry Taylor/Brian Melia startled a horse which reared up as they passed and kicked the unfortunate Ford. No great damage was done to either animal or machine. On the way to Col via the frontier town of Gorizia, Thuner/Gretener and Moon/Cowan finally lost their clutches and retired and at Gorizia the extremely fine run of David Seigle-Morris/Barry Hercock came to an end when the cylinder head gasket of their Cortina G.T. blew out—the second Cortina to do this.

Back again the problem of dense tourist traffic and encroaching hours again arose on the way to the control and major service area at Rovereta where it became known that Rauno Aaltonen and Tony Ambrose, who had had an undramatic but almost incredibly swift run in their big Healey, were leading with four minutes down. Next best were Böhringer/Kaiser (Mercedes 230SL) six minutes adrift, followed by Eric Carlsson/Gunnar Palm (Saab) 14 (they had lost 10 of these because of baulking by an obstinate and unpleasant lorry driver



LADIES' AWARD went to the French pair Claudine Bouchet and Alessandra Kissel in a works Citroën DS19. They are seen here following an Italian entry in the Yugoslavian mountains.

safety but their rally was over. This let Böhringer through into a lead he was never to lose.

Back into Austria where again heavy traffic was a problem which got worse in Germany where a public holiday added to the congestion on the road to Neu Ulm. Here a catastrophe befell the father and son team of G. and W. Sander when their VW's gearbox gave up and the wonderful little DAF of Gorris/Rosenblatt suffered transmission failure. Such cruel luck after the difficulties they had overcome earlier. Peter Riley/Tony Nash had trouble with

for the procession of honour to Liège.

The Royal Motor Union of Liège set a murderous pace for their classic event and Böhringer's fabulous performance shook them rigid—already there is talk of a more severe Marathon in 1964.

The 20 finishers richly deserved the awards and plaudits which were piled upon them. There can be no doubt that they proved themselves men—and women—of iron, driving superb cars. Little doubt can remain that the Liège is the ultimate test of flesh and machine—to finish was an incomparable feat.

VOLVO LEAD IN RALLY CUP

Two Volvo drivers, Gunnar Andersson and Sylvia Osterberg, both succeeded in the recent Finnish Rally in increasing their lead in the fight for the unofficial European Rally Championship. With eight of the 11 competitions now run, Andersson has a lead of 33 points over the Finn Rauno Aaltonen. Sylvia Osterberg and her co-driver Inga-Lill Ederning have a 15-point lead over Pat Moss in the unofficial Ladies' Cup.

Positions up to the Finnish Rally of 1,000 Lakes are as follows:

Rally Championship		points
1. Gunnar Andersson (Volvo)	117
2. Rauno Aaltonen (B.M.C. and Saab)	84
3. Eugen Böhringer (Mercedes-Benz)	71
4. Eric Carlsson (Saab)	65
Gunnar Palm (Saab)	65
Ladies' Cup		
1. Sylvia Osterberg (Volvo)	34
Inga-Lill Ederning (Volvo)	34
3. Pat Moss (Ford)	19
4. Pauline Mayman (B.M.C.)	16
Valerie Domleo (B.M.C.)	16



ANOTHER works Citroën DS19, that of Jean Guichet/Paul Coltelloni, also in the Yugoslavian mountains.

who turned and laughed and refused to let the little red Saab pass his Leviathan).

The last night of the rally really contained a sting. In the course of a few hours the route traversed the Croce Domine (very rough and twisty); the Salvin (ditto); the Vivione (now widened, better surfaced and faster than in previous years); the Stelvio (now tarred all the way); and last but not far from least, the Gavia. Quite a night's work! Those who reached Passo di Resia after this were somewhat shaken. A particularly fine performance was put up by the little DAF of Ransy/Ribetez, which no one except themselves really expected to finish.

John Cuff dropped his Rover on the Croce Domine and, although the car was not badly damaged it could not be got back onto the road. On the Vivione, however, came the shock of the event when Aaltonen, the leader, lost the Healey (perhaps due to a steering failure) which hit the rock face, bounced through the opposite parapet and came to rest teetering gently over a long, long drop. Rauno and Tony scrambled to

their Cortina's gearbox but managed to carry on.

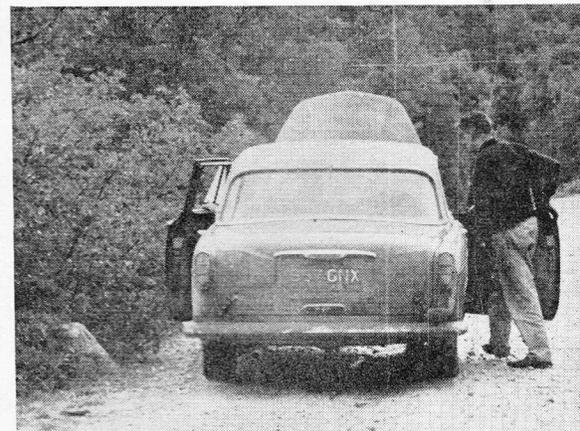
It was now all over bar the shouting and the 20 finishers straggled, fatigued and travel stained, into the final control at Spa

RESULTS

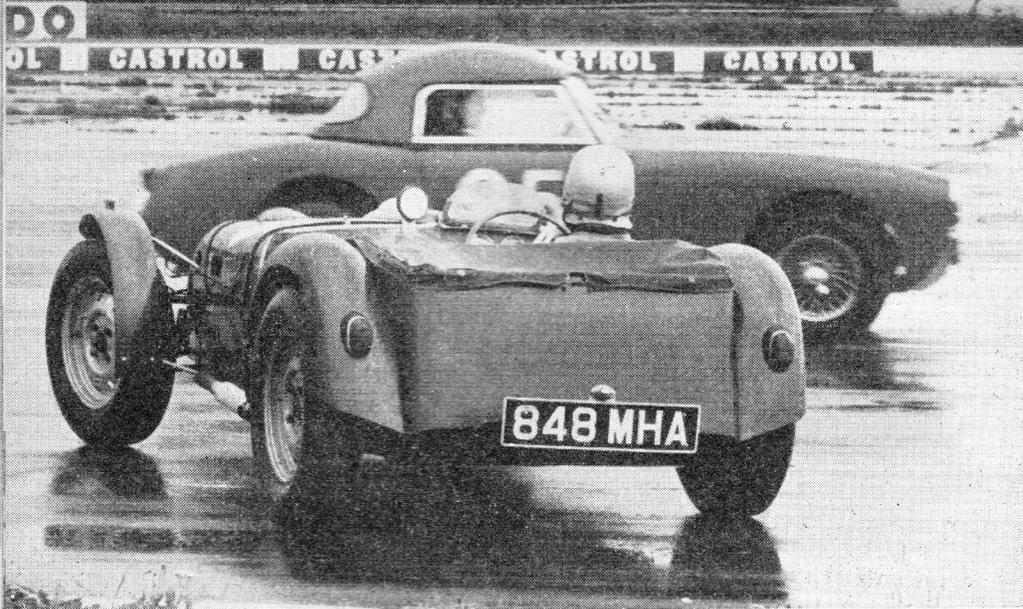
General Classification

- Böhringer/Kaiser (Mercedes-Benz), 8 mins.
- Carlsson/Palm (Saab), 23.
- Bianchi/Cgier (Citroën), 28.
- Taylor/Melia (Ford Cortina), 43.
- de Lageneste/Bertaut (Citroën), 44.
- Hopkirk/Liddon (Austin-Healey), 48.
- Guichet/Coltelloni (Citroën), 1 h. 8 m.
- James/Hughes (Rover), 1 h. 25 m.
- Riley/Nash (Ford Cortina), 1 h. 31 m.
- Gendebien/Demortier (Citroën), 1 h. 38 m.
- Cosins/Roland (Mercedes-Benz), 2 h. 3 m.
- Charlier/Rosbeux (Ford Anglia), 2 h. 7 m.
- Pilshatsch/Kurgen (Volvo), 2 h. 9 m.
- Mme. Bouchet/Mlle. Kissel (Citroën), 2 h. 13 m.
- Andersson/Haggbonn (Volvo), 2 h. 22 m.
- Allard/Fisk (Allardette), 2 h. 32 m.
- Staepelaere/Meuwissen (Ford Cortina), 2 h. 34 m.
- Bengry/Hughes (Rover), 3 h. 4 m.
- Ransy/Ribetez (Daf), 3 h. 40 m.
- Mombearts/Lambrechts (Skoda), 3 h. 43 m.

Manufacturers' Team Prize: Citroën.
Coupe des Dames: Mme. Bouchet/Mlle. Kissel (Citroën).



AT REST repairing the fuel pipe of their 3-litre Rover are Bill Bengry and Barry Hughes.



LOTUS SEVEN driver R. F. Griffin loses his mount at Becketts as R. Hodgson's Austin-Healey Sprite passes on its merry, and correct, way.

race after pole position man E. Hunt (Jaguar) had muffed his chances by concentrating on other things besides the starter's flag. Tim Riley, who had earlier decisively won the Mini race in the Aylesbury Tuning, Ltd., Austin-Cooper, won the smaller class. Best scrap of the race was between D. Evans (Anglia) and R. Funge (Riley) for last place, with the Riley just gaining the dubious honour.

The final event was another G.T. race, and it proved to be worth waiting for, whether by choice or otherwise. Peter Simpson (T.V.R.), Ian Douglas (Ginetta), John Sharp (M.G.A) and John Edmonds (T.V.R.) proceeded to circulate as if tied together, all taking a turn to fill the first four places. Eventually the Ginetta's superior braking

A Damp SUNBAC Silverstone

Chris Summers (Cooper-Chevrolet) Wins at Late-Starting Meeting

By ROBERT GRANT

Photography by GEORGE PHILLIPS

UNFORTUNATELY last Saturday's meeting at Silverstone, organised by SUNBAC did not reach the high organisational standards which one usually associates with the club. The meeting was due to commence at noon, but did not in actual fact start until two o'clock, in spite of announcements for an earlier time, the last event finishing at half past seven. No logical explanation was given for this, but I gather the reason for practice being delayed was owing to the non-appearance of numerous marshals. However, even when they did turn up it was plainly obvious that there was room for improvement on the administration side. There were eight seven-lap scratch races, a ten-lapper and two half-hour blinds for cars, plus three events for motor-cycles.

The rain, which can always be counted on to start, decided to fall just in time for the first event, and then it did so with a vengeance. Not to be deterred, Tim Moore (Lotus 7) paddled round most effectively to win the small sports car race from J. Leek (Lotus). B. White (A.-H. Sprite), despite an early spin, went very well to take fourth spot.

Roger Mac (Jaguar E) won the first race for G.T. cars from Rob Beck (XK120), who pressed him hard throughout. An extraordinary pantomime took place when Mike White (A.-H. Sprite) spun in the middle of Woodcote on his last lap and was narrowly avoided by several cars who had been in close attendance throughout the race. The driver then leapt out of the car, lifted the bonnet and started to work on the engine,

with the field rushing past either side of him. B. Hart (A.-H. Sprite) won the small car class, and third place being taken by Bob Ashley (A.-H. Sprite) who, in spite of having the handbrake on at the start, proved he can drive a modern car just as well as a vintage one.

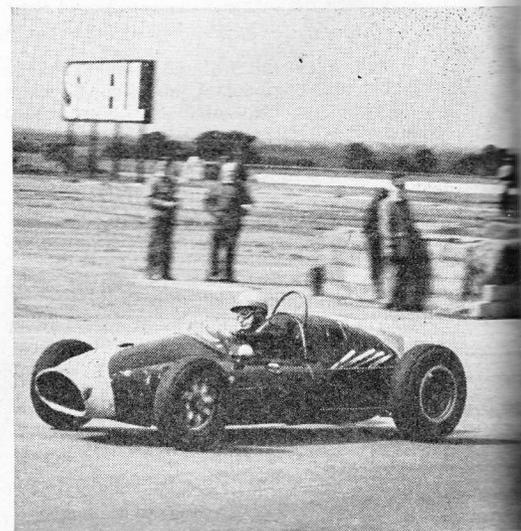
In the second small sports car race Jacquie Bond-Smith in the Wavendon Wombat had the misfortune to shunt the bank at Woodcote, but happily the only damage rendered was to the car, and even that was rectified in time for a later race. The race was won by Chris Clark (Lotus) from Tony Youlten (D.R.W.).

In the large sports car race Geoff Breakell (Lotus 23B) made an excellent start but was passed by Jack Pearce (Lotus 23B) before Cope, with Roger Mac (Jaguar E) in close attendance. There ensued a great scrap between the Lotuses, but gradually Pearce built up a decisive lead. Pat Hovenden (Elva Mk. 6), Rob Beck (XK120) and I. Douglas (Ginetta) had great fun swapping places, with Hovenden leading the trio for fourth place at the fall of the flag.

Chris Summers (Cooper-Chevrolet) was on the back of the grid, owing to not practising for the *Formule Libre* event, but by the end of the first lap was in second place behind Geoff Breakell (Lotus 23B). Needless to say, by the end of lap two Summers was thundering along way out in front, lapping within reach of the circuit record. Sid Fox (Lola) went at a great rate and finished third behind Breakell.

Nick Abbott ran away with the Saloon car

TOGETHER AT WOODCOTE during one of the half-hour speed trials are P. Burgus's 1½-litre supercharged Lotus 7 and A. Olins's Lotus Elite.



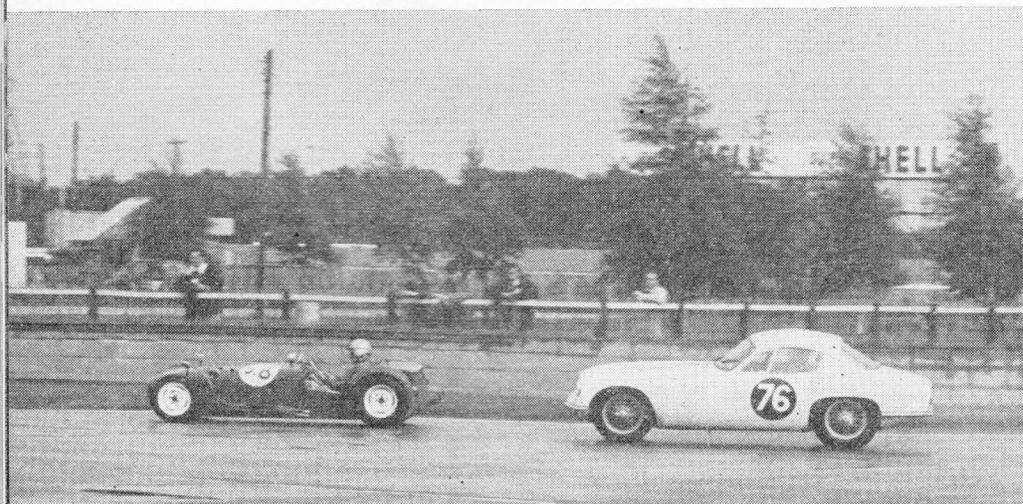
WINNER of the "Formule Libre" race was, of course, Chris Summers in his 5.3-litre Chevrolet-powered Cooper.

settled the issue, to win the race from Peter Simpson, who won the larger class.

A welcome sight at the meeting was the Circuit Motors, Ltd., mobile workshop complete with welding facilities, compressor and a host of spares.

RESULTS

Small Cars up to 1,200 c.c. (7 laps): 1, T. Moore (Lotus-B.M.C. 7), 66.76 m.p.h.; 2, J. S. Leek (Lotus-Ford 7); 3, T. J. Willblood (Lotus-Ford 7). G.T. Cars (7 laps). Overall Winner: R. S. Mac (Jaguar E). Up to 1,150 c.c.: 1, B. Hart (Austin-Healey Sprite), 67.56 m.p.h.; 2, P. J. Smith (Speedwell G1); 3, R. W. Ashley (Austin-Healey Sprite). Over 2,500 c.c.: 1, R. S. Mac (Jaguar E), 70.18 m.p.h.; 2, R. B. Beck (Jaguar XK 120); 3, M. R. Brain (Austin-Healey 3000). Small Cars (7 laps): 1, C. J. Clark (Lotus-Ford 7), 74.90 m.p.h.; 2, A. J. Youlten (D.R.W.-Ford); 3, M. R. Paris (U2-Ford). Minis (7 laps). Overall Winner: T. J. Riley (Austin-Cooper). Up to 850 c.c.: 1, N. Trickett (Morris Mini), 64.76 m.p.h.; 2, G. Price (Morris Mini); 3, S. A. Rideout (Austin Mini). Over 850 c.c.: T. J. Riley (Austin-Cooper), 68.80 m.p.h.; 2, B. G. Hawkins (Austin-Cooper); 3, J. K. Harris (Morris-Cooper). Sports-Racing Cars (7 laps): 1, J. R. Pearce (Lotus-Ford 23B), 86.51 m.p.h.; 2, G. H. Breakell (Lotus-Ford 23B); 3, R. S. Mac (Jaguar E). 1172 *Formule Libre* (7 laps): 1, B. A. M. Small (Milnor Mk. 5), 77.45 m.p.h.; 2, A. M. R. Mallock (U2 Mk. 3); 3, C. B. Garnham (Terrier Mk. 2). *Formule Libre* (10 laps): 1, C. G. Summers (Cooper-Chevrolet), 88.65 m.p.h.; 2, G. H. Breakell (Lotus-Ford 23B); 3, S. A. Fox (Lola-Climax). Saloon Cars (7 laps). Overall Winner: N. Abbott (Ford Anglia). Up to 1,200 c.c.: 1, T. J. Riley (Austin-Cooper), 68.94 m.p.h.; 2, J. F. May (Austin-Cooper); 3, R. H. Dexter (Austin A40). Over 1,200 c.c.: 1, N. Abbott (Ford Anglia), 77.87 m.p.h.; 2, P. Graham (Tornado Talisman); 3, A. Baldet (Ford Lotus Cortina). Grand Touring Cars (7 laps). Overall Winner: I. R. Douglas (Ginetta G5). 1,151-1,600 c.c. Class: 1, I. R. Douglas (Ginetta G5), 77.36 m.p.h.; 2, J. Edmonds (T.V.R.); 3, A. Olins (Lotus Elite). 1,601-2,500 c.c. Class: 1, P. Simpson (T.V.R.), 77.09 m.p.h.; 2, J. G. Sharp (M.G.A.); 3, B. Haslam (Morgan Plus 4).



Excellent Club Racing at Mallory

Brian Hart (Lotus 22) Wins Leicester Trophy

By PATRICK M'NALLY

Photography by GEORGE PHILLIPS

A FAIR sized crowd saw what must have been the best racing for some time at Mallory on Sunday. The meeting was originally planned as a National, but for some reason or another the B.R.S.C.C. decided to run it as a closed event. Some top-line drivers were present, this probably being due to the attractive prize money.

There were six events and in the Press box interest was such that few people kept their places, especially for the *Formule Libre* event when Chris Summers was trying to keep ahead of Brian Hart and Tony Hegbourne.

Rain fell throughout the meeting and the track was extremely slippery for the first event

Fitzpatrick (Morris-Cooper) and then by the eventual winner, Harry Digby in Mick Cave's A40. Digby had started from the middle of the grid and by half distance had a 5 secs. lead over Ratcliffe who, in turn, was well ahead of Fitzpatrick. In the closing stages Ratcliffe cut this lead to a mere 0.4 sec. Fitzpatrick managed a third place in one of Ralph Broad's customer's Coopers—his own car being in bits.

The Leicester Trophy proved the most exciting race of the day. John Taylor, the local favourite, made the best start from pole position in Bob Gerard's Cooper-Ford to lead the pack in a cloud of spray through Gerards. Lap after lap Taylor extended his lead, initially chased by Brian Hart (Lotus) till Hart was passed by Chris Summers (Cooper-Chevrolet) with Tony Hegbourne not far behind in the Normand Lotus 23. Summers was driving magnificently, although the extremely wet conditions were against him and he was holding his second place against the really fierce opposition of Hart and Hegbourne.

On the thirteenth lap Taylor blew up his engine when a rod broke on Stebbe straight, which was a great pity, as he would have thoroughly deserved what looked like obvious victory. This, of course, added immensely to the excitement of the struggle between Summers, Hart and Hegbourne, which was waxing thick and strong. Hegbourne had succeeded in passing Hart on the eighth lap, only to be repassed two laps later. There was barely a car's length between these three as they slippedstreamed each other on the bends. On the sixteenth lap, with only four laps to go, Hart passed Summers through Gerards and the Cooper-Chevrolet was unable to repass on Stebbe Straight as a back-marker was on the inside baulking him. Once ahead, Hart was determined to stay there, and pulled out a 2 secs. lead which he retained until the end. Hegbourne was unable to perform the same manoeuvre and had to be content with third place behind Summers. Only 3½ secs. separated the first three cars.

Some quite tolerable crumpet was fielded in the next event, the Coventry Challenge Trophy, a handicap race for lady drivers. Mrs. Jocelyn Freeman repeated her Brands Hatch success, bringing the Aston Martin Spa Special over the line just ahead of Mrs. Brenda Dickinson (Elva Mk. 6). Brenda, in fact, was obviously capable of winning the race, but toured round in the closing stages unaware that the Aston had a credit lap. Subsequently, due to the fact that the handicap times had not been displayed in the paddock, Brenda was awarded the race. Mrs. Corinne Charnell in the Austin-Healey 3000 drove particularly well to finish third just ahead of Mrs. Mary

IMPRESSIVE this year have been the performances of 18-year-old Roger Mac in several motor cars, but especially the ex-Dick Protheroe E-type with which he won the Birmingham Cup for G.T. cars (left).

DOG FIGHT AT SHAWS during the sports car race (below). Alan Rees's 2-litre Climax-engined Lotus 23 leads Mike Beckwith's 1½-litre Ford-powered Lotus 23 and Mike Knight's little 1,100 c.c. Lotus-Ford 23.

Taylor in Sid's Elite. Liz McKechnie drove her Mini-Cooper with considerable verve and, despite hard handicapping, finished in fifth position ahead of another well-driven car—the Sprite of Dorothy Perkins, twin sister to Corinne Charnell.

The drivers in the next event were not half as attractive! Chris Craft in the orange Anglia had it all his own way, taking the lead on lap one and pulling away to win by 14 secs. Nick Abbott, who had led into Gerards and who was passed by Craft through the Esses, was the only man who could have given Craft a run for his money, but he had the misfortune to lose a plug lead which necessitated a pit stop; the car rejoined the race a lap in arrears. Peer and Young were hard at it in second and third places, Young eventually getting the better of it to finish in second place.

The Guards Trophy was the last race of the day and was just as exciting as the first. Tony Hegbourne, in tremendous form, went into an early lead which he maintained until the finish. Rodney Bloor held second place for the first five laps till he was passed by Beckwith, who was storming after the leading Normand car. Roy Pierpoint held third place on the second lap and was just getting the bit between his teeth when he had to retire after touching Bloor at Shaws. This let Geoff Breakell into fourth place as Pierpoint had dropped to fourth when Beckwith went through into third. Jack Pearce did not quite succeed in passing Breakell, finishing in fifth place after a poor start and being held up a little by Alan Rees in the Climax-engined Lotus 23. Rex Willoughby (Lola) won the up to 1,200 c.c. class.

In spite of the appalling weather conditions, there were no serious incidents and a jolly good day was had by all.

RESULTS

G.T. Cars and Production Sports Cars (10 laps). Overall Winner: R. S. Mac (Jaguar E). Up to 1,150 c.c.: 1, W. Banks (Turner-Climax), 73.03 m.p.h.; 2, D. Mockford (Divaford); 3, E. N. Grace (Ginetta-Ford G4). Fastest lap: Banks, 1 m. 2.8 s., 77.39 m.p.h. 1,151-1,600 c.c.: 1, N. Surtees (Lotus Elite), 74.70 m.p.h.; 2, S. J. Taylor (Lotus Elite); 3, J. Felix (T.V.R.). Fastest lap: Surtees, 1 m. 3.2 s., 76.90 m.p.h. Over 1,600 c.c.: 1, R. S. Mac (Jaguar E), 75.05 m.p.h.; 2, E. C. Booth (Frazer-Nash); 3, N. H. McNab (A.C. Ace). Fastest lap: Mac, 1 m. 3.2 s., 76.90 m.p.h. Saloon Cars up to 1,200 c.c. (10 laps): 1, H. B. Digby (Austin A40), 73.34 m.p.h.; 2, H. W. Ratcliffe (Morris-Cooper); 3, J. Fitzpatrick (Morris-Cooper). Fastest lap: Digby, 1 m. 3.6 s., 76.41 m.p.h. *Formule Libre* (20 laps): 1, B. Hart (Lotus-Ford 22), 81 m.p.h.; 2, C. Summers (Cooper-Chevrolet); 3, A. V. Hegbourne (Lotus-Ford 23B). Fastest lap: J. Taylor (Cooper-Ford), 55.4 s., 87.73 m.p.h. Ladies' Handicap (10 laps): 1, Mrs. Jocelyn Freeman (Aston Martin Spa Special), 59.59 m.p.h.; 2, Mrs. B. Dickinson (Elva-Climax Mk. 6); 3, Mrs. Corinne Charnell (Austin-Healey 3000). Fastest lap: Mrs. Hamblin (Lotus-Ford 7), 1 m. 9.8 s., 69.63 m.p.h. Saloon Cars up to 1,200 c.c.: 1, C. Craft (Ford Anglia), 74.56 m.p.h.; 2, J. M. Young (Ford Anglia); 3, A. Peer (Ford Anglia). Fastest lap: Craft, 1 m. 3.2 s., 76.90 m.p.h. Sports Cars over 1,000 c.c. (10 laps): Overall Winner: A. V. Hegbourne (Lotus-Ford 23B). Over 1,200 c.c.: 1, A. V. Hegbourne (Lotus-Ford 23B), 80.39 m.p.h.; 2, M. Beckwith (Lotus-Ford 23B); 3, R. Bloor (Lotus-Ford 23B). Fastest lap: Hegbourne, 59.8 s., 81.27 m.p.h. Up to 1,200 c.c.: 1, R. Willoughby (Lola-Climax), 76.32 m.p.h.; 2, P. W. J. Deal (Merlyn-Ford Mk. 6); 3, J. F. Morley (Lola-Climax). Fastest lap: Willoughby and M. L. H. Keens (Lotus-Ford 23), 1 m. 0.8 s., 79.93 m.p.h.



of the day, the Birmingham Cup for G.T. cars. Roger Mac (E-type) won this, having led from start to finish, but not by any great margin. Although the E-type had led at the start, Norman Surtees in Harry Epps's Elite had always been close behind and in the closing stages had put on the pressure to such effect that he finished only 3 secs. in arrears. Star of the race, however, was Warwick Banks (Turner), who, after a mediocre start, had moved up to third place by lap three, to challenge Norman Surtees whom he succeeded in passing on the fifth lap. The Turner continued on its rapid way and started to close on Mac's E-type, but on the straight the Jaguar pulled out enough lead to stop the Turner passing it through the corners. On the penultimate lap Banks tried too hard and a locking brake caused him to spin on the entrance to Shaws, dropping him right back to fifth place overall; but he was still winner of his class. Banks made overall fastest lap of 1 min. 2.8 secs.

The G.T. cars were followed by saloons up to 1,200 c.c. Harry Ratcliffe (Morris-Cooper) took an early lead, pursued initially by John



CLUB NEWS

By ROBERT GRANT

THE final race meeting of the season is being organized by the B.R.S.C.C. at Mallory Park on 13th October. It is a closed event with five races for Formula Juniors, G.T., saloons, sports cars and a Guards Trophy race, with 20 laps for the shortest race and 35 for the longest. Regs. are now available from T. A. Watt, 22 Redfern Road, Walton, Stone, Staffs. . . . The Fifty-ninth Goodwood Members' Meeting will as usual be organized by the B.A.R.C. on 21st September, and is, of course, a closed event. Closing date for entries is 9th September, so anyone who wishes to compete had better write to G. H. Macbeth, The British Automobile Racing Club, 55 Park Lane, London, W.1, without delay. . . . The Steel Company of South Wales M.C., South Wales A.C., Aberdare M.C. and the Swansea M.C. are co-promoting the Valvoline Rally on 14th-15th September, and it is a closed event. The regs. state that there will be no closed gates, no regularity, no run-in, no nonsense and no clean sheets. And if any driver on the correct route can legitimately criticize any road surface the organizers guarantee to refund his entry fee! Closing date for entries is 11th September and they are obtainable from Mrs. Dianne Rutter, 14 Keats Close, Cefn Glas, Bridgend, Glam. . . . The Bugatti O.C. are holding their second Members' Sprint Meeting at Wellesbourne on 12th October. There are 10 classes including a Bugatti handicap for which no entry fee is required. Entries close on 5th October and are available from Ken Nightingale, Hillcroft, Rednal Road, Birmingham, 30. . . . Entries close today for the North Staffs M.C.'s restricted race meeting at Silverstone on 29th September. There are 14 races of either the scratch or handicap variety. Invited clubs are the B.R.S.C.C., Maidstone and Mid-Kent M.C., Bugatti O.C., Peterborough M.C., B.A.R.C., Nottingham S.C.C., Seven-Fifty M.C. and the Mid-Cheshire M.C. J. H. Greenwood, Walley Street, Biddulph, Staffs, is Secretary of the Meeting. . . . Monday, 16th

LANCASHIRE A.C.

WOODVALE SPRINT



PAUL PYCROFT receives his trophy from club president Sam Iskerwood. Pycroft made B.T.D. for the second time in succession at the Lancashire A.C. Woodvale venue.

PAUL PYCROFT, whose E-type Jaguar was the first car to break 2 mins. when the lengthened 2.3-mile Woodvale sprint circuit was first used at Whitsun, repeated that polished performance on Sunday, 25th August, by making B.T.D. for the second time—only a fraction outside 2 mins. in drenching rain.

The dapper, grey-haired driver from Anglesey says he would not miss a Lincs Automobile Club meeting on this airfield circuit near Southport, "because the organization is as good as the course—which is a beauty". Obviously there is wide agreement with this view, for 94 entries were listed and 86 of them were starters. So the officials had to marshal 344 timed runs over this unusually long circuit of perfect tarmac, with its five tricky bends and a chicane; this strictly between the hours of 10.30 a.m. and 5 p.m.,

September, is the closing date for the B.A.R.C. Members' closed race meeting at Aintree on 28th September. Events include marquee, *Formule Libre*, G.T., saloon and sports car races, while there are also handicap events. Entries to be sent to G. H. Macbeth, The British Automobile Racing Club, 55 Park Lane, London, W.1. . . . The Yorkshire Centre of the B.A.R.C. are organizing the Fifth Harewood Hill-Climb on 29th September. It is a closed event and is for novice competitors only, i.e. those who have not won any kind of award in a speed event held under an R.A.C. permit since 1st January, 1960. There are no fewer than 18 classes and regs. are available from Miss P. J. Steele, 10 Wormald's Yard, Boar Lane, Leeds 1, with the closing date for entries 21st September. . . . The Brighton and Hove M.C. are organizing a restricted production car trial on 22nd September at Home Farm, Staplefield. The event will consist of a series of trials on varying slopes of ground suitable for all production saloons and sports cars, with classes for saloon cars, sports cars, Minis and rear engine with rear-wheel drive and specials. The event is open to the Eastbourne and D.M.C., Sussex C.C., B.A.R.C., Southsea M.C., Austin-Healey O.C., Chichester M.C., Bognor Regis M.C., M.G.C.C., London M.C. and the Worthing C.C. Entries close on 19th September and H. A. Atkinson, 296-7-8 Madeira Drive Arches, Brighton, has the entry forms. . . . The South Downs Group of the Seven-Fifty M.C. are now holding the Broxhead Trial, which was postponed earlier this year, on 20th October at Broxhead, Bordon, Hants. Details can be obtained from S. Marsh, 39 South East Road, Sholeing, Southampton. The Cumberland Centre of the Seven-Fifty M.C. are to hold a restricted driving tests meeting at Great Orton Airfield, on 13th October. The event is open to all member clubs of the A.N.E.C.C. Further information can be obtained from Stella Blair, Arthuret House, Arthuret, Longtown, Cumberland. . . . The West Lancashire M.C. are promoting the fourth annual "Stanley" Autocross at Ormskirk on 22nd September. It is a restricted event and invitation is extended to the B.A.R.C. (N.W. Centre), Southport M.C., Chorley A.C., Jaguar D.C., Severn Valley M.C., St. Helens and Wigan C.C., B.T.R.D.A., Aintree Circuit C., Liverpool M.C. and the B.R.S.C.C. As last year, a Relay Race will be

with a break and removal of markers at lunch-time to allow a jet to land (Woodvale is an operational aerodrome). Elaborate R.T. communications make the job possible.

If rain there had to be, it could not have come at a better time. Most people enjoyed dry practice runs, but nobody escaped the wet on their official laps. In the morning, a dozen drivers were under 2 mins. 10 secs., including B. Joell (Morgan), J. E. Hutchinson and J. G. Lawrenson (Lotus Super 7s), Lord Cross (Daimler SP250), H. R. Crowther (Austin-Healey 3000), W. G. Brown (XK120) and the E-types of A. E. Crowther, J. M. McCartney, J. C. P. Binns, T. K. Warburton and P. de F. C. Pycroft, the last two being under 2 mins.

Old hand G. Bradley, in a 3.4 Jaguar, made the 3.8 boys sweat to stay ahead of him. The rain brought about some memorable spins, notably at the left-hand hairpin and the final right-hander into the chicane, but Pycroft remained as neat and very nearly as fast as ever.

JOHN LAMBERT.

RESULTS

B.T.D.: P. de F. C. Pycroft (Jaguar E), 2 m. 0.6 s. B.M.C. Minis up to 1,100 c.c.: 1, J. G. Lawrenson, 2 m. 19.14 s.; 2, J. C. Marshall, 2 m. 23.25 s. Touring Cars up to 2,000 c.c.: 1, C. H. Wild (Volvo), 2 m. 21.94 s.; 2, B. G. Entwistle (Rapiet), 2 m. 24.59 s. Over 3,000 c.c.: K. Fleuriot (Jaguar 3.8), 2 m. 13.08 s. Touring Cars, *Formule Libre*: 1, J. Reiss (Cortina), 2 m. 12.74 s.; 2, A. Rothmell (Anglia), 2 m. 14.06 s. Marquee Sports Cars up to 1,300 c.c.: G. Winkill (Midget), 2 m. 36.46 s.; 1,651 to 2,500 c.c.: B. Joell (Morgan), 2 m. 13.54 s. Sports Cars up to 1,150 c.c.: R. Sutherland (Sprite), 2 m. 13.28 s.; 1,151 to 1,900 c.c.: J. E. Hutchinson (Lotus 7), 2 m. 10.58 s.; 1,901 to 3,000 c.c.: B. Joell (Morgan), 2 m. 10.61 s. Over 3,000 c.c.: P. de F. C. Pycroft (Jaguar E-type), 2 m. 1.19 s. Sports-Racing Cars up to 1,000 c.c. (pushrod) and 1,200 c.c. (side valve): F. N. Smith (Lotus 7), 2 m. 8.7 s.; Up to 1,300 c.c.: H. E. O'Brien (Lotus), 2 m. 7.74 s.; 1,301 to 1,600 c.c.: E. Charlton (Lotus 7), 2 m. 8.03 s.; Over 1,600 c.c.: T. H. Warburton (Jaguar E-type), 2 m. 1.84 s. Racing Cars up to 1,150 c.c.: F. W. Smith (Lotus 7), 2 m. 5.57 s.; Over 1,150 c.c.: G. D. Hill (Lotus), 2 m. 17.36 s. Tear Award: Pycroft, Warburton, McCartney (Jaguar E-type).

COMING ATTRACTIONS

FOREIGN EVENTS

- 8th September. ITALIAN GRAND PRIX (F.1) and INTER-EUROPE CUP (G.T.-2, 3), Monza, Italy.
ALBI GRAND PRIX, France (F.1).
PORTOROZ, Yugoslavia (F.1, G.T.).
14th-15th September. BRIDGEHAMPTON DOUBLE 500, U.S.A. (S. G.T.-2, 3).
14th-22nd September. TOUR DE FRANCE.
BRITISH EVENTS
7th September. B.R.S.C.C. National Race Meeting, Crystal Palace, Sydenham, London, S.E.19. Starts 2 p.m.
Jaguar D.C. National Race Meeting, Silverstone, near Towcester, Northants. Starts 1 p.m.
Aintree C.C. Race Meeting, Aintree, near Liverpool, Lancs. Starts 2 p.m.
B.R.S.C.C. (N.W. Centre) Race Meeting, Oulton Park, near Tarporley, Cheshire.
Scottish S.C.C. Hill-Climb, Rest-and-Be-Thankful, near Arrochar, Argyll. Starts 2.30 p.m.
7th-8th September. Surrey Sporting M.C. Sortie Rally. Starts Royal Huts Hotel, Hindhead, near Haslemere, Surrey, at 11 p.m.
Liverpool M.C. Jeans Gold Cup Rally. Starts Silverdale Hotel, Silverdale, Lancs, at 10.30 p.m.
Hampton and D.M.C. September Sojourn Rally. Starts Lionvale Garage, Ashford, Staines, at 10 p.m.
8th September. B.A.R.C. (Yorkshire Centre) National Hill-Climb, Stockton Farm, Harewood, near Leeds, Yorks. Starts 1 p.m.
B.A.R.C. (South Wales Group) Sprint, St. Athan, Glamorganshire.
Sevenoaks and D.M.C. Sprint, Brands Hatch, near Farningham, Kent.
Margate and D.C.C. The East Kent Times Autocross. Starts Tubbs Corner, Ramsgate, Kent, at 2 p.m.
Southport M.C., Chorley A.C., Liverpool M.C., Preston A.C., St. Helens and Wigan C.C. and West Lancs M.C. Autocross. Starts Kew House Farm, Scarisbrick, Southport, Lancs, at 1 p.m.
Esso (Fawley) M.C. Driving Tests. Starts Beaulieu, Hants.
Dudley and D.C.C., Lucas M.C. and Wolverhampton and South Staffs C.C. Driving Tests. Starts Tarmac Ltd., Etingshall, Wolverhampton, at 1.30 p.m.
Vintage S.C.C. Madresfield Rally (driving tests and concours d'elegance). Starts Madresfield Court, Worcestershire.

included in the events. Closing date for entries is 16th September and Secretary of the Meeting is S. G. Crouch, 29A Park Avenue, Southport. . . . It has been confirmed that the aforementioned club will be holding the Southport Speed Trials on the Marine Drive again on 10th November. The course has now been completely resurfaced since the last March meeting, and the escape road at the Pier bend has now been opened. Regs. are available from S. G. Crouch.

SEVEN-FIFTY M.C.

(CUMBERLAND CENTRE)

DRIVING TESTS

THE last Driving Tests in a series of three organized by the Cumberland Centre of the Seven-Fifty M.C. on 25th August, turned out to be one of the best events of the year, with some very original ideas by Dick Rutherford. There were five tests in all, each to be attempted twice and the best run to count.

The two Brians of the Centre, Brian Mitton and Brian Smith, were each in a position to win the Championship Shield, both having achieved Best Performances in the two previous competitions. Therefore an excellent afternoon of spectating was a foregone conclusion and, indeed, was a pleasure to watch.

Brian Smith gave a superb show of how to put your Mini-Cooper where you want it, but Brian Mitton wasn't far behind; in fact, only 1.8 secs. separated the two Coopers after four tests. But, due to rather over-enthusiastic driving on Smith's part, he incurred 10 penalty points by knocking over a boundary marker and therefore gave Mitton the points advantage and the Championship Shield.

The Austin 7s have had a good run for their money, Ecurie Jinx turning up for the meeting and giving Dickie Milne and the Austin Nippy a day of hard competition, making a class win not so hollow after all. RICHARD MILNE.

RESULTS

B.T.D.: B. F. Mitton (and Championship Shield) F.W.D. Class: 1, B. F. Mitton; 2, B. Smith. R.W.D. Class: 1, John Taylor; 2, Alf Sewell. Open Class: Alan Thompson. Austin 7 Class: Dickie Milne.

CASTROL WINS IN SPA-SOFIA- LIEGE RALLY

GROUPS 1 & 2

1301-1600 C.C. CLASS

- 1ST** P. Riley/A. Nash
(FORD CORTINA)
- 2ND** G. Staepelaere/E. Meuwissen
(FORD CORTINA)

1601-2000 C.C. CLASS

- 1ST** A. Pilhatsch/O. Karger
(VOLVO)

OVER 2000 C.C. CLASS

- 1ST** K. James/M. Hughes
(ROVER)
- 3RD** A. Bengry/B. Hughes
(ROVER)

GROUP 3

OVER 2000 C.C. CLASS

- 1ST** P. Hopkirk/H. Liddon
(AUSTIN-HEALEY 3000)

*(Subject to official
confirmation)*



London Motor Club BRANDS HATCH SPRINT

LONDON MOTOR CLUB were blessed with typical summer weather for their annual Restricted Sprint at Brands Hatch last Sunday. Towards the end of the afternoon the rain eased and the sun made a brief appearance, a development which aggravated conditions for a while, since the top straight and Paddock Bend dried out, leaving the rest of the circuit uncomfortably slippery. Times generally were about 10 secs. down on the first runs and anything up to 5 secs. in the partly dry period. Clive Lacey, for once, had to give best to Edward Crocker for B.T.D., although the margin was only 0.4 sec. The Merlyn-Ford, after an initial 2 mins. 16.0 secs. on a soaking track, recorded what appeared to be a winning 2 mins. 10.6 secs. during a light shower. Crocker's Team Molykote 1,450 c.c. Lotus 7, in similar conditions, returned 2 mins. 10.2 secs. on his second run after taking 2 mins. 26.6 secs. first time out. Alastair Crawford, in his newly acquired, ex-Kenny Baker E-type Jaguar, might well have beaten them both had he not hesitated momentarily over a gear-change at the start of his second run, which was worth 2 mins. 11.2 secs. With all those still slightly strange horses at the ball of his right foot, Crawford's effort was most meritorious and he had the consolation of best Group 3 performance with the E-type as well as a class win with his Mini-Cooper S in 2 mins. 31.4 secs.

There were only four Group 1 850 Minis and of these Roger Penwarden was comfortably the quickest with 2 mins. 50.0 secs. David Silience was the best of the Group 1 Mini-Coopers with 2 mins. 35.0 secs. on his second run. Duncan Macnab, who had equalled Silience's 2 mins. 38.0 secs. on his first run, could not match David's improvement and it was Gerry Marshall who came closest with a fine second effort which was only 0.6 sec. slower than the class winner.

Of the Group 2 Minis, Clive Trickey was best of the 850 brigade with 2 mins. 40.0 secs. and Alastair Crawford took the other section with his S-type.

Stewart Hands and Nancy Mitchell's son, Peter, shared a 1,295 c.c. Fiat, the former just beating Mitchell with 2 mins. 48.0 secs. to take the class. The same pair of drivers also shared a rapid Group 2 Anglia in Class I, Hands returning 2 mins. 27.6 secs. after a spin at Druids on his first run, an effort which might have accounted for Mitchell retiring the car on his own second run, although it is doubtful whether he would have matched Ian Grant, whose even more rapid 105E got down to 2 mins. 22.6 secs. on his second attempt. Grant thus took the class, but just failed to take the award for the best Group 2 perform-

ance, which fell to Michael Sharpe driving the ex-Albert Powell 3.4 Jaguar, by only 0.2 sec. Sharpe's 2 mins. 22.4 secs. was good value for spectators, since he drove right on the limit and all but lost it twice at Bottom Bend.

Dr. Rod Longton's Riley, now M.G.B.-powered, took his class comfortably in 2 mins. 29.6 secs. after Mike Sargent had spun his chances away at Bottom Bend, a corner which remained treacherous all day. Another revolver, D. A. Williams, was more fortunate on his second run and recorded 2 mins. 30.0 secs. with his Sprite, which won him the Open Class for cars up to 1,000 c.c. by over six seconds.

Another Sprite driver, John Pearse, took the next class with his Mark 2 version, his 2 mins. 28.8 secs. being quite unchallenged. J. A. Mortimer, who might well have given Pearse a run for his money, pirouetted mightily at Paddock on his second run, being fortunate to stop just short of the banking. D. H. Corderoy, who was following in his Spitfire, was so impressed by the avoidance he was witnessing, that he promptly spun in sympathy!

David Spares did well to win Class O with his Ginetta with 2 mins. 21.4 secs. He has done quicker in the dry, but this performance, in the tricky conditions prevailing, must constitute a personal best. He narrowly beat John Allan's rapid Fairthorpe, after David Coleman had blunted his challenge, but fortunately not his M.G.A. at Druids.

Dr. Crawford, who earlier had shared Longton's Riley unsuccessfully, now turned the tables on his colleague in his own Lotus Elan, taking Class P with a fine run which only occupied 2 mins. 19.8 secs. Les Fryer, trying very hard indeed in a similar car, overdid things coming out of Druids, clouted one bank and disappeared at high speed right over the other. An apparently almost undamaged car was retrieved from its bed of nettles after the meeting.

Michael Hall drove extremely well to record 2 mins. 27.6 secs. with his M.G.B. a time which gave him his class handsomely, and Claude Rye was equally impressive with his M.G.-powered Lotus Mk. 6 in Class U, although Rye's 2 mins. 15.0 secs. was closely challenged by the 2 mins. 16.8 secs. of Hugh Balfour in his 1,340 c.c. Super Seven.

Mike Crabtree, expected to contest B.T.D. with Lacey, got down to 2 mins. 13.8 secs. in his Climax-powered Seven on his second run, but when everybody had decided that Lacey's 2 mins. 10.6 secs. was going to be good enough, along came Crocker with his incredible 16 secs. improvement, to give him B.T.D. with 2 mins. 10.2 secs. Donald

However, there was a Marcos G.T. driven by Peter Brayshaw to be reckoned with, and as it happened this car, superbly driven by Brayshaw, was only 0.78 sec. slower than Randles who took B.T.D.

Class 1 was for Production Saloons up to 1,600 c.c., complying with Appendix J, Group 2, and this provided an entry of the usual Minis, Mini-Coopers, Rapiers and, believe it or not, a 1947 Rover 12 coupé! Racing was very close indeed and was won by M. R. Evans with his Austin-Cooper, recording a time of 56.82 secs. An interesting car in this class was the ex-works Rapier 3A recently acquired by club captain Harry Skelton, but he was unable to do better than 60.69 secs.

Class 2 for unlimited saloon cars was won by Allan Preece in his black supercharged Mini with a time of 60.78 secs., narrowly beating L. Lingard, who shared Preece's car and returned a time of 60.85 secs. Quite a dice these two had.

In Class 3, G.T. cars up to 1,200 c.c., A. G. Ruggles, after spirited drives in his Sprite, put up a time of 59.78 secs. during his first run and 58.70 secs. the second time round, both times being unapproachable so far as the opposition was concerned.

Class 4 for unlimited G.T. cars gave those present a wonderful exhibition of fast driving in the wet in the form of Peter Brayshaw driving a Marcos. This car, fitted with a 1,650 c.c. Cosworth-Ford engine, returned a time of 52.78 secs. the first time round and this was deemed a potential B.T.D. by all those who witnessed this truly amazing drive. Brayshaw went on to better this time with 50.84 secs.

Bridges took his class with his 1,650 c.c. Seven, but then had the mortification of seeing his good lady spin the car expensively at Paddock on the last run of the day, after she had returned a fine 2 mins. 23.0 secs. on her first run in the wet.

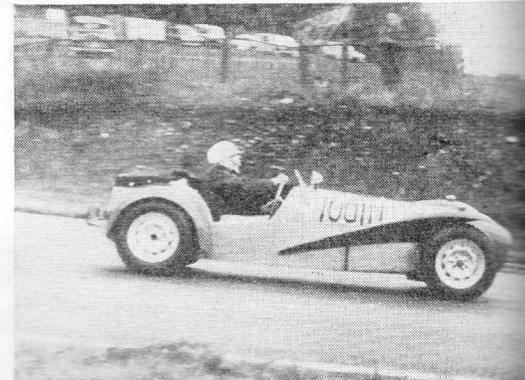
Jack Bridge took Class E with his B18 Volvo with the only example of identical times during the day. Both his runs occupied 2 mins. 57.4 secs. This class was as notable for the presence of Malcolm Sear's 1952 Standard Vanguard, which went very well, as it was for the unorthodox position of K. Rochford's right arm, which rested on the sill of his Zodiac, even during a rather hectic few moments at Clearways.

Organization was well up to the high standard we expect from London Motor Club, the fully subscribed entry of 100 cars completing their two runs well before closing time, despite the inclement weather.

RON AMBROSE.

RESULTS

B.T.D.: E. Crocker (Lotus 7), 2 m. 10.2 s. Class Winners: R. Penwarden (Mini-Minor), 2 m. 50.0 s.; D. Silience (Mini-Cooper), 2 m. 35.0 s.; S. Hands (Fiat 1300), 2 m. 48.0 s.; J. Bridge (Volvo B18), 2 m. 57.4 s.; C. Trickey (Mini), 2 m. 40.0 s.; A. Crawford (Mini-Cooper S), 2 m. 31.4 s.; I. Grant (Anglia 1200), 2 m. 22.6 s.; Dr. R. Longton (Riley 1.5), 2 m. 29.6 s.; M. Sharpe (Jaguar 3.4), 2 m. 22.4 s.; D. Williams (Sprite), 2 m. 30.0 s.; J. Pearse (Sprite), 2 m. 28.8 s.; D. Spares (Ginetta-Ford), 2 m. 21.4 s.; Dr. R. Crawford (Lotus Elan), 2 m. 19.8 s.; M. Hall (M.G.B.), 2 m. 27.6 s.; A. Crawford (Jaguar E), 2 m. 11.2 s.; C. Lacey (Merlyn-Ford Mk. 4), 2 m. 10.6 s.; D. Bridges (Lotus 7), 2 m. 16.8 s.



VALERIE BRIDGES approaches Kidney Bend in her husband's 1,650 c.c. Lotus 7. Unfortunately she bent the car at Paddock Bend—after her "better half" had won his class.

Class 5 for sports-racing cars up to 1,200 c.c. unfortunately had no starters and Class 6 for sports-racing cars over 1,200 c.c. was reduced to a straight fight between Josh Randles and Ray Terry. Randles's first run produced a time of 52.64 secs. and Terry followed this with 52.99. During the second runs, however, Randles returned 50.06 secs., which, incidentally, took B.T.D.; Terry was unable to better 51.11 secs.

Class 7 for racing cars up to 500 c.c. and Formula Junior cars had only one starter, this being G. Smellie in the f.w.d. Mezzolitre, surely the best-looking 500 ever produced.

The class for unlimited racing cars, Class 8, was won by Tony Griffiths (B.R.M.) from Neal's Arden with a time of 51.52 secs.

D. A. GEORGE.

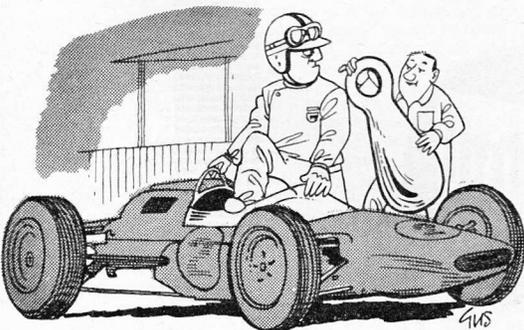
RESULTS

B.T.D.: J. Randles (Cooper-Maserati Monaco), 50.06 s. Saloon Cars up to 1,600 c.c.: 1, M. R. Evans (Austin Mini-Cooper), 56.82 s.; 2, H. S. Shepherd (Austin Mini-Cooper), 58.21 s.; 3, C. W. Field (Sunbeam Rapier), 58.80 s. Unlimited Saloons: 1, A. Preece (Morris Mini s/c), 60.78 s.; 2, L. M. Lingard (Morris Mini s/c), 60.85 s.; 3, R. H. Shipman (Morris Mini), 61.97 s. G.T. Cars up to 1,200 c.c.: 1, A. G. Ruggles (Sprite), 58.70 s.; 2, A. E. Belcher (Sprite), 60.12 s.; 3, C. W. P. Turner (Sprite), 60.28 s. Unlimited G.T. Cars: 1, P. Brayshaw (Marcos-Ford), 50.84 s.; 2, A. D. Johnson (Jaguar 3.4), 56.36 s.; 3, S. Perry (Frazer-Nash), 61.16 s. Sports-Racing Cars over 1,200 c.c.: 1, J. Randles (Cooper-Maserati Monaco), 50.06 s.; 2, R. M. Terry (Lotus-Climax 7), 51.11 s. Racing Cars up to 500 c.c. and Formula Junior: G. T. Smellie (Mezzolitre), 64.38 s. Unlimited Racing Cars: 1, A. B. Griffiths (B.R.M.), 51.52 s.; 2, S. P. Neal (Arden-Ford), 52.76 s.

COVENTRY & WARWICKSHIRE M.C. CHURCH LAWFORD SPRINT

IN appalling weather conditions, Coventry and Warwickshire Motor Club held their third Sprint of the season at R.A.F. Church Lawford, near Rugby, on Sunday, 1st September. The now familiar figure four course of approximately 1,600 yards was used and 30 drivers pitted their skill against a road surface made treacherous by the monsoon-type rain.

It was evident from the programme that at least three entries were going to do battle for B.T.D. These were Josh Randles, with his modified Cooper Monaco and now fitted with a 3-litre Maserati engine, Ray Terry in his 1½-litre Climax-engined Lotus 7, and Tony Griffiths with his ex-Phil Scragg B.R.M.



ELLAND M.C.**PENNINE RALLY**

ELLAND M.C.'s second restricted Pennine Rally on 31st August-1st September turned to the Pennine range to provide the narrow twisting and hilly roads, the basic essentials of modern rallying. This year much of the route lay south of the border in Derbyshire and maps 101, 102 and 111 were being used.

The first car left Cromwell Garage, Brig-house, at 11.01 p.m. with crews fully briefed after spending an hour plotting. A reduced average speed was used to help avoid the pub traffic so prevalent on a fine summer night. After Control 1 the pressure was increased through Meltham and Holmbridge until by Control 6 the majority were already receiving lateness penalties. Six more controls were scattered over the Strines area and here J. Forrest/P. Jasper collected a W.D. through a mis-plot which proved to be an expensive error.

The route now shot southwards over 111 to reach the Matlock district by T.C.22, then westward to T.C.29 (137594 approach E.) which can only be reached through 145599. The next section to T.C.30 (114581 approach N.E.) was a three-minute one causing a little concern because Wolfscote Dale ford is not a goer. Many crews fell for this temptation and John Nottingham/A. Lewis discarded part of the exhaust drainpipe and retired with considerable grace.

At the petrol halt at Winkhill it was clear that J. A. Geary/H. B. Barton in a TR3 fitted with a special forced draught ventilation

system were hot favourites. After a brief respite the pace seemed to ease a little and many were unpenalized until the two one-minuteers near Whalley Bridge.

The subsequent sections through Buxworth and Bradshaw Hall were a trifle narrow for the Zephyr of H. Haigh/C. B. Marchant which was hedge clipping both sides simultaneously. The white road section through 120775 is normally passable but the greasy surface changed all that and all crews lost time on a detour southwards. Through Hathersage and Ringinglow the route turned north to the white reservoir road through Ash Cabin Flat which now has lasting memories of brief but resounding contact with many a metallic sump. The tight hairpins over Bradfield Moors almost depleted the field further because the surface was covered with a heavy dew, and then came a long home run to the start and finish control just as daylight was breaking.

The provisional results were announced in less than two hours and showed that the persistent effort of R. Gartside/K. A. Wood (Anglia) was just sufficient to rob the favourites of the coveted B. Hincliffe Memorial Trophy.

An excellent route and good marshalling.

C. B. COPE.

RESULTS

Best Performance: R. Gartside/K. A. Wood (Anglia), 25 mins. **1st class Awards:** H. Haigh/C. B. Marchant (Zephyr), 30; J. A. Geary/H. B. Barton (TR3), 30. **2nd class Award:** Miss K. Waddington/J. B. Guy (Anglia), 7 fails, 69. **Novice Award:** J. R. Eastwood/J. C. North (VW), 4, 84. **Ladies' Award:** Miss J. Hopton/Mrs. J. B. Guy (Alpine), 39.

AUSTRIAN GRAND PRIX—continued

pits, but the American went straight back into the race, to take second place from the immobile Amon. The latter, coached by Parnell, eased his car over the finish line on the starter motor, but was just too late to take third place from the "Flying Dutchman", who yet again finished non-stop with probably the most-raced Formula One car in existence.

Brabham swept on to a well-deserved victory, and Settember, much to his surprise, found himself in second place. On the whole, a well-organized race, with something of the club atmosphere about it. With around 35,000 people present, it was the best-attended race meeting to be held in Austria, and providing the C.S.I. acquiesce, it should have World Championship status in 1964!

RESULTS

(80 laps—256 kiloms.)

1. Jack Brabham (Brabham-Climax), 1 h. 39 m. 6.33 s., 155.05 k.p.h. (96.35 m.p.h.). (Race record)
 2. Tony Settember (Scirocco-B.R.M.), 75 laps.
 3. Carl Godin de Beaufort (Porsche), 75.
 4. Chris Amon (Lola-Climax), 71.
 5. Bernard Collomb (Lotus-Climax), 71.
 6. Tim Parnell (Lotus-B.R.M.), 70.
 7. Gunther Seifert (Lotus-B.R.M.), 68.
 8. Innes Ireland (Lotus-B.R.M.), 64.
 9. André Pilette (Lotus-Climax), 64.
- Fastest lap: Brabham, 1 m. 11.39 s., 161.15 k.p.h. (100.26 m.p.h.). Circuit record.

British Racing and Sports Car Club WISCOMBE PARK HILL-CLIMB

THE South-Western Centre of the B.R.S.C.C. were unlucky in two things last Sunday, 1st September. Non-starters robbed the entry list of some interesting types, and the weather was absolutely foul. Only 15 cars were able to get through practice on Saturday, and a soaking course on Sunday morning forced a later start than was anticipated. Despite this, the organization caught up the time lost, and the final run took place at 6.15 p.m.

The hill was extremely slippery from the early morning rain, as Stan Richards found out in practice, spinning off on braking for the gateway, and attacking Price's tree backwards. He went one further than Mr. Price, inasmuch as he inverted the motor on top of himself. Fortunately the ground was soft, and some laurel shrubs acted as a form of cushion, and Richards got away with no more than a shaking and a bruised back. The Terrier Mk. 6 was seen to do some startling tail-wagging on the lower slopes, and several people found Sawbench corner a bit of a problem.

Event 1 was for series touring cars. Ted Williams' fantastic Mini made such a remarkable Ferrari-like noise that someone had second thoughts, and transferred him to another class! This left T. K. Osborne's Mini-Cooper in the lead, with a good run in 58.04 secs. R. D. Bromley's Mini-Cooper was about 1½ secs. slower. Osborne's time was the more remarkable for being put up on the second run, during a torrential downpour of rain.

The second class in Event 1 was a good thing for Ron Fry's Mini-Cooper S, which climbed in 56.88 secs., with R. Cook's similar car runner-up.

The Grand Touring classes started off with a convincing win for R. Ashford, whose very fast Midget took the class in 56.74 secs., on a streaming wet course. C. R. M. Boote's grey Mini, transferred into this class, went like a bomb into second place. One or two of the Sprites were light on the back end, particularly on the fast right-hander just before Bunny's Leap. Class 2 in the G.T.s went to Ron Smart's scarlet Elite, which fairly snarled up in 57.42 secs. E. W. Preston's red T.V.R. was silent, and steady, but got second place in a deceptively smooth trip. The familiar red M.G.A. of Elton Motors was driven by Spencer and Christine Elton, both of whom appeared to be having trouble with the gearbox. The big boys among the G.T.s were dominated by Ron Fry's Berlinetta, which was most impressive on the wet track. 54.27 secs. was just about the fastest so far, and was only bettered by W. A. Liddell's F.1 Cooper, which made B.T.D. Ray Meredith

led a trio of Morgans with a cracking trip in 57.33 secs. J. Chatham's Austin-Healey did some interesting things on the lower slopes on its first run, but got down to a very creditable 59.15 secs., just when the rain had started to pour down on the second runs.

The modified G.T.s were sparsely supported, with Ted Williams' "promoted" Mini appearing by order of the scrutineers, and doing a very nice 56.77 secs. Tony Taylor did some lightning wheel-winding at Bunny's Leap, getting out of trouble very neatly.

The sports-racing and specials were quite a handful on a slippery hill and the lower slopes provided some highly interesting tail slides for the soddened onlookers. Bryan Small's 1172 Milmor went extremely well in 56.61 secs., while a very tight battle between John Grafton and Jeremy Lord went to the former in 57.48 secs., possibly because he went through Sawbench at a rate that looked impossible!

Vic Hood had a fairly comfortable win in his section, in 63.71 secs. On his first trip the tail became detached after Bunny's, and clattered along behind the car, much to Vic's disgust.

Non-starters reduced the racing classes, the first of which went to Julian Brabin, being way out in front with 58.32 secs., with some very determined motoring. D. Eastmond had a hearty broadside on Wis Corner, while Sawbench took a toll of those who either went straight on, or spun. C. J. White's Petty-J.A.P. met a solid object, G. Wilkins went broadside, S. C. Bywater went into the outside bank, and several others had a quick look at the outside bank. The man who didn't was W. A. Liddell, who fairly blasted up in a hairy 53.77 secs., which was to be B.T.D. Wally Cuff seemed to be having trouble with gear selection on his first run, but got everything "cogged" on his second to record 54.83 secs., in a typical "Wally"-type climb!

A small side bet for a bottle of Champagne, between Major Chichester, in the ex-Rivers-Fletcher H.W.M.-Jaguar, and Doc Taylor's wonderful Caesar Special went to the latter, in 59.47 secs.

After the racing cars had done their second

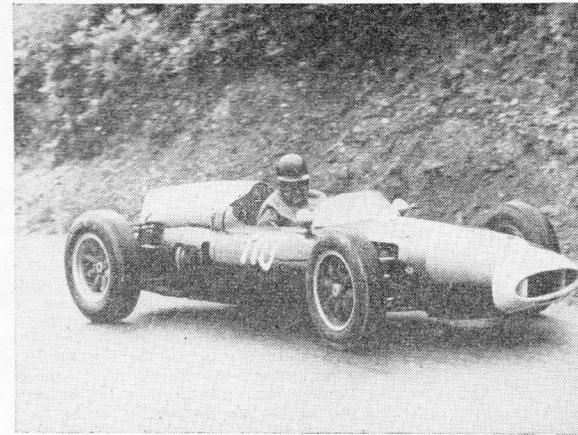
RESULTS

B.T.D.: W. A. Liddell (Cooper-Climax), 53.77 s. **Class Winners:** T. K. Osborne (Mini-Cooper), 58.04 s.; R. Fry (Mini-Cooper S), 56.88 s.; R. Ashford (M.G. Midget), 56.74 s.; R. Smart (Lotus Elite), 57.42 s.; R. Fry (Ferrari 250GT), 54.27 s.; T. Williams (Mini-Cooper), 56.77 s.; T. Taylor (M.G.A.), 60.28 s.; B. A. M. Small (Milmor-Ford Mk. 5), 56.61 s.; J. R. Grafton (Lotus-Ford 7), 57.48 s.; V. N. Hood (Grayford), 63.71 s.; E. J. Brabin (J.B.S.-J.A.P.), 58.32 s.; W. A. Liddell (Cooper-Climax), 53.77 s.

runs, the classes went in reverse order, and the meeting ended with the Minis climbing through a river of water. Bad luck for the organizing club that the weather was so bad, but a most enjoyable meeting despite the appalling conditions. TONY HOLLISTER.



WINNER of the 500 c.c. class was Julian Brabin in his J.B.S.-J.A.P. (above). The "bangers" now seem to have deserted the circuits forever, though a few remain on the hills. B.T.D. was recorded by W. A. Liddell's Formula 1 Cooper-Climax, once the property of the Camoradi team (below).



**VICKERS-ARMSTRONGS (HURN) C.C.
WEST HANTS & DORSET C.C.
SEVEN-FIFTY M.C.
BOURNEMOUTH M.C.
AUTOCROSS**



MUDDY STUFF. Mrs. Vann broadsides her Mini in the mud and David Jackson-Smith, also Mini-mounted, has to take avoiding action.

Vickers Armstrongs (Hurn) Car Club, co-promoted their "Grasshopper" Autocross, with West Hants and Dorset C.C., Seven-Fifty and Bournemouth Motor Clubs on 26th August. With an excellent course and

a good entry the event, in theory, should have been first class. However, the Clerk of the Course was beaten by the Clerk of the Weather on this occasion. Lowering clouds, drizzling rain and a gale force wind combined to spoil what could have been a good day's sport. The course was reduced to a sea of very slippery mud, upon which traction was almost non-existent, and which made times about three times as long as normal.

The length of the times brought things to a close after the first runs. After a short interval the course was slightly modified, and competitors were given an optional second run, of only two laps duration, not counting towards results.

Class A1, for standard saloons up to 1,000 c.c. went to Mike Hickman, who did a creditable 5 mins. 38 secs. in very bad conditions. For once Ted Crocker was beaten by the surface and was unable to do any of his usual hairy motoring, being some six seconds slower. In this class Mrs. Hickman annexed the Ladies' award, with 6 mins. 33 secs.

Class A1 (B) saw a horde of Mini-Coopers, fastest of which was that of M. J. P. Downer, in 6 mins. 2 secs. In this class the wives of Messrs. Vann, Keeping, Drake and Purdy all had a good dice, Mrs. Purdy actually beating her husband by one second. Dave Jackson-Smith was thoroughly enjoying himself, proving the theory that "the impossible takes a little longer", inasmuch as his high speed approaches to the bends sent him away over the countryside on the exits, incurring the inevitable time penalty in the results. Several people got stuck in a large rut on the far side of the course and required manual assistance.

Class A2 went to Frank Burton's VW, which stayed in a remarkably straight line and went like a bomb. His time of 5 mins. 32.2 secs. not only won the class, but made B.T.D. as well. D. White's VW was more spectacular, and did 5 mins. 45.1 secs. David

de Souza (Mini-Cooper S) and Rex Plyer (Morris 1100) had a three-lap battle, the lead changing about three times per lap, while Mrs. Burton joined the revolvers in her VW, a fate which was shared by many more during the day.

Harry Rose's VW annexed the next class, with 6 mins. 41 secs., while Ben Smallshaw's Zephyr and Geoff Snow's Vitesse went at it hammer and tongs, but were unable to give of their true potential on the greasy surface.

The sports cars in class B5 were hardly suited to trials conditions, and D. J. Farnham's vintage Austin managed 6 mins. 27.5 secs.

The Specials were reduced by non-starters and the honours went finally to Max Normanton who was on great form and managed to beat Brian Drake's Moonraker with 5 mins. 42.9 secs., against 5 mins. 46.2 secs., both cars sliding about all over the course, and the drivers getting a coating of half an inch of liquid mud!

More than half an inch of the stuff lay between the victims and the main road after the meeting, but the writer managed to get away afterwards. What happened to the later departures we do not know, but possibly the V.A.C.C. could use some sort of feet and inches marking on the last 400 yards and put it as a bonus in hand for their next trial!

TONY HOLLISTER.

RESULTS

B.T.D.: F. Burton (Volkswagen), 5 m. 32.2 s.
Class A1, A: 1, M. J. Hickman (Morris Mini), 5 m. 38.0 s.; 2, E. Crocker (Morris Mini), 6 m. 4.8 s.
Class A1, B: 1, M. J. P. Downer (Morris-Cooper), 6 m. 0.2 s.; 2, P. V. Hight (Morris-Cooper), 6 m. 6.0 s.
Class A2: 1, F. Burton (Volkswagen), 5 m. 32.2 s.; 2, D. White (Volkswagen), 5 m. 45.1 s.
Class A4: 1, H. Rose (Volkswagen), 6 m. 41.1 s.; 2, B. Smallshaw (Ford Zephyr), 7 m. 14.4 s.
Class B5: 1, D. J. Farnham (Austin 7), 6 m. 27.5 s.; 2, L. F. Cole (Austin 7), 6 m. 44.8 s.
Class B6: 1, P. M. Normanton (Ford Special), 5 m. 42.9 s.

CORRESPONDENCE

British Racing Green

I WONDER if AUTOSPORT, or the readers of your magazine, would be able to assist us in a matter that has been occupying our minds for the past two months.

In the July issue of *Motor Sport*, the Editor, a Mr. Boddy, criticized the colour of Formula 1 cars entered by this team, and stated that it was a pity that they were not painted "British racing green".

Being, as we are, very proud of the prestige gained by British motor sporting successes, and being equally proud of and desirous of wearing this country's correct racing colour, which we understand to be green, we wrote to the Editor asking him if he would kindly let us know, at his earliest convenience, the British Standards Institute's specification of the colour "British racing green". Either my letter did not arrive or it was mislaid on arrival, for no reply was received up to 14th August, when I again wrote to him, sending him a copy of my original letter of 11th July.

It would seem that my second letter suffered the same fate as the first, for, at the time of writing, we are still without a reply. We wrote to the British Standards Institute only to be told that they are unable to identify the colour described as "British racing green" and they suggested that we direct our inquiries to the A.A. or the R.A.C.

Perhaps you, or your readers, would be able to assist us in our inquiries on this matter where others have so far failed to help.

BRITISH RACING PARTNERSHIP, LONDON, N.6.

KEN GREGORY.

A New Motor Racing Game

How about a new game for the motor racing closed season? All that is required is a large hall.

Two or more scrutineers are presented with a sports-racing car or G.T. car for examination.

The first scrutineer to disqualify it gains 100 marks. Bonus marks are awarded as follows: Not less than one week non-stop work by entrant to have car ready, 10 marks; any British car, 15 marks; potential race winner, 20 marks; car brought not fewer than 2,000 miles, 50 marks; car billed by promoters as star of the meeting, 100 marks.

The game could also be played during the season and would save race spectators the bother of standing in the rain for six hours to see who has won a race.

RADLETT, HERTS.

JACK RANCE.

Good Old Ernie

With reference to Mr. Wilson's letter praising Mr. Marples, I can only wholeheartedly agree with what he says. I think Ernie is doing a magnificent job, but surely he should be given more powers governing the motorist. His 50 m.p.h. limit on holiday weekends has done a lot to reduce accidents, and if it were reduced to even 45 m.p.h. or 40 m.p.h. it would be even safer. But better still, why not limit the capacity of cars on the roads on peak holiday weekends to, say, 1,500 c.c., therefore keeping these high-powered cars off the roads and thus reducing accidents even more? As in current Formula 1 racing the engine capacity was reduced to make racing safer.

ST. LEONARDS-ON-SEA, SUSSEX.

LEONARD MARCHANT.

Lance Wilson Replies . . .

In reply to Trevor Mann's letter in the 23rd August AUTOSPORT, I will say that I've been interested in *all* types of motorized competition for a very long time. Now, I will sooner watch big league motor-cycle racing in preference to big league car dicing, though this doesn't mean I will not watch the excellent club racing to be seen in this country.

After my letter "Marples must stay" in the same issue of AUTOSPORT, may I reply to the irate people who telephoned and/or contacted me? My mother is married—I know, I was there! That settles the question of my parentage, which some doubted!

There were some right James Bond-looking characters in the paddock at Goodwood during the T.T. meeting—it was worrying because I'm an ex-kartist!

Is it true that "Cleopatra" is so long that they are showing "The Titans" in the interval?

BEESTON, NOTTS.

LANCE WILSON.

Moss, Grands Prix and No. 7

It was, of course, inevitable that anyone who attempted to show that the appeal of Mr. Farrar's suggestion is more emotional than rational would attract the opprobrium of being termed a "Moss-hater", but I can assure Mr. Batchelor that the cynicism he detects in my words is directed at the idolators and their pitiful sentiment, not at their idol.

I cannot say any more than I imagine can Mr. Farrar that Moss always asked for No. 7. My recollection is that he had a phase when he preferred to take any number so long as it was not No. 7, but that is not the point. The point is that since odd numbers are so little used in the area Mr. Farrar has chosen for his tribute, namely that of Grand Prix racing, the discontinuance of the number would pass unnoticed.

Like Madeline Nichols, I think the Moss reputation should be left to stand on its own merits, but, if tribute is to be demanded, may I suggest that it be kept within practical bounds?

For instance, I should imagine it would be entirely possible to arrange for the number to be omitted from all future Tourist Trophy races. This should have obvious attractions for the Farrar-aficionados, for this was the event Moss won seven times.

As a Northerner, however, Mr. Farrar may like to bend the ear of the organizers of the Oulton Park Gold Cup race to his advocacy. Moss won the cup on every occasion that he entered (1954, 1955, 1959, 1960 and 1961), the first and last three in cars No. 7, and every one in a Grand Prix car.

In neither case would it be too late to say that No. 7 was never used in the race after Moss hung up his helmet, if a start were to be made now, for, although No. 7 was entered in the programmes at both events last year, it was not in fact raced.

SALE, CHESHIRE.

P. H. PIMBLETT.

There's Life in Him Yet!

I do wish people would stop writing to you as though Mr. Stirling C. Moss were deceased.

I am sure this talented young gentleman still has a great deal to contribute to motor sport and the industry, and that we are not likely to forget him for some time yet.

Let's save the tributes for later—a long time later.

GUISELEY, LEEDS.

W. L. T. WINDER.

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



MOGGIES A-MOTORING: Old favourites with racegoers are the Morgans and at Lodge Corner Adrian Dence leads Gordon Spice. The latter did well to achieve two second places.

B.A.R.C. Members at Oulton Park

Racing Full of Interest

BY FRANCIS PENN

DESPITE the forecast, the promised rain held off and at times the sun shone at Oulton Park, the scene last Saturday of yet another of those intimate members' meetings the B.A.R.C. excel at promoting, slick, fast and bang on time!

For those readers who see in the following account the names of David Murray, Jackie Stewart and Ecurie Ecosse at a meeting which is normally attended by pure clubmen, the reason is simply this: Ecurie Ecosse had booked Oulton Park the previous week for testing and had been asked by the organizers to run their cars on Saturday to allow their many friends and admirers a preview of the 1964 mounts, so no talk please of "pot hunting", etc. In my day the chance to drive against works cars and drivers was jumped at; one could, and did, learn so much, so quickly!

The meeting commenced with a 10-lapper for Formula Junior and Formule Libre cars in which Jackie Stewart (Cooper Monaco), as was expected, had an easy win by some 30 secs. over Roy Winkelman's Lola-Ford Junior, ably driven by Alan Rees, with the Lotus 23s of Ray Parsons and Alistair Welch, the other placemen, some distance in arrears. Stewart, in his superb drive, averaged 89.97 m.p.h. and, in so doing, put in a tour at 1 min. 45.6 secs., just outside the sports car record.

Marque Cars were next on turn, this time over seven laps, and a real good scrap was produced. For the first six laps John Harris (Austin-Healey 3000) just managed to hold off the very fast T.V.R. of Tommy Entwistle. Lap seven and Harris lost the lot at Knicker Brook, the car first spinning, then rolling over end-over-end to disappear from view; the driver emerged shaken but in one piece. This left the T.V.R. an easy winner by some 35 secs. from Gordon Spice's Morgan Plus 4 and an SP250 Daimler in the hands of T. N. Crisp.

The next race was for saloon cars over seven laps, counting towards the Spring Grove Championship. It was subdivided into classes up to 1,200 c.c. and over 1,200 c.c. Unfortunately after the warming-up lap John Normanton (A40) failed to reappear, so it was battle royal between Mick Cave's A40 and the oversize Cooper-Mini of R. G. Smith, till the sixth lap, when the former retired with a broken half-shaft, leaving Smith to take the flag 10 secs. ahead of John Mitchell's Anglia, with T. Fowler's Cortina trailing a further 3 secs. down in third spot.

Event 4 was for Grand Touring cars over seven laps and in three classes. Overall it was a grand scrap between John Dean's E-type and a Lotus Elite in the hands of Derek Bennett, only 0.4 sec. separating them at the flag. Third spot went to Warwick Banks in "Tatty" Turner. Lap two saw a flying Jack Stewart in the Ecosse Tojeiro-Buick crack the G.T. record with a time of 1 min. 53.4 secs., after which he retired at Esso with a broken rear wheel.

Next came a seven-lapper for sports cars, again in classes up to 1,000 c.c. and unlimited. This one showed a fine drive by Alan Rees in a 2-litre Lotus-Climax 23; he never gave up the attempt to keep at close quarters with the much more powerful Ecurie Ecosse Cooper

Monaco, again driven by Stewart, only conceding some seven seconds at the flag. Mike Warner and Ray Parsons (Lotus-Fords) were third and fourth, but some distance in arrears. Rees made fastest tour in 1 min. 44.6 secs (95.02 m.p.h.), a magnificent effort. Unfortunately J. F. Cardwell's Lotus 7, which had been sick in an earlier race, chose to drop its entire sumpful of oil between Clay Hill and Druids; J. C. Thurner, following close behind, lost his Lotus-Ford 23 at the Water Tower, spun off and hit a tree, the driver suffering slight injuries.

Next on turn was a five-lap handicap for saloons in which John Mitchell (Anglia), off "plus forty", and scratch man Chris Ashmore (Lotus Elite) crossed the line as one, victory going to the former by less than a nose! Third home was limit man M. R. Johnsen (Austin-Cooper)—one up for the handicapper!

The last race of the day was another handicap, this time for sports cars over a similar distance. Here the old Frazer-Nash of Cecil Booth romped home in grand style to win by seven seconds from Gordon Spice's Morgan Plus 4 with Tommy Entwistle's T.V.R. a good third. On this occasion the scratch man was handicapped out of it, crossing the line some 34 seconds in arrears.

Thank you, B.A.R.C., for a most enjoyable day, full of interest to the end.

RESULTS

Formule Libre (10 laps): Overall Winner: J. Stewart (Cooper-Climax Monaco). **Formula Junior Cars:** 1. A. B. Rees (Lola-Ford), 87.70 m.p.h.; 2. R. T. Kelway (Cooper-B.M.C.); 3. W. J. Williams (Kieft-Ford). **Fastest lap:** Rees, 1 m. 48.8 s., 91.36 m.p.h. **Formule Libre Cars:** 1. J. Stewart (Cooper-Climax Monaco), 89.97 m.p.h.; 2. R. K. Parsons (Lotus-Ford 23); 3. A. J. Welch (Lotus-Ford 23). **Fastest lap:** Stewart, 1 m. 45.6 s., 94.13 m.p.h. **Marque Scratch Race (7 laps):** 1. T. Entwistle (T.V.R. Grantura), 81.42 m.p.h.; 2. G. G. Spice (Morgan Plus 4); 3. T. N. Crisp (Daimler SP250). **Fastest lap:** Entwistle and J. Harris (Austin-Healey 3000), 1 m. 59.6 s., 83.11 m.p.h. **Saloon Cars (7 laps): Overall Winner:** R. G. Smith (Austin-Cooper). **Over 1,200 c.c.:** 1. E. J. B. Mitchell (Ford Anglia), 76.51 m.p.h.; 2. T. Fowler (Ford Lotus Cortina); 3. N. S. Bennett (Ford Cortina G.T.). **Fastest lap:** Mitchell, 2 m. 7.2 s., 78.14 m.p.h. **Up to 1,200 c.c.:** 1. R. G. Smith (Austin-Cooper), 77.38 m.p.h.; 2. D. Oakensfold (Austin A40); 3. N. G. Crawford (Austin-Cooper). **Fastest lap:** M. H. Cave (Austin A40), 2 m. 5.0 s., 79.52 m.p.h. **Grand Touring Cars (7 laps): Overall Winner:** J. W. Dean (Jaguar E). **Over 1,600 c.c.:** 1. J. W. Dean (Jaguar E), 82.65 m.p.h.; 2. T. W. Sanger (Morgan Plus 4); 3. R. T. Nash (Jaguar XK120). **Fastest lap:** T. Stewart (Tojeiro-Buick), 1 m. 53.4 s., 87.65 m.p.h. **1,151 c.c. to 1,600 c.c.:** 1. A. D. Bennett (Lotus Elite), 82.63 m.p.h.; 2. C. Ashmore (Lotus Elite); 3. N. Surtees (Lotus Elite). **Fastest lap:** Bennett, 1 m. 58.8 s., 83.67 m.p.h. **Up to 1,150 c.c.:** 1. W. Banks (Turner-Climax), 81.36 m.p.h.; 2. D. Mockford (Divva-Ford); 3. D. Rees (Marcos-Ford). **Fastest lap:** Banks, 1 m. 59.2 s., 83.39 m.p.h. **Sports Cars (7 laps): Overall Winner:** J. Stewart (Cooper-Climax Monaco). **Over 1,200 c.c.:** 1. J. Stewart (Cooper-Climax Monaco), 91.67 m.p.h.; 2. A. B. Rees (Lotus-Climax 23); 3. M. Warner (Lotus-Ford 23). **Fastest lap:** Stewart, 1 m. 44.6 s., 95.02 m.p.h. **Up to 1,200 c.c.:** 1. R. K. Parsons (Lotus-Ford 23), 85.98 m.p.h.; 2. A. J. Welch (Lotus-Ford 23); 3. P. Gethin (Lotus-Ford 23). **Fastest lap:** Welch, 1 m. 52.6 s., 88.27 m.p.h.; **Up to 1,000 c.c.:** 1. F. W. Smith (Lotus-Ford 7), 80.34 m.p.h.; 2. R. H. H. Barneby (Lotus-Ford 7); 3. B. D. L. R. Smith (Lotus-B.M.C. 7). **Fastest lap:** F. W. Smith, 2 m. 0.0 s., 82.83 m.p.h. **Handicap Race (5 laps):** 1. E. J. B. Mitchell (Ford Anglia), 75.35 m.p.h.; 2. C. Ashmore (Lotus Elite); 3. M. R. Johnsen (Austin-Cooper). **Fastest lap:** Ashmore, 2 m. 0.4 s., 82.55 m.p.h. **Handicap Race (5 laps):** 1. E. C. Booth (Frazer-Nash), 79.80 m.p.h.; 2. G. G. Spice (Morgan Plus 4); 3. T. Entwistle (T.V.R. Grantura). **Fastest lap:** P. Gethin (Lotus-Ford 23), 1 m. 56.4 s., 85.39 m.p.h.

SILVERSTONE

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Five races including 100 mile race for the COLIBRI TROPHY

First Race 1 p.m.

Licensed Bar and Refreshments

organised by THE
JAGUAR DRIVERS' CLUB

ADMISSION FREE

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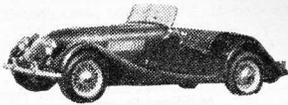
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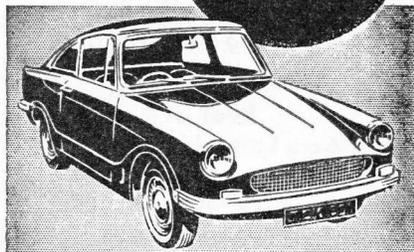
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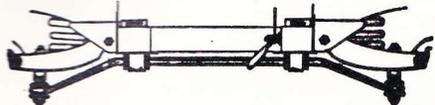
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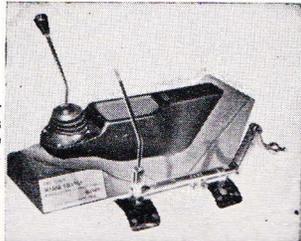
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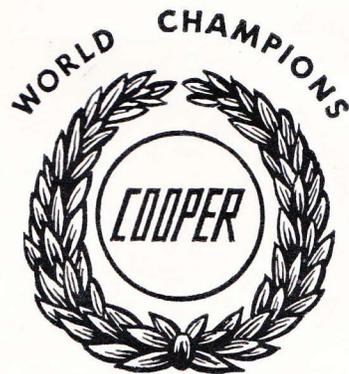


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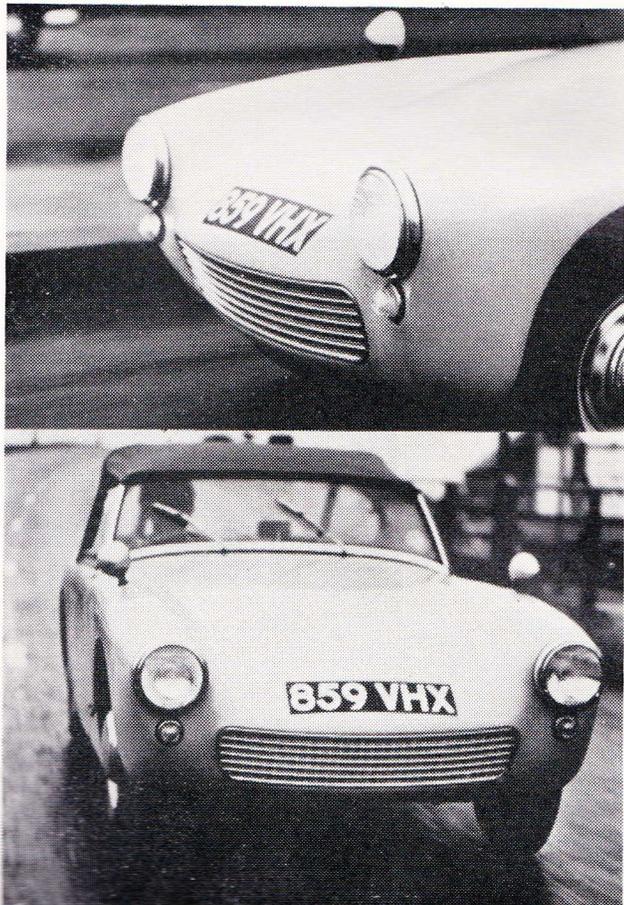
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