

ITALIAN GRAND PRIX

AUTOSPORT

SEPTEMBER 13, 1963

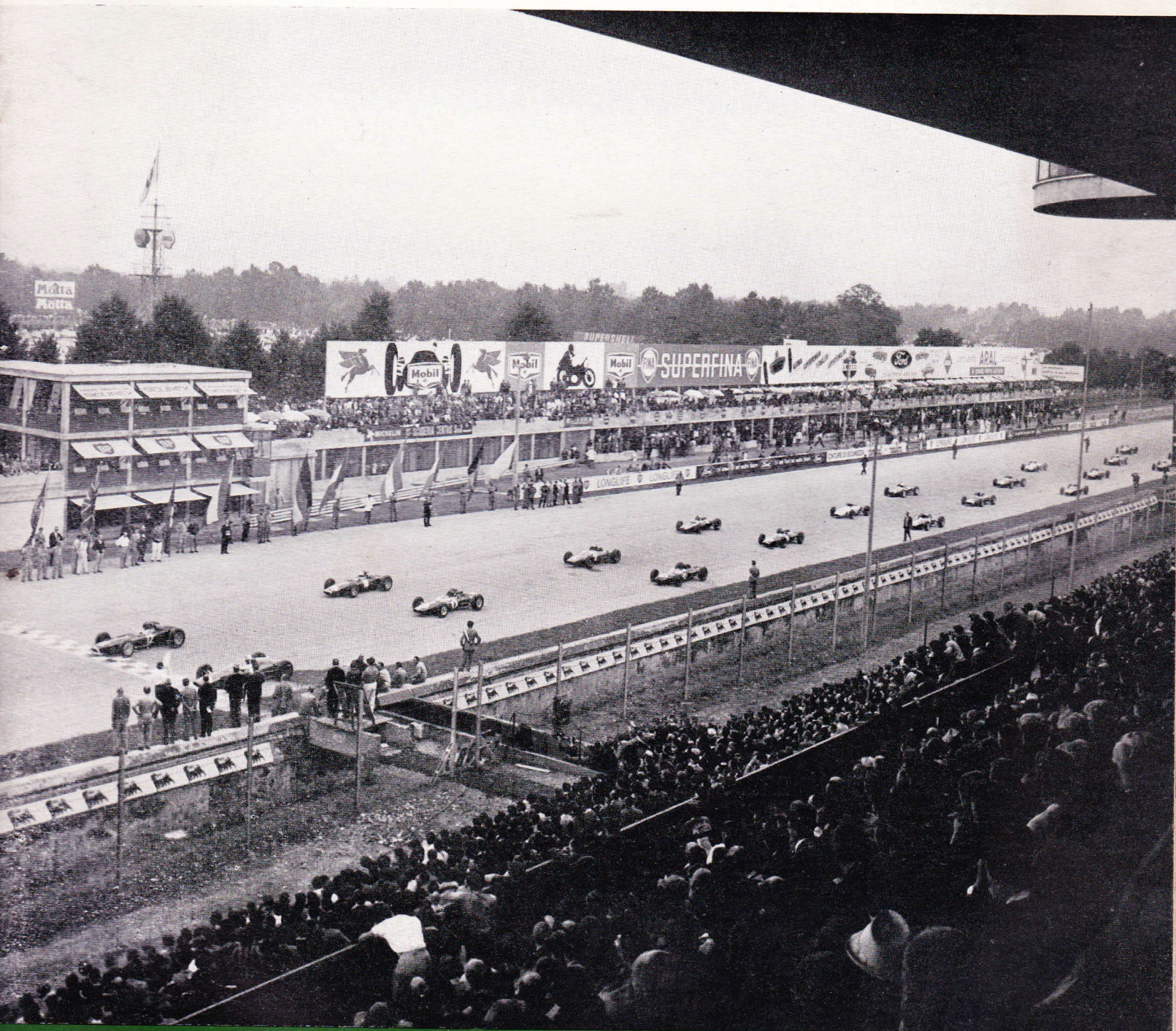
AUTOSPORT

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EVERY FRIDAY
Vol. 27 No. 11

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

RACING AT CRYSTAL PALACE, SILVERSTONE, OULTON PARK AND AINTREE : CATALINA PARK RACING
ROAD TEST OF THE MASERATI 3500 G.T.I. SEBRING : FORMULA JUNIOR CHAMPIONSHIP OF IRELAND



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September 13, 1963 Volume 27 Number 11

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EDITORIAL

A WORTHY CHAMPION

NO one can possibly grudge Jim Clark his Championship of the World, nor Colin Chapman and Coventry Climax the Constructors' title with the monocoque Lotus-Climax, most revolutionary of all modern formula cars, and style-setter number one. The Scottish driver has, to date, won five *grandes épreuves*, and thus, with only three more to go, cannot be overtaken. John Surtees and Graham Hill made every effort to defeat the Team Lotus man, and when they both retired with mechanical 'bothers, Dan Gurney took over and made Clark go all out to ensure victory, even though a Brabham-Climax win would have given him the title anyway. Gurney went out with yet another of those mysterious and minor ailments which have beset the Brabham équipe this season. Jack himself lost an almost certain third place with fuel starvation, and, on the very last lap, Ireland lost this position when his engine seized. It is a pity, though, that the Championships have been resolved with U.S.A., Mexico and South Africa still to come. However, these races should be assured of a good entry, and will still be of considerable interest and value.

SALVADORI'S DAY AT MONZA

IN one of the tensest G.T. races ever held at Monza, Roy Salvadori (Aston Martin) and Mike Parkes (Ferrari GTO) duelled for the entire three hours of the Coppa Europa and, during the latter half of the race, passed and re-passed continually, to the delight of the crowd. Time and time again the G.T. lap record fell, and, just two laps from the finish, Parkes went in front, only to be retaken by the determined Salvadori, who went on to win by just over 3 secs. For Aston Martin it was a red letter day, David Brown realizing his ambition to have one of his cars defeat the all-conquering Ferrari GTO. Parkes drove a superb race, but the extra litre of the British car gave it a slight advantage in maximum speed. With the 4-litre G.T. Ferrari due to go into production this year things might be highly interesting in the large-capacity G.T. category, and it is to be hoped that Aston Martin-Lagonda will carry on to race a marque which has brought new prestige to British high-performance automobile engineering.

BRITAIN'S INTERNATIONAL SEASON

SUBJECT to the C.S.I. granting the dates when the international calendar is drawn up, the R.A.C. have reduced the number of British international race meetings for next year from the 12 of this year to nine. This is probably a good thing, for quite often this country's so-called "internationals" could just as well be nationals, as few, if any, Grade 1 drivers from abroad are entered. Also some circuits that have been chosen in the past for international dates have not really been up to it.

OUR COVER PICTURE

START OF THE CHAMPIONSHIP deciding grande épreuve. Last Sunday Jim Clark won the 34th Italian Grand Prix at Monza and with it the 1963 World Championship crown. John Surtees (Ferrari) is in pole position with Graham Hill (B.R.M.) next to him and in the second row are Jim Clark (Lotus-Climax) and Richie Ginther (B.R.M.).

Photo: Publifoto, Milan


ITALIAN GRAND PRIX — WON ON DUNLOP

1st

J. CLARK

LOTUS-CLIMAX

Subject to official confirmation

 Congratulations to
JIM CLARK on winning
the **1963 World Drivers
Championship** and to
LOTUS on winning the
**World Formula 1
Constructors'
Championship**



"AUTOSPORT" CHAMPIONSHIP

THE qualifying rounds for the Grand Touring cars are now complete and the table below shows the final qualifying scores of the eight leading drivers in each of the four G.T. classes based on the five best performances where applicable. Only four cars from each class can be accepted for the final Three Hour Race at Snetterton on 28th September. Any driver in this race should negotiate direct with the promoters, the Snetterton M.R.C., who have agreed to be guided by AUTOSPORT in their selection of first-line and reserve entries.

In the table published in the issue of 30th August two unfortunate errors occurred. These have now been corrected as indicated.

Class A: G.T. cars up to 1,150 c.c.	
1. Andrew Hedges (M.G. Midget) ...	42
2. Alan Foster (M.G. Midget) ...	37*
3. Warwick Banks (Turner-Climax) ...	34
4. John Dickinson (Lotus 11 G.T.) ...	25
5. Chris McLaren (Marcos-Ford) ...	24
6. Grahame John (Marcos-Ford) ...	12
7. Mike Brandon (Marcos-Ford) ...	11
8. Gus Gamble (G.S.M. Delta) ...	11
Class B: G.T. cars 1,151-1,600 c.c.	
1. Roger Nathan (Lotus Elite) ...	37
2. John Whitmore (Lotus Elite and Lotus Elan) ...	36
3. Graham Warner (Lotus Elan) ...	25
4. Trevor Taylor (Lotus Elite) ...	22
5. Sid Taylor (Lotus Elite) ...	21*
6. Jon Derisley (Lotus Elite) ...	16
7. Derek Alderson (Lotus Elite) ...	15
8. Bob Duggan (Lotus Elite) ...	14
Class C: G.T. cars 1,601-2,500 c.c.	
1. Ken Mackenzie (Turner-Ford) ...	32
2. Alan Hutcheson (M.G.B.) ...	29
3. Dickie Stoop (Porsche Carrera) ...	24
4. Adrian Dence (Morgan Plus 4) ...	24
5. Bill Nicholson (M.G.B.) ...	20
6. Neil Dangerfield (Triumph TR4) ...	19
7. Geoffrey Dempsey (A.C.-Bristol) ...	15
8. Dennis Morgan (Elva Courier) ...	14
Class D: G.T. cars over 2,500 c.c.	
1. Graham Hill (Jaguar E and Ferrari GTO) ...	45
2. Dick Protheroe (Jaguar E) ...	35
3. Mike Parkes (Ferrari GTO) ...	30
4. Jack Sears (Ferrari GTO and Jaguar E) ...	26
5. Ken Baker (Jaguar E) ...	25
6. Brian Hetreed (Aston Martin Zagato) ...	19
7. Roy Salvadori (Jaguar E) ...	18
8. Roger Mac (Jaguar E) ...	17

*Corrected scores.

The sports-racing classes have a further qualifying race at the Gold Cup meeting at Oulton Park on 21st September, so the final qualifying scores will not be known until then. However, drivers of sports-racing cars who consider that they may finish in the first eight in their class are advised to apply for provisional entries without delay. Since the table published on 30th August was compiled, Sid Fox has taken the lead in Class E with 34 points and Terry Bone is fourth with 28 points. The Class F and G figures are unchanged.

THE latest position in the Spring Grove Saloon Car Championship after the B.A.R.C. Members' Meeting at Oulton Park are: 1, Mike Cave with 13 points; 2, R. G. Smith, 10; and 3, Doc Merfield, 7½. The final will take place at Goodwood on 21st September.

AUSTIN-MINI-COOPER S

IN my road test on the Mini-Cooper S in the 30th August issue there are a few points I would like to clear up. Where it stated the big end bearings were 2 ins. in diameter, this should have read main bearings. The alloy used in the manufacture of the valve guides is Hidural, not phosphor bronze. The connecting rods are not fully floating as they have press-fitted gudgeon pins into the small ends and are not bushed. Although I doubt if anybody will be capable of tuning an S-type to run at 9,000 r.p.m. there have been suggestions that it would definitely come unsoldered.

PATRICK McNALLY.

PIT and PADDOCK

WHEN Michaelle Burns-Greig's Mini-Cooper broke its idler gear in practice for the recent Zandvoort touring car race the car was kindly rebuilt by local enthusiasts from Van Racing Equipe. They worked all night and had the car ready for Michaelle to drive. Unfortunately, she retired half a lap from the end when well placed.



A CRAYFORD MINI CONVERTIBLE is featured in the film "Night Must Fall" which is to be released this winter and stars Susan Hampshire, featured in this "still", and Albert Finney. Crayford Engineering were given seven days' notice to convert the car, change its colour, tune the engine and carry out several other mods.

1964 BRITISH INTERNATIONALS

THE R.A.C. have announced that there will be fewer international race meetings in this country next year: nine instead of this year's 12. This is, of course, subject to the dates being granted by the C.S.I. at their meeting. The principal meetings at the short Crystal Palace and Mallory Park circuits, which never justified international status anyway, and the September Brands Hatch meeting are to be National Open meetings. Full list of proposed meetings is as follows, the international meetings being in italics.

14th or 21st March: Snetterton (S.M.R.C.), F1, F2.
 30th March: Goodwood (B.A.R.C.), F1, F2.
 11th or 18th April: Oulton Park (B.A.R.C.), S.
 18th or 25th April: Aintree (B.A.R.C.), F1, F2.
 2nd or 9th May: Silverstone (B.R.D.C.), F1.
 16th-17th May: Mallory Park (B.R.S.C.C.), F2, T.
 18th May: Crystal Palace (B.A.R.C.), F2.
 6th June: Brands Hatch (B.R.S.C.C.), T.
 4th July: Silverstone (A.M.O.C.), S.
 11th July: Brands Hatch (R.A.C.), F1.
 19th September: Oulton Park (M.-C. M.C.), F1.
 3rd August: Brands Hatch (B.R.S.C.C.), S, P.
 29th August: Goodwood (R.A.C.), G.T.
 19th September: Oulton Park (M.-C. M.C.), F1.
 26th September: Snetterton (S.M.R.C.), S, G.T.

* British Grand Prix. † Tourist Trophy.

FEATURE of Associated Rediffusion's "Here and Now" television programme on 30th September will be the Jim Russell Racing Drivers' School.

CRASH BARRIERS COMPULSORY

THE R.A.C. have stated that crash barriers are to be erected in front of the pits at all British circuits where at present there is a yellow line used to define the division between the working and circulation areas in front of the pits and the track itself. At the moment only Brands Hatch and Mallory Park conform in this respect, the new requirement arising after the recent fatal accidents at Silverstone.

**AUTOSPORTSMAN by Gus
No. 19: Lorenzo Bandini**

RUMOURS that Rheims would be used for the Paris 1,000 kilometres race in October are unfounded. The organizers have decided not to use a short version Monthéry circuit cutting out the banned long section and have cancelled the race.

RUSSIAN Edouard Lorent has achieved a speed of 146.7 m.p.h. from a 350 c.c. car on a 5-kilometre track over a dried-up Central Asian lake.

JOHN AMPT, the Australian driver of an Alexis who crashed badly at the British Grand Prix meeting, was seen last Saturday at Oulton Park, now on the mend.

STEERING WHEEL in Brick Street was "broken up" last Friday by the members. The reason? They were moving to new premises. Picture shows John and Hazie Morgan, Frank, Ernest and "Tony" and the state of the club after the Les Leston-Cliff Davis gang had finished with it!





"MOTOR" PHOTOGRAPH

MERCEDES WINS SPA-SOFIA-LIEGE RALLY

FOR THE 2nd YEAR

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In its first rally the new Mercedes-Benz 230SL driven by Böhringer and Kaiser was the outright winner in this severe test against top international competition. Only 22 of the 129 starters finished the arduous 3,430 mile course. Yet another victory for Mercedes-Benz in this long-distance rally, which was also won last year by Böhringer—in a Mercedes-Benz 220SE.

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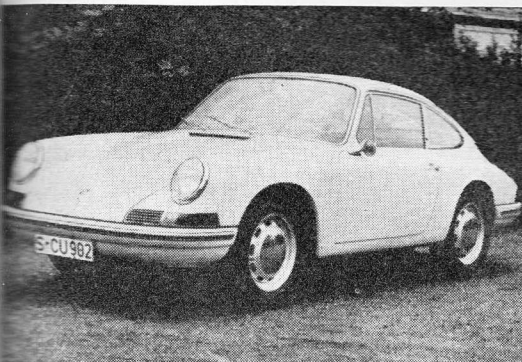
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THE NEW Aston Martin DB5 is a 4-litre, 6-cylinder car developing 282 b.h.p. It has a diaphragm-spring twin-plate clutch and though a 4-speed, all-synchromesh gearbox is standard, a 5-speed box is optional.

A SIX-CYLINDER PORSCHE

THE much-rumoured six-cylinder 2-litre Porsche has at last arrived in 2+2 form. It is fitted with a 5-speed gearbox and disc brakes on all four wheels. The body is even more aerodynamically smooth than the 356 and the car has a claimed top speed of over 120 m.p.h. The engine is an opposed six-cylinder air-cooled unit and has been designed to use higher r.p.m. The cams are driven by double roller chains and the forged crankshaft has eight main bearings. The front suspension is by a lower wishbone and shock absorber with longitudinal torsion bars, whilst the rear suspension has trailing links with transverse torsion bars. The steering is by rack and pinion.



THE six-cylinder Porsche Type 901.

WORLD champion Jim Clark is entered for the Oulton Park Gold Cup; other Team Lotus entries are for Trevor Taylor and Peter Arundell. Full teams are being fielded by B.R.M., Cooper, Brabham and B.R.P. Other entries include Jo Bonnier, Chris Amon, Mike Hailwood, Masten Gregory and Bob Anderson. Another saloon car battle will take place between the Galaxies and Jaguars. Dan Gurney and Jack Sears are opposing Roy Salvadori and Mike Salmon.

WANKEL-ENGINEED N.S.U.

UNDoubtedly the biggest sensation to appear at any motor show is the N.S.U. Spider announced this week. It is powered by the revolutionary N.S.U. Wankel engine, which has no valves, valve gear or connecting rods and only rotary internal movement. The engine, of 500 c.c. capacity, produces 65 b.h.p., giving the car a top speed of approximately 95 m.p.h. A full description of the N.S.U. Spider will appear in John Bolster's report of the Frankfurt Show next week.

SPORTS NEWS

ANGLO-EUROPEAN TROPHY

SATURDAY'S B.R.S.C.C. International Brands Hatch meeting features Formula Junior in a big way. This class of single-seater motor racing, much criticized in the past, has this year provided some very entertaining racing, especially on the Continent where quite often our established "experts" are challenged by enterprising "local lads". Nick Syrett has attracted many of these to challenge Arundell, Hulme and Co. at Brands, where they will have a 15-lap heat to themselves. The British drivers also will be seen in a 15-lap heat and then all hell will be let loose in the 25-lap final.

Several Continentals have chosen British cars: Bruno Deserti (Lotus 27), Michel Dagneffe (Lotus 22), Alain de Guellec (Lotus 22), Jorgen Ellekar (Lotus 22), Paul Poty (Cooper), Sven Andersson (Cooper), Georg Duneborn (Cooper), Jacques Bernusset (Lola) and André Pilette (Merlyn). However, Gerhard Mitter has his very fast D.K.W.-engined Lotus 22 and Italian stars "Geki", Franco Bernabei and Corrado Manfredini will drive de Sanctis, de Tomaso and Wainer cars respectively.

Ron Harris-Team Lotus have entered no fewer than four cars for Peter Arundell, John Fenning, Mike Spence and John Hine to drive and amongst the other Lotus drivers are Brian Hart, Bob Burnard, Melvyn Long and Adam Wylie. Tim Mayer has one of the Tyrrell Coopers, and other Americans entered are Peter Revson (Cooper), John Peterson (Brabham) and Roy Pike, who heads the Gemini team. Paul Hawkins and Frank Gardner represent Ian Walker, as usual Brabham-equipped, while Denis Hulme drives the works Brabham-Ford. The Midland Racing Partnership will have Bill Bradley and David Hobbs in Lolas, while Alan Rees drives the Roy Winkelmann Lola.

A one-hour saloon car race is included in the programme and there is everything from 7-litre Ford Galaxies to 1-litre Mini-Coopers. And there is even a Japanese Isuzu Bellel in the 2-litre class, to be driven by Alistair Stewart.

Racing starts at 2 p.m.

ARUNDELL'S ALBI VICTORY

ONCE again beating his old rival Denis Hulme in the works Brabham-Ford, Peter Arundell scored a win for the Ron Harris-Team Lotus organization last Sunday at Albi. New Zealander Hulme only led for two of the 30 laps during the final.

A tremendous battle for third place was waged between Peter Procter, unfamiliar in a Ron Harris Lotus 27, and Jo Schlesler in the Ford-France Brabham, and this was won by the Frenchman. Paul Hawkins (Ian Walker Brabham) was fifth, Peter Revson (Cooper-Ford) sixth and John Hine (Ron Harris Lotus 27) seventh.

During the second of the two preliminary heats Richard Attwood's M.R.P. Lola left the road, Attwood breaking a leg in the accident. Eric Offenstadt also crashed his Lola badly, but he emerged unhurt from the accident.

EDGAR BARTH, already assured of the European Mountain Championship, won the last qualifying round at Gaisberg last Sunday in the works Porsche "8". Second in the Austrian event was Hans Herrmann (Abarth 2000) and third Heini Walter (Porsche).

BIGGER ENGINES FOR THE VAUXHALL VICTOR AND VX4/90

THE Vauxhall Victor has had its power output increased by 22½ per cent., it has a 4.125 to 1 axle ratio instead of 3.9, and it has larger brakes. These changes make the Victor a much faster and livelier car.

The engine has had its bore increased to 81.6 mm., giving a capacity of 1,594 c.c. The compression ratio has gone up from 8.1 to 8.5 to 1, and the valve and port modifications, introduced a few months ago, are carried forward into the larger engine. A bigger clutch is fitted to take the increased torque.

The four-speed, all-synchromesh gearbox and disc brakes, as fitted to the VX4/90, are among the extras that may be specified for the Victor, and the deluxe models are now more elaborately equipped.

Also endowed with the bigger engine, the VX4/90 now develops 85.5 b.h.p. (gross) at 5,200 r.p.m. The compression ratio of the twin carburettor engine with aluminium head remains at 9.3 to 1, and the 3.9 to 1 axle ratio is retained.

I was able to try the complete range of cars and chose a three-speed Victor Estate car (£738), a four-speed Victor Super (£682 10s.) and a VX4/90 saloon. A strong side wind was blowing so my timing by stopwatch was only approximate, but I formed the impression that the Victor will now achieve a genuine 80 m.p.h., a gain of no less than 6 m.p.h. I would say that the VX4/90 will just about encompass 90 m.p.h., an improvement of 2 m.p.h. The acceleration figures of all the cars were appreciably better than before, the Victor being about half a second quicker in reaching 50 m.p.h. from rest.

The gearboxes worked well, the four-speed version having a stiff central lever



BOLSTER tries the Victor Super.

and being delightful to use. The three-speed box has a lever on the steering column, which permits three people to use the bench-type front seat of the Estate car. The ratios of the three-speed gearbox are ideal for town use, requiring less changing than the four-speed type, which comes into its own in the country.

Both the drum and servo-assisted disc brakes seemed happy after several violent applications. All the cars handled well, being entirely predictable when driven hard on winding roads. The larger engine has certainly improved the torque in the middle ranges, the Vauxhall engineers being of the opinion that most drivers will obtain as good fuel consumption figures as with the earlier power unit, owing to the greater amount of running on top gear.

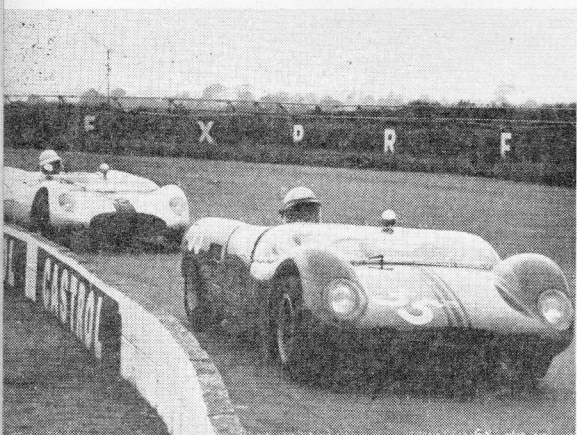
JOHN V. BOLSTER.

Colibri Trophy

Peter Sargent (E-type) Wins Main Award at Jaguar Drivers' Club Silverstone Fixture

By DAVID PRITCHARD

Photography by GEORGE PHILLIPS



BY winning the main event at Silverstone last Saturday in his lightweight E-type, Peter Sargent ensured that his will so far be the only name to appear on the magnificent Colibri Trophy which was presented to the Jaguar Drivers' Club last year by the well-known makers of cigarette lighters. The race for this award was run over 60 laps of the club circuit, and was open to saloons, G.T. cars, sports cars and sports-racing cars; to add to the spectator interest, each competitor had to make a pit stop, on a specified lap according to his racing number, to change a sparking plug, and commentator Barry Simons and his team did a wonderful job of lap-scoring to keep the rather sparse collection of onlookers informed of the varying fortunes of the cars during this somewhat complicated contest. Unfortunately, it seems that his efforts during the day did not meet with universal approval in Race Control.

There was some really excellent racing during the day, but the weather deteriorated rapidly during the main race and, unhappily, the organization seemed to go the same way, and a number of competitors and others went home very disgruntled. Most of the officials continued to perform their tasks cheerfully and efficiently but, somewhere, something went wrong and the last race, a handicap, was somewhat chaotic; cars for which no handicaps had been worked out appeared on the grid (the club, not the timekeepers, had undertaken this task), the resulting delay became extremely irksome to a lot of people and allowed the rain to fall with renewed vigour, and the rush to get things on the move once all was ready resulted in some competitors starting in ignorance of their rivals' handicaps as far as credit laps were concerned—hence the disgruntlement. When the two-minute board was at last displayed, the cold but patient spectators gave vent to a full-throated ironical cheer, and Barry Simons was constrained to remark, in effect, "I cannot but agree with you. I have been instructed to make no funny remarks. A 15-lap handicap race is about to start and I have no information whatsoever as to the handicaps. This is *not* funny, and it is not meant to be". Since this was the race which left a nasty taste in some people's mouths, let us dismiss it here and now by saying that it was run in foul conditions; that there was some admirably restrained driving to be seen, not least

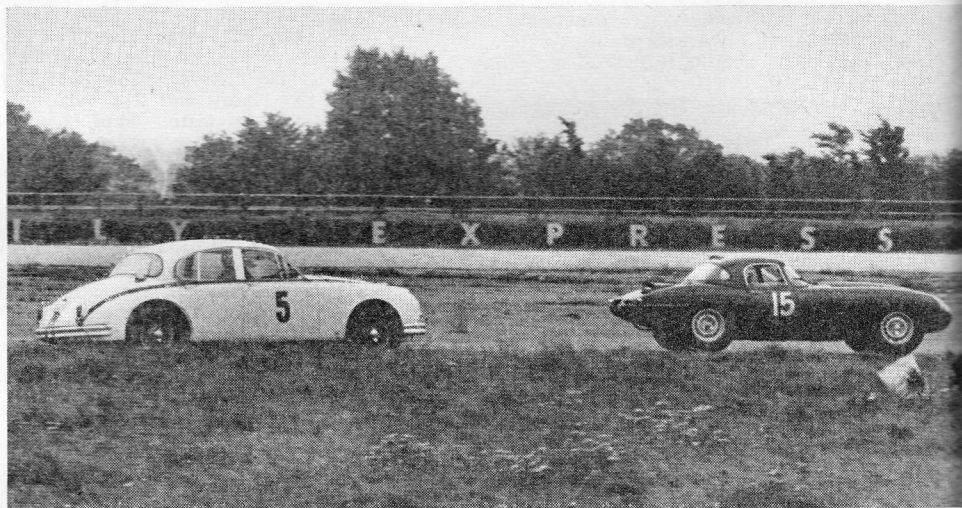
from the two members of the fair sex, René Lambert (E-type) and Pat Coundley (D-type); that the winner eventually proved to be Peter Butt in an XK 120, who therefore collected both the Michael Head Trophy (for outright victory) and the Classic Trophy (for the first XK) from the hands of Michael Head himself.

This affair was preceded by a 15-lap scratch race for 750 and 1172 Formula cars, and this was wonderful value. Alan Wershat made a tremendous comeback in the original Lola (Lolita) and fought a spirited and race-long duel with Bryan Small in the Milmor which took the pair of them well clear of the rest of the field. Woodcote appeared to be the scene for all the place-changing that happened, and very exciting it was too, with the gallant old Lola finally coming from behind (one length) to snatch victory by a wheel. D. Hollister's pretty little Austin Special had the 750 class sewn up until the car came to an abrupt halt when a broken clip sawed through the insulation of the main h.t. lead and cut off all sparks, leaving victory to Bill Boulton's veteran.

The programme started with two 15-lap scratch races for "all-comers", the first for cars with engines up to 1,100 c.c. and the second for the rest in two capacity classes. This arrangement produced some strangely assorted fields such as one does not normally associate with meetings of National status; this meeting was actually run under dual

BOB KING (Merlyn Mk. 6) leads Mike Knight's Lotus 23 at Copse Corner during the first race (left).

AT THE APEX of the hairpin Colibri Trophy winner Peter Sargent (E-type) leads John Adams (3.8), who later retired and lost his lead in the saloon category (below).



permits, but would naturally be regarded as a National, and to find a D.K.W. Junior racing on equal terms with a Lotus 23, and an M.G. TC similarly placed in relation to a lightweight E-type Jaguar, would surely surprise a lot of patrons?

The start of the first race did not somehow go quite according to plan, and two cars took off on their own to be followed, at an appreciable interval, by the rest of the field with the exception of Chris Irwin, who seemed to be far from ready. Jack Paterson's Lola came round with a commanding lead in the early stages while the Merlyn of Bob King and the Lotus 23 of Mike Knight fought furiously behind him and, at the same time, reduced his lead bit by bit. Knight's bid for the lead on the eighth lap ended in an almighty spin and the loss of two places, but he had regained these by the end of the next lap. Meantime Chris Irwin's Merlyn had come up rapidly through the field, admirably driven, and was by now in the running for victory. Paterson's Lola went sick on the 12th lap and he was quick to wave his pursuers through, and the race ended with a narrow win for Knight from Irwin, with Grace's very swift Ginetta ahead of King in third place.

Peter Sargent had things very much his

own way in the second race, and he had already started "touring" when his mirror showed him the nose of Russ Taylor's D-type uncomfortably close. This was a splendid effort, as the D-type had refused to leave the line until push-started, yet by half-distance it was a definite threat; added to this, it was running on very elderly rear tyres kindly lent by a rival camp when a new pair proved to be unusable. After a spectacular spin by Douglas's Ginetta at the end of the first lap, Richard Redgrave's Merlyn held second place until dislodged by Russ Taylor, and won its capacity class from the Elite of Adrian Chambers. This 15-lap race actually ran for 16 laps.

In the Colibri Trophy race Roger Mac managed to hold off Peter Sargent for the first eight laps, but then the lightweight car got through and opened out a convincing lead until its pit stop at half-distance, when the ex-Protheroe car led once more. The track was getting very slippery, and Mac was unable to gain enough of a lead while Sargent was working up through the field again to allow him to make his own pit stop without being passed once more. At 40 laps the rains came, and Peter Sargent's greater experience put him in an unassailable position, his only "moment" being three laps from home when his brakes locked coming into Woodcote. Russ Taylor's car, which had been doing extremely well, became completely uncontrollable on its bald tyres, and Jack Lambert took a fine third place with his E-type after John Dean's similar car was put out of the running by the loss of the sump drain plug and all its oil. Frank Ward won the saloon category following the retirement of John Adams's car, and Bill Nicholson drove a splendid race in his M.G.B. to take fifth place behind Russ Taylor, these two winning the sports and sports-racing categories.

RESULTS

Sports Cars up to 1,100 c.c. (15 laps): 1. M. G. W. Knight (Lotus-Ford 23), 78.11 m.p.h.; 2. C. F. S. Irwin (Merlyn-Ford Mk. 4); 3. E. N. Grace (Ginetta-Ford G4). **Fastest lap:** Irwin, 1 m. 8.8 s., 84.14 m.p.h. **Sports Cars over 1,100 c.c. (15 laps):** **Overall Winner:** P. J. Sargent (Jaguar E), 1.101-2.500 c.c. Class: 1. R. Redgrave (Merlyn-Climax Mk. 4), 79.47 m.p.h.; 2. A. D. Chambers (Lotus Elite), 3. R. Rose (Lotus Elite). **Fastest lap:** I. R. Douglas (Ginetta-Ford G5), 1 m. 9.8 s., 82.94 m.p.h. **Over 2,500 c.c. Class:** 1. P. J. Sargent (Jaguar E), 80.95 m.p.h.; 2. R. Taylor (Jaguar D); 3. Mrs. P. Coundley (Jaguar D). **Fastest lap:** Sargent, 1 m. 8.8 s., 84.14 m.p.h. **Sports-Racing, Sports, G.T. and Saloon Cars (60 laps):** 1. P. J. Sargent (Jaguar E), 79.94 m.p.h.; 2. R. S. Mac (Jaguar E); 3. A. J. Lambert (Jaguar E). **Fastest lap:** Sargent, 1 m. 7.8 s., 85.40 m.p.h. **Class Winners:** F. C. Ward (Jaguar 3.8); P. J. Sargent (Jaguar E); W. Nicholson (M.G.B.); R. Taylor (Jaguar D). **750 and 1172 Formulae Cars (15 laps):** **Overall Winner:** A. R. Wershat (Lolita). **1172 Class:** 1. A. R. Wershat (Lolita), 68.54 m.p.h.; 2. B. A. M. Small (Milmor Mk. 5); 3. J. Heseltine (Vanford U2). **Fastest lap:** Wershat, 1 m. 22.4 s., 70.25 m.p.h. **750 Class:** 1. W. G. Boulton (Austin Special), 57.79 m.p.h.; 2. J. M. Cotton (Finesse). **Fastest lap:** D. Hollister (Austin Special), 1 m. 36.0 s., 60.05 m.p.h. **Jaguar Handicap (15 laps):** 1. P. Butt (Jaguar XK 120), 66.40 m.p.h.; 2. G. F. Williams (Jaguar 3.4); 3. A. J. Ker-Lindsay (Jaguar XK 150). **Fastest lap:** Earl of Denbigh (Jaguar E), 1 m. 20.0 s., 72.36 m.p.h.



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B.R.S.C.C. AT OULTON PARK

Chris Summers (Cooper-Chevrolet) Wins 15-lap Formule Libre Race

BY FRANCIS PENN

FINE rain spoilt the early part of the programme at Oulton Park last Saturday where the B.R.S.C.C. (North-Western Centre) entertained nearly 200 competitors at their second big Northern meeting of 1963. As was expected, the organization and timing left nothing to chance. If there was a slight grumble, some of us felt that a programme of six 10-lap races and one 15-lap event was a little too long for a club event, but the competitors enjoyed the longer "blind", so that was that!

Starting with Grand Touring and sports cars it was Peter Brayshaw (Marcos) from J. F. Cardwell (Lotus 7), with Cecil Booth's 1949 Frazer-Nash not a car's length behind. Lap six saw Booth in second place, the three cars circulating as if tied together. Last lap and a desperate effort by E. A. Worswick (Lotus 7), who had delayed his sprint just too late, brought him into second place almost on the line! A great race on a soaking wet track.

Next came the Guards Trophy Race for unlimited sports cars. In a heavy drizzle there was not much doubt about this one, Geoff Breakell, driving a Lotus 23 with the twin-cam engine, had an easy run to take the flag by some 13 secs. from David Skailles's very fast and well-driven Aston Martin Zagato, which, in turn, led home Piers Courage's Merlyn Mk. 6 by a further three secs. In the smaller class Alistair Welch (Lotus 23) took the flag by a couple of lengths from Geoff Oliver's D.R.W. Mk. 5—this after a grand scrap.

A 15-lapper for Formule Libre and Formula Junior cars was the next event in which Chris Summers (Cooper-Chevrolet) led all the way bar laps three and four, when Breakell's Lotus pushed its nose in front—but the superior power of the Chevy soon put paid to that. Bill Belcher (North Star Junior), who had been a close third, took Breakell on the 12th lap and had a go at Summers. He twice got alongside, but again the power told, Summers crossing the line in a very well-judged race to win by about a second! Belcher won the Junior class and, in the background, a noisy Cooper 500 in the hands of Mike Ledbrook took its own class award.

Event 4 was a Saloon Car race with three classes. It took J. R. Normanton's A40 only two laps to gain the lead after starting on the back row. He held of the challenge by R. G. Smith's oversize Cooper-Mini to win by nearly 4 secs. Third, not so very far

behind, came the Lotus-Cortina of Trevor Fowler, followed by P. Hutchence (Austin-Cooper) who took the "babies" division and C. Bridges (Jaguar 3.8), the unlimited class winner.

Grand Touring cars in the usual classes provided a very easy win for David Skailles's very fast Aston by some 15 secs. from Rob Beck's elderly XK 120. Third, after a great battle with Cecil Booth's Frazer-Nash, came J. Edmonds (T.V.R.).

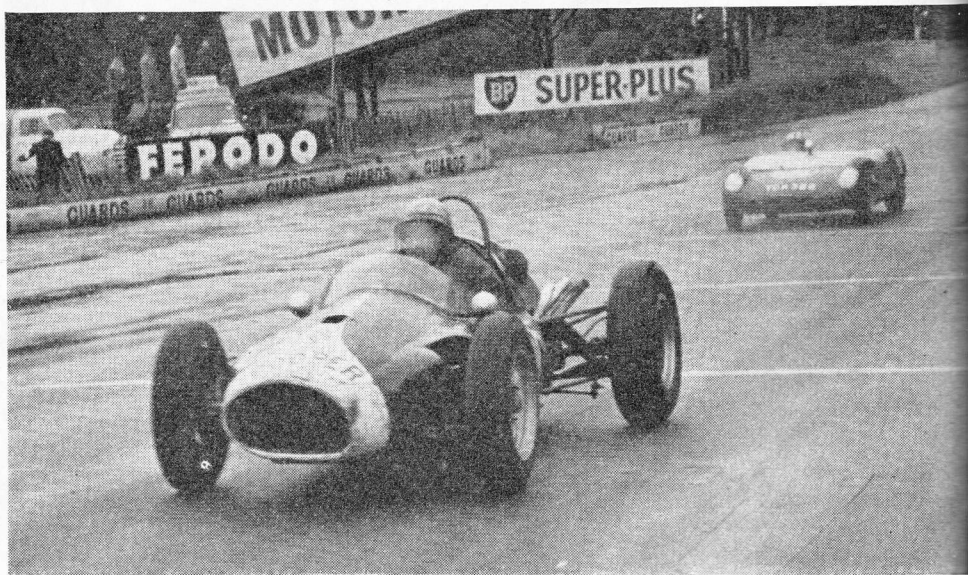
Next in turn were sports cars in three classes; this one was a repeat of the previous race, only this time Skailles did it on Worswick's Lotus 7 by about 13 secs. For third a grand all the way scrap was waged between Lotus 7 drivers J. B. Fletcher, J. F. Cardwell and Richard Barneby who passed and repassed to finish in the order above.

The last event was for 1172 and 750 Formula cars and proved an extraordinary race, Arthur Mallock (U2) winning by a complete lap! Ian Tollady (Aquila), who had been in second place most of the way, ran out of power on the ninth at Knicker Brook, was taken by John Corfield (Terrier Mk. 2) and coasted in third. In the 750 class, which was run at a much higher speed than usual, David Berry (Austin 7) won in a close finish from D. H. Abbott's Jerboa with Jack Jones's Emgreen 750 third.

START of the Formule Libre race a 15-lap affair. Nearest to the camera on the front row is R. T. Kelway (Cooper F. J.) and beside him are Bill Belcher (North Star F. J.), Chris Summers (Cooper-Chevrolet) and Geoff Breakell (Lotus-Ford 23).

RESULTS

Grand Touring and Sports Cars (10 laps).
Overall Winner: P. Brayshaw (Marcos-Ford). **Up to 1,000 c.c.:** 1. J. F. Cardwell (Lotus-Ford 7), 73.69 m.p.h.; 2. D. Rees (Marcos-Ford); 3. F. Cromby (Lotus-Ford 7). **Fastest lap:** Cromby, 2 m. 10.2 s., 76.31 m.p.h. **1,001-2,000 c.c.:** 1. P. Brayshaw (Marcos-Ford), 73.74 m.p.h.; 2. E. A. Worswick (Lotus-Ford 7); 3. E. C. Booth (Frazer-Nash). **Fastest lap:** J. B. Fletcher (Lotus-Ford 7), 76.46 m.p.h. **Over 2,000 c.c.:** 1. B. Kendall (Morgan Plus 4). **Sports-Racing cars (10 laps).**
Overall Winner: G. H. Breakell (Lotus-Ford 23B). **Up to 1,200 c.c.:** 1. A. J. Welch (Lotus-Ford 23), 76.13 m.p.h.; 2. G. Oliver (D.R.W.-Ford Mk. 5); 3. A. M. R. Mallock (U2 Ford Mk. 3). **Fastest lap:** Oliver, 2 m. 7.6 s., 77.87 m.p.h. **Over 1,200 c.c.:** 1. G. H. Breakell (Lotus-Ford 23), 78.42 m.p.h.; 2. D. D. S. Skailles (Aston Martin DB4GT Zagato); 3. P. R. Courage (Merlyn-Ford Mk. 6). **Fastest lap:** Breakell, 2 m. 4.6 s., 79.74 m.p.h. **Formule Libre (15 laps):** 1. C. G. Summers (Cooper-Chevrolet), 79.44 m.p.h.; 2. A. P. Belcher (North Star-Ford); 3. G. H. Breakell (Lotus-Ford 23). **Fastest lap:** Summers, 2 m. 1.8 s., 81.58 m.p.h. **Saloon Cars (10 laps).** **Overall Winner:** J. F. Normanton (Austin A40). **Up to 1,000 c.c.:** 1. P. Hutchence (Austin-Cooper), 72.91 m.p.h.; 2. T. J. Riley (Austin-Cooper); 3. A. D. Rutt (Austin-Cooper). **Fastest lap:** Hutchence, 2 m. 12.0 s., 75.0 m.p.h. **1,001-2,000 c.c.:** 1. J. F. Normanton (Austin A40), 79.04 m.p.h.; 2. R. G. Smith (Austin-Cooper); 3. T. Fowler (Lotus Cortina). **Fastest lap:** Normanton, 2 m. 5.0 s., 79.52 m.p.h. **Over 2,000 c.c.:** 1. C. Bridges (Jaguar 3.8), 72.02 m.p.h. **Fastest lap:** Bridges, 2 m. 14.6 s., 75.82 m.p.h. **Grand Touring Cars (10 laps).** **Overall Winner:** D. D. S. Skailles (Aston Martin DB4GT Zagato). **Up to 1,000 c.c.:** 1. G. W. John (Marcos-Ford), 76.35 m.p.h.; 2. P. Cole (A.-H. Sprito); 3. J. W. Anstice-Brown (Rochdale Olympic). **Fastest lap:** John, 2 m. 3.6 s., 80.39 m.p.h. **1,001-2,000 c.c.:** 1. J. Edmonds (T.V.R.), 78.81 m.p.h.; 2. E. C. Booth (Frazer-Nash); 3. W. G. White (Morgan Plus 4). **Fastest lap:** Edmonds, 2 m. 3.0 s., 80.81 m.p.h. **Over 2,000 c.c.:** 1. D. D. S. Skailles (Aston Martin DB4GT Zagato), 81.74 m.p.h.; 2. R. B. Beck (Jaguar XK 120); 3. B. Kendall (Morgan Plus 4). **Fastest lap:** Skailles, 1 m. 58.8 s., 83.64 m.p.h. **Sports Cars (10 laps).** **Overall Winner:** D. D. S. Skailles (Aston Martin DB4GT Zagato). **Up to 1,000 c.c.:** 1. J. F. Cardwell (Lotus-Ford 7), 79.81 m.p.h.; 2. R. H. H. Barneby (Lotus-Ford 7); 3. F. Cromby (Lotus-Ford 7). **Fastest lap:** Barneby, 2 m. 0.2 s., 82.66 m.p.h. **1,001-2,000 c.c.:** 1. E. A. Worswick (Lotus-Ford 7), 80.18 m.p.h.; 2. J. B. Fletcher (Lotus-Ford 7); 3. E. C. Booth (Frazer-Nash). **Fastest lap:** Fletcher, 1 m. 59.4 s., 83.22 m.p.h. **Over 2,000 c.c.:** 1. D. D. S. Skailles (Aston Martin DB4GT Zagato), 80.99 m.p.h.; 2. R. T. Owen (Aston Martin DB3S); 3. J. Rutter (Aston Martin DB3S). **Fastest lap:** Skailles, 1 m. 59.4 s., 83.22 m.p.h. **750 and 1172 Formulae Cars (10 laps).** **Overall Winner:** A. M. R. Mallock (U2 Mk. 3). **1172 Class:** 1. A. M. R. Mallock (U2 Mk. 3), 80.79 m.p.h.; 2. J. Corfield (Terrier Mk. 2); 3. I. Tollady (Aquila). **Fastest lap:** Mallock, 2 m. 0.4 s., 82.52 m.p.h. **750 Class:** 1. D. Berry (Austin), 67.39 m.p.h.; 2. D. H. Abbott (Jeroba); 3. J. H. Jones (Emgreen). **Fastest lap:** Abbott, 2 m. 22.0 s., 70.00 m.p.h.



CHRIS SUMMERS in the massive Cooper-Chevrolet, all 5.3 litres of it, leads Geoff Breakell's Lotus 23 along the pit straight.



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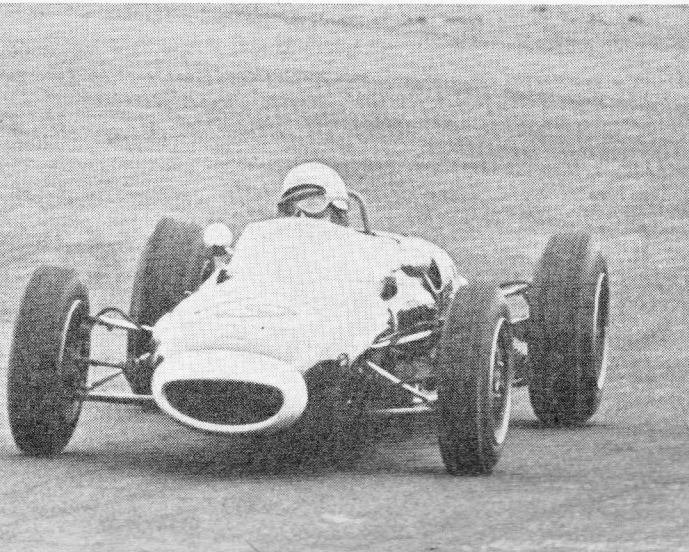
Vauxhall Motors Ltd Luton Beds

THREE Lolas entered by the Midland Racing Partnership were among the first four cars to finish in the Formula Junior Championship of Ireland, staged at Kirkistown by the 500 Motor Racing Club. First place and the *Daily Express* Trophy went to Dickie Attwood whose Lola-Ford finished the 30-lap event at an average speed of 82.00 m.p.h. In doing so he put in a lap at 65.8 secs., just over two seconds slower than the new ultimate course record which was set up later in the day by Malcolm Templeton. The Lolas were prevented from finishing 1-2-3 by the Ulster driver Tommy Reid, whose Lotus-Ford 22 was entered by Irish Racing Cars. Reid finished over six seconds behind Attwood, but he was also credited with a lap at 65.8 secs. Third and fourth places went to the other Lolas driven by Bill Bradley

day between Pollock and Reid for second place, the two Ulster drivers fighting it out lap after lap.

Extracting every ounce from the Lotus, Reid was in the lead after 20 laps, but four laps later the dice came dramatically to an end when the Gemini came cruising past the pits with clouds of blue smoke issuing from the exhaust. He finally came to a halt in another 200 yards and within two minutes was in the commentator's box to tell spectators how the car had run its big ends.

With seven laps to go Reid got down to the task of catching Attwood who had all this time been building up a considerable lead over the rest of the field. Farther down Baker was carving his way up through the opposition after his early spin and had now reached fourth place.



RICHARD ATTWOOD, driving his Lola way out ahead of all the other competitors, takes the hairpin to win the Formula Junior Championship of Ireland.

and David Baker. Bradley was the former holder of the Championship title which he won in 1962 with a Cooper entered by the same stable.

There were 15 entries for the event, including two Cooper-Fords brought by Anglo-Scottish Racing and driven by Charles Crichton-Stuart and Louis Jacobsz, the Lotus 27 of Adam Wyllie which he used to win the Formula Junior event at Phoenix Park some weeks ago, and several local Lotuses and Coopers. However this was whittled to 13 after morning practice in which both Charles Eyre-Maunsell (Lotus 18) and Teddy Dawson (Lotus 22) had the misfortune to throw rods.

Pole position on the starting grid went to Reid who had put in an excellent practice lap at 65.4 secs. Next to him was John Pollock in his Gemini-Ford Mk. 4 while Attwood made up the trio on the outside.

Geoff McCrea got the cars off to a clean start with Bradley shooting immediately up through the front row. However, at the end of the first lap Pollock was fighting to keep the Gemini ahead of Attwood, Baker and Bradley while in the next bunch Reid was struggling up through the field after having dropped back to ninth place. It was on the second lap that Baker put an end to his effective challenge by spinning off in a big way through the Colonial Section; by the time he got the car going and on to the road again all the rest of the field was out of sight. Attwood took Pollock for the lead and Reid, using the experience he has gained on the circuit over the years, pushed up into third place past Bradley's Lola.

By the fourth lap Attwood had stretched a 30-yard gap between himself and the Gemini which was now closely followed by Reid's Lotus. Bradley was fourth followed by Templeton, Kinnane, Jacobsz, Duffy and Crichton-Stuart. Then developed the most interesting battle of the

Templeton was fifth and Crichton-Stuart sixth.

Reid tried hard to get on level terms with Attwood and indeed reduced the gap, but after 30 laps the Lola driver crossed the line for a well-deserved victory with Reid second and Bradley third. Baker and Templeton were fourth and fifth while Crichton-Stuart was sixth, a full lap behind.

As well as the Formula Junior Championship the organisers produced 12 other different races during the five hours of competition in the afternoon. The other main event was the Baird Memorial—a handicap event open to all cars which was run off in five heats and a final. Machinery in this event ranged from Pat Barr's Austin-Cooper to Templeton's 1,598 c.c. Lotus and included a Formula Junior Lotus entered by Templeton and driven by designer Mike Costin, who won his heat and tied for fourth place in the final. The winner of this trophy was J. Smith, a comparative newcomer to the circuit, who was driving a 1,172 c.c. Ford Special.

Perhaps most excitement of the day came during the last event—the *Formule Libre* race—during which Malcolm Templeton with his 1,598 c.c. Lotus-Ford 22 smashed the old course record of 64.2 secs., held up to then jointly by himself and John Pringle with his 24-litre Cooper-Climax. Templeton, who led the race from start to finish, put in a lap at 63.2 secs., a speed of 87.00 m.p.h. and was constantly lapping within the old record after that. He was followed home by Pringle with Tommy Reid's Formula Junior third.

RESULTS

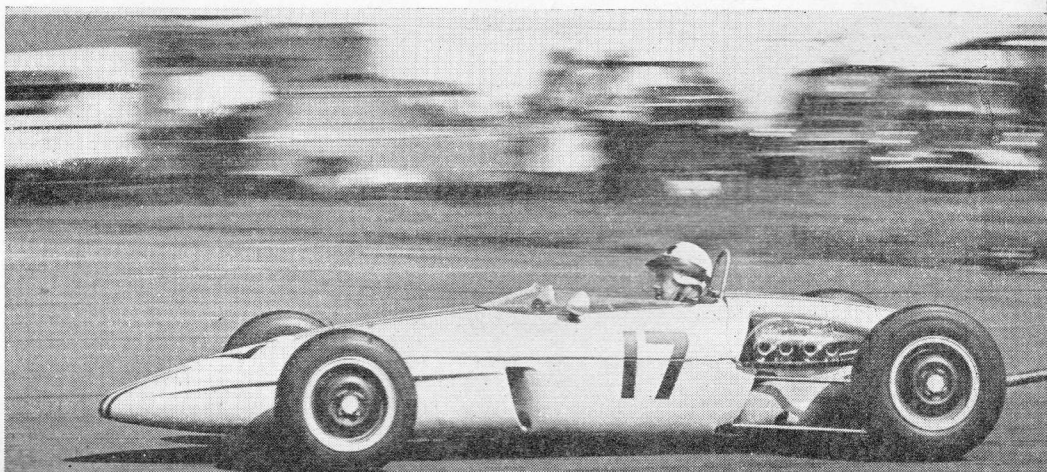
Baird Memorial Handicap. Heat 1: 1, W. R. A. Courtney (Mercury), 69.18 m.p.h.; 2, R. McElhinney (Lotus); 3, G. W. Drew (Mercury). Heat 2: 1, J. Smith (Ford Special), 67.15 m.p.h.; 2, B. Patterson (Austin-Healey); 3, A. J. P. Hobbs (Lotus). Heat 3: 1, P. J. B. White (Lotus), 64.17 m.p.h.; 2, R. J. Robinson (Sunbeam Alpine); 3, W. T. Todd (Ford). Heat 4: 1, P. McAfee (Okrasa Volkswagen), 60.13 m.p.h.; 2, G. Windrum (Sunbeam); 3, J. T. Spence (Ford). Heat 5: 1, M. Costin (Lotus), 78.19 m.p.h.; 2, G. Kinnane (Cooper); 3, M. Templeton (Lotus). Final: 1, J. Smith (Ford Special), 68.03 m.p.h.; 2, P. J. B. White (Lotus); 3, G. W. Drew (Mercury). 1,172 c.c. Ford Scratch: 1, J. Davidson (Crossle), 69.99 m.p.h.; 2, R. Raymond (Crossle); 3, P. J. B. White (Lotus). Formula Junior Championship of Ireland: 1, R. Attwood (Lola), 82.00 m.p.h.; 2, T. D. Reid (Lotus); 3, W. Bradley (Lola); 4, D. Baker (Lola); 5, M. Templeton (Lotus); 6, C. Crichton-Stuart (Cooper). Mini Grand Prix: 1, R. D. McCutcheon (Austin-Cooper), 65.15 m.p.h.; 2, C. W. Andrew (Austin-Cooper S); 3, H. G. Kirkpatrick (Morris-Cooper). Sports Cars Scratch. Class A: 1, R. N. Desano (Austin-Healey), 69.11 m.p.h.; 2, B. Patterson (Austin-Healey); 3, A. J. P. Hobbs (Lotus). Class B: 1, R. W. Moore (Triumph), 69.04 m.p.h.; 2, W. J. Reid (Triumph); 3, C. W. Eyre-Maunsell (Sunbeam Alpine). Class C: 1, R. McElhinney (Lotus), 73.59 m.p.h.; 2, J. M. McRitchie (Halselec); 3, A. J. L. Boyd (Marcos). Class D: 1, J. S. Slater (Lotus), 77.24 m.p.h.; 2, W. E. T. Bradshaw (Lotus); 3, W. R. A. Courtney (Mercury). Saloon Car Handicap: 1, W. T. Todd (Ford) 64.81 m.p.h.; 2, R. McElhinney (Ford); 3, P. V. Wright (Morris-Cooper). Formule Libre Scratch: 1, M. Templeton (1.6 Lotus-Ford 22), 85.14 m.p.h.; 2, J. R. Pringle (2.5 Cooper-Climax); 3, T. D. Reid (1.1 Lotus-Ford 22).

Formula Junior Championship of Ireland

Midland Racing Partnership Win Third Year Running

BY BRIAN WADDELL

JOHN POLLOCK at speed in his Gemini-Ford. After a magnificent performance the unlucky Irish driver was forced to retire with mechanical trouble in the latter stages of the race.



ROY PIKE scored a fine win for Gemini in the big race of the day, the London Trophy Race for Formula Junior cars. He beat off a determined challenge from Brian Hart, whose Lotus is seen right behind the Gemini.

remaining Anglia and attempted to get by at every opportunity: there are, of course, not many places to pass at the Palace! Then, on the very last lap, Cave did the impossible and scrambled by on the outside at Ramp Bend, to hold his advantage to the end and finish 0.2 sec. ahead of Young. Farther back, Peter Clarke (Mini-Cooper S) held off David Oakenfold (A40) and John Lewis (Mini-Cooper S) for third place and Harry Martin added to his fine reputation by coming in sixth in his Group 2 997 c.c. Mini-Cooper, well ahead of a swarm of snarling A40s.

A quick plug change on the grid for Alan Rees's Climax-engined Lotus 23 did nothing to stop it leading the twin-cam Ford-powered 23s of Julian Sutton, Mike Costin and Tony Hegbourne into North Tower Crescent. Sutton got by Rees, however, but the latter, who always shines at the Palace, displaced Sutton again as they entered their third lap and was thereafter untroubled in the 15-lap Anetley Trophy Race. Hegbourne rounded off the Normand team's poor day by running out of road on the second lap—this after Mike Beckwith damaged his Lotus during practice and could not get it repaired in time for the race.

Leading the 1,150 c.c. cars by a wide margin was the front-engined Lola of Sid Fox, who obviously doesn't rate these new-fangled Lotus 23s and Elva Mk. 7s one bit. When lying second amongst the 1150s Mike Keens executed an alarming spin coming out of South Tower corner, his Lotus 23 wrapping itself around a natural hazard of a road-racing circuit—a tree. Luckily, Mike was unhurt, but his place was vacated to his old sparring partner Terry Bone in the Ecurie Freeze car. Both Robin McArthur and Steve Minoprio came into the pits before completing their final lap, losing valuable time.

The main race of the day was the 25-lap London Trophy Race for Formula Junior cars. Roy Pike was in pole position in one

PALATIAL PAIRS

Roy Pike (Gemini-Ford) Wins the London Trophy Race

BY MICHAEL KETTLEWELL

SPECTATOR interest at last Saturday's national Crystal Palace race meeting, organized by the B.R.S.C.C. for the London County Council, was kept fully alive right until the end of the last lap of the final event in the six-race programme, when John Whitmore pipped Graham Warner by three-quarters of a length after a furious Lotus Elan battle. Earlier, Mike Cave (Austin A40) did the same thing to John Young (Ford Anglia) in the saloon car race, whereas in the exciting 25-lap London Trophy Race for Formula Junior cars Roy Pike (Gemini-Ford), the eventual winner, waged a race-long duel with Brian Hart (Lotus-Ford), these two never having been more than a second apart.

FOR their national promotion the B.R.S.C.C. attracted many well-known favourites and several successful club racing drivers trying to make the most of an opportunity to race with the bigger boys. Practice was eventful and many were the repairs being effected to cars before the meeting. Mike Beckwith, Keith Greene, Norman Surtees and Bob Burnard were reduced to the rôle of spectators, while only last-minute repairs enabled Steve Minoprio, Mike Keens and Ken Costello to take up their positions on the starting grid.

Racing commenced at 2 p.m. with the 15-lap Norbury Trophy Race for G.T. cars over 1,600 c.c. As last year, Dick Protheroe walked this, his lightweight coupé Jaguar E taking Brian Hetreed's booming Aston Martin Zagato for the lead on the inside at Ramp Bend on the first lap after a poor start. Ken Baker's E-type, borrowed back from its new owner, was boxed in at the start by Ken Mackenzie's Turner and it wasn't until the third lap that the bronze-coloured car took over third place, a position it held until the end, although the gap closed fractionally each lap. Protheroe equalled the class lap record.

John Miles and Ken Mackenzie disputed fourth position in their nimble Turner-Fords and were never more than a few feet apart. The pair finished 0.8 sec. apart, finishing 1-2 in the 2½-litre class. Pip Arnold (Morgan Plus 4) and Alan Hutcheson (M.G.B) eliminated each other on the fourth lap (surgery will be required before these cars can race again) and Warren Pearce's XK 150 elected to hit the bank on this lap, Pearce journeying to the pits to retire.

Judging by the grunts and groans emanating from the grid of the 10-lap saloon car race for machines up to 1,200 c.c., it was

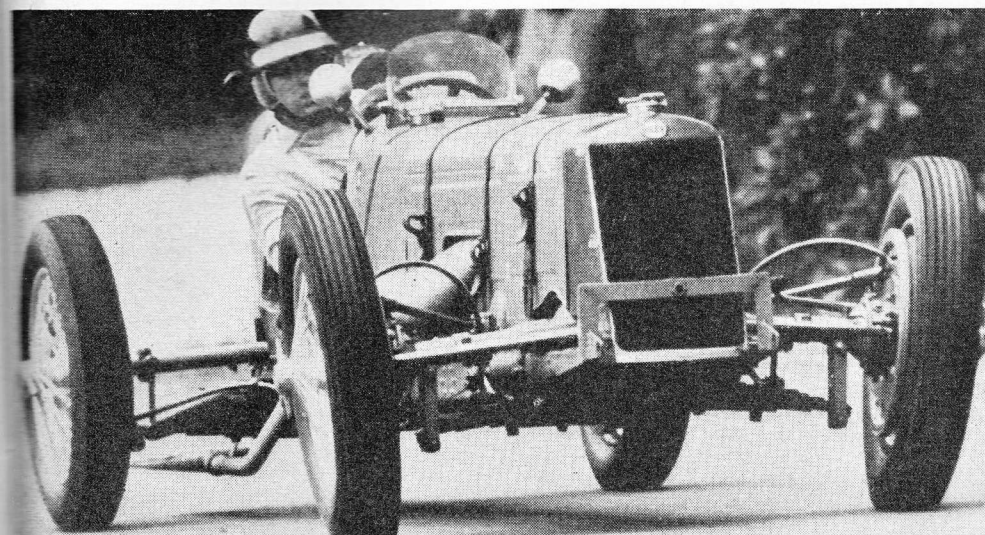


DICK PROTHEROE'S lightweight coupé E-type Jaguar simply walked away with the opening race for G.T. cars over 1,600 c.c. His win put him up to second position in his class in the AUTOSPORT Championship.

clear that cars well in excess of Group 2 regs. were in attendance. Mike Young's maroon Superspeed Anglia 1200, at the back of the grid, was worked on before the start and, sure enough, this was an omen, for after storming through to third place behind brother John's sister car and Mike Cave's A40 the car expired at the back of the circuit with unspecified mechanical failure.

Mike Cave, driving very well indeed, glued his grey A40 on to the tail of the

of George Henrotte's Geminis, having lapped in 59.2 secs. during Saturday's practising. Next to him were Alan Rees (Lola) and Brian Hart (Lotus), with times of 59.8 secs. and 60.2 secs. respectively. At the drop of the flag all three made beautiful starts, but Hart held the initial advantage and at the end of the first lap he led Pike by a whisker; a short distance behind were David Prophet (Brabham), Rees, Paddy Driver (Lotus), Sid Fox (Gemini), Adam Wyllie (Lotus), Rodney Banting (Brabham),



FINE SIGHT in the Historic Racing Car event was Tony Ellis's f.w.d. Derby-Maserati, which now goes faster than before (top). The sight of the front wheels wobbling away as the car cornered was tremendous. SPIN for John Miles, whose 1,650 c.c. Ford-engined Turner held off Ken Mackenzie's similar car right until the end (above). Miles has got this car to go very quickly indeed.

Dennis O'Sullivan (Brabham) and Louis Jacobsz (Cooper). Already the tail-enders were trailing considerably, some being painfully slow.

Fox took over fifth position on the second lap and the American, Pike, slipped by Hart at Ramp Bend a lap later. Both Geminis were going extremely well, which raised the spirits of this hitherto unlucky équipe no end. The expected threat from the Winkelmann Lola of Alan Rees did not materialize; indeed, Rees was some way behind in fourth place, closely tailing Prophet's Brabham.

Despite Hart's bright red Lotus 22 sometimes being almost up his exhaust pipe, Pike did not make one mistake and the white Gemini remained in the lead. Team-mate Fox, however, retired after 13 laps without his full complement of gears and a suspect clutch, letting Driver and Wyllie into fifth and sixth positions.

On the 18th lap, after crossing the start/finish line side-by-side with Pike, Hart slipped into the lead, but three laps later Pike was past again at North Tower Crescent. The last three laps were very exciting and one hardly noticed that Rees was now in third position, having displaced Prophet on the 19th tour. As the leaders entered their last lap Hart was alongside Pike leaving North Tower Crescent, but it was the American driver in his Gemini who crossed the line first, beating Hart by a length.

Such was the pace of the race that Rees and Prophet were the only finishers on the same lap, fifth and sixth men Wyllie and

Driver, who had swapped places on their last circuit, being one lap in arrears.

The traditional September Historic Racing Car event, over ten laps of the 1.39-mile circuit, took place next and a varied collection of old motor cars graced the grid. Despite a none-too-good start Pat Lindsay took Remus through to the lead, the old E.R.A. sounding magnificent. Peter Waller's white E.R.A. lasted only one lap, while Bertie Brown (E.R.A.), who had been motor-ing splendidly in second place, gave up after six laps. Harry Spence was second in his 3½-litre single-seater Frazer-Nash and then we had the battling Bob Salvage (1½-litre Connaught A-type) and John Freeman (Aston Martin Spa) who could just not get away from Bob Ashley's remarkable 1½-litre Frazer-Nash Boulogne, which had even led them for a while. For some reason Bill Morris (E.R.A.) forgot to finish the race.

Lastly we had the 1,600 c.c. G.T. event with John Whitmore and Graham Warner all set to renew their Lotus Elan duel, started on August Monday. Warner cut in front of Whitmore to lead into the first corner and from then on, despite Whitmore's best efforts on the back leg of the circuit, which were spectacular in the extreme, Warner kept his advantage. Every time they sped along the start/finish straight Warner gained a couple of feet, which suggested that the Chequered Flag Elan had a few extra horses over the Stirling Moss-entered one; however, Whitmore, who confessed not to like the circuit, always closed right up elsewhere.

Then, on the very last lap, Whitmore

actually made it on the inside at Ramp Bend and, with Warner right on his tail, he sped into South Tower Corner where the light green Elan was turned so sideways that one wondered if John was going to make a mistake. To an enormous cheer from the spectators he held it magnificently and beat Graham across the line by three-quarters of a length!

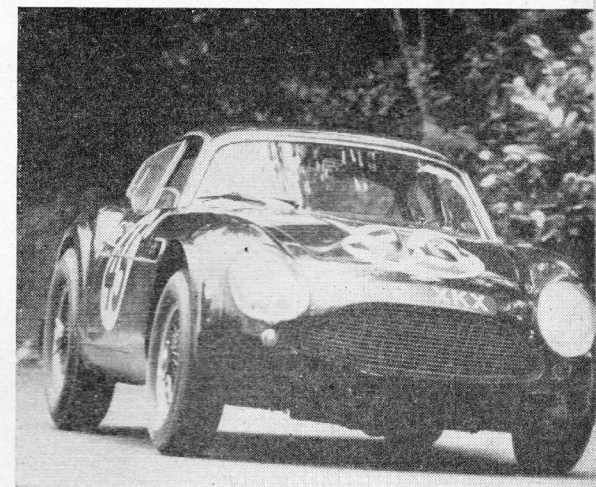
Farther down the field, however, the situation changed often. On the first lap Chris McLaren's early Marcos charged the bank at Anerley Ramp and completely disintegrated: Chris found himself sitting unhurt in the middle of the track surrounded by bits of Marcos, the engine being some feet away! Following a poor start Jack Oliver's 1,340 c.c. Marcos-Ford gained third position, but after eight laps the rear axle seized and the white car came to a sudden halt by the start/finish line, Roger Nathan's Elite having to take sudden avoiding action. Gordon Jones was fourth behind Nathan in his old Climax-engined Marcos and then followed Keith Holland's Diva-Ford and Andrew Hedges's M.G. Midget, these two finishing 1-2 in the 1,150 c.c. class. Alan Foster's Midget had stopped and retired along the straight with mechanical disorders.

The Whitmore-Warner duel put the finishing touches to a fine day's motor sport, witnessed by an unusually small crowd on a cold but dry day.

RESULTS

Grand Touring Cars over 1,600 c.c. (15 laps).
Overall Winner: E. R. Protheroe (Jaguar E).
1,601-2,500 c.c. Class: 1, J. E. Miles (Turner-Ford), 74.08 m.p.h.; 2, K. W. Mackenzie (Turner-Ford); 3, V. J. Downie (T.V.R. Grantura). **Fastest lap:** Miles, 1 m. 6.0 s., 75.82 m.p.h. **Over 2,500 c.c. Class:** 1, E. R. Protheroe (Jaguar E), 77.69 m.p.h.; 2, B. D. Hetreed (Aston Martin DB4GT Zagato); 3, K. Baker (Jaguar E). **Fastest lap:** Protheroe, 1 m. 3.4 s., 78.93 m.p.h. **Saloon Cars up to 1,200 c.c. (10 laps):** 1, M. H. Cave (Austin A40), 72.10 m.p.h.; 2, J. M. Young (Ford Anglia 1200); 3, P. Clarke (Morris Mini-Cooper S). **Fastest lap:** Young and Cave, 1 m. 8.4 s., 73.16 m.p.h. **Sports-Racing Cars up to 2,000 c.c. (15 laps):** 1, A. B. Rees (Lotus-Climax 23), 82.45 m.p.h.; 2, J. Sutton (Lotus-Ford 23B); 3, M. C. Costin (Lotus-Ford 23B). **Fastest lap:** Rees, 59.8 s., 83.68 m.p.h. **Formula Junior (25 laps):** 1, R. Pike (Gemini-Ford Mk. 4A), 83.29 m.p.h.; 2, B. R. Hart (Lotus-Ford 22); 3, A. B. Rees (Lola-Ford Mk. 5A); 4, D. M. D. Prophet (Brabham-Ford); 5, A. R. Wyllie (Lotus-Ford 27); 6, P. Driver (Lotus-Ford 20). **Fastest lap:** Hart, 59.0 s., 84.81 m.p.h. **Historic and Vintage Racing Cars (10 laps):** 1, Hon. P. Lindsay (E.R.A.), 71.59 m.p.h.; 2, H. Spence (Frazer-Nash); 3, R. E. Salvage (Connaught A-type). **Fastest lap:** Lindsay, 1 m. 8.4 s., 73.16 m.p.h. **Grand Touring Cars up to 1,600 c.c. (15 laps).** Overall Winner: J. H. D. Whitmore (Lotus Elan). **Up to 1,150 c.c. Class:** 1, K. G. Holland (Diva-Ford), 73.97 m.p.h.; 2, A. P. Hedges (M.G. Midget); 3, G. L. Capel (Austin-Healey Sebring Sprite). **Fastest lap:** Holland, 1 m. 6.4 s., 75.36 m.p.h. **1,151-1,600 c.c. Class:** 1, J. H. D. Whitmore (Lotus Elan), 77.30 m.p.h.; 2, G. A. Warner (Lotus Elan); 3, R. D. Nathan (Lotus Elite). **Fastest lap:** Whitmore and Warner, 1 m. 3.6 s., 76.68 m.p.h.

NOISIEST CAR on the circuit was surely Brian Hetreed's Aston Martin Zagato, which finished second behind Protheroe in the first race. This car has been driven by Stirling Moss and Mike Salmon in past seasons.





**JOHN
BOLSTER
tests**



The MASERATI 3500 G.T.I. Sebring

THE Maserati 3500 G.T. is a well-established high-performance car. More recently it has been sold with Lucas fuel injection under the name of G.T.I. (Iniezione). Now a new model, the Sebring, has been introduced, which also has the injection engine.

The Sebring, or "S", is 4 ins. shorter in the wheelbase and 8 ins. shorter in overall length. Borrani knock-on wire wheels, with light alloy rims, replace the usual bolt-on discs. This model is distinguished by having four headlamps but, above all, by its Vignale coupé body of surpassing loveliness.

Theoretically, the car is a 2+2, but in practice the rear seating accommodation need not be taken too seriously. The two front seats have adjustable squabs, which are normally locked in position but can be folded for access to the back by touching a lever, after which they return to the previously set position. The upholstery is most attractive, the interior of the car being highly luxurious, with soft padding everywhere. A display of proper round dials makes the instrument panel look impressive, and the whole effect is a skilful blending of sporting and luxury features. A luggage boot at the rear is really large, carrying the spare wheel and a superb tool kit beneath its floor.

The twin overhead camshaft engine has a light alloy block and head, with a seven-bearing crankshaft. The drive to the camshafts is by triplex chains and there are two sparking plugs per cylinder. These are fired by a double distributor and twin Marelli coils, the generator being replaced by an alternator. The fuel is injected into the

ports, six separate butterfly throttles being installed at the remote ends of the ramming pipes. A balance pipe couples the ramming pipes together and is connected to the "brain" of the Lucas injection pump, which is driven by gears from the right-hand camshaft.

A large trunk carries cold air from the front of the car to the ramming pipes. The fan has an electric clutch, a small light on the instrument panel indicating when it is in operation. Air conditioning, including a refrigeration plant, was fitted to the test car, the drive for this being by twin vee belts from the front of the crankshaft. The engine and its accessories are attractive to look at, having a black crackle finish. An oil radiator is fitted in the nose of the car.

The engine is in unit with a ZF five-speed gearbox. The open propeller shaft leads the power to a hypoid axle with a banjo-type casing, which looks smaller than one would expect. The axle is on long, underslung semi-elliptic springs but the torque is taken by a single member mounted well below the right side of the

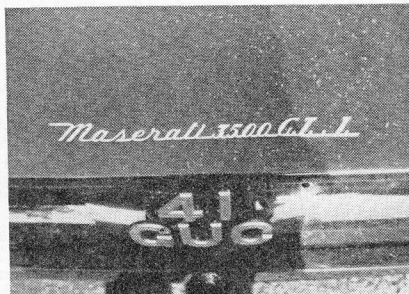
casing. This has an anti-tramp function.

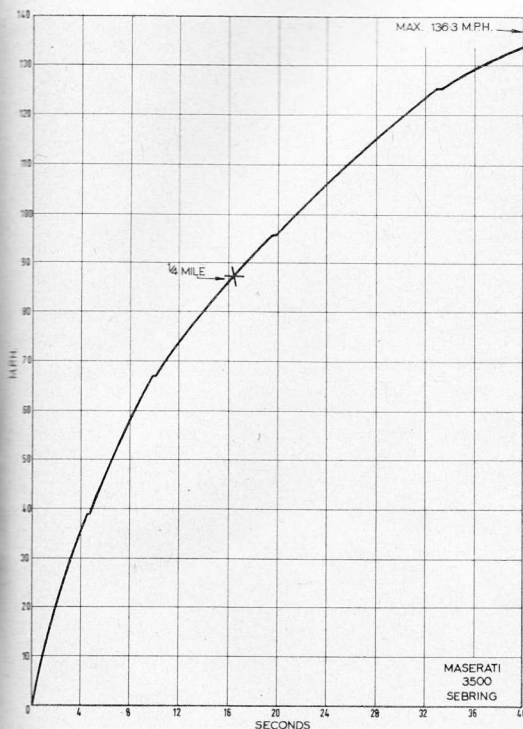
The chassis is tubular with sheet steel reinforcement, to which the body adds rigidity. The front suspension is by wishbones and helical springs, with a three-piece track rod operated by a recirculating ball gear. There are torsional anti-roll bars front and rear and telescopic dampers all round. The Girling disc brakes on all wheels have servo operation.

The seating position is of the straight-arm variety and very comfortable. The driver's view is good except that the mirror might give a clearer image—this is possibly due to the angle of the rear window. The side windows are raised and lowered electrically and the steering is pleasantly light. The clutch has a lot of power to transmit and the strong springs are noticeable when one presses the pedal. The gear lever also needs some pressure on occasions and a slightly longer lever might be helpful here. All the controls and pedals are well placed, the horn button on the steering wheel boss being concentric with a headlamp flasher switch.

Before getting into the car I always stood back and admired it, for it is a beauty. This is the kind of coachwork that we usually see only at the Turin show. It has lovely lines, but there is also a suspicion of fierceness about it, to which the wire wheels, with their three-eared hub caps, contribute. The wheels are at the full width of the car, giving it an appearance of broad-based stability, though one must accept a little mud on the paintwork in wet weather.

The engine starts at once, a control for enriching the injection pump ensuring





ACCELERATION GRAPH

the right mixture in cold weather. Rather near the ground there are three expansion chambers, and the exhaust, which has a deep note, is not noisy. The unit idles steadily and never tends to wet a plug in the worst traffic jams.

The Sebring is a luxury car and is not light in consequence, but the twin-cam aluminium engine produces enough power to give it a lively performance. The gear ratios are ideal, and though the box seems rather "unfriendly" at first, it becomes easy to handle with practice. It responds best if the lever is not held too tightly and is allowed to line itself up as it enters each gear position. The maxima on the five gears are impressive indeed!

The engine may be run for long periods at 5,000 r.p.m. and taken up to 6,000 r.p.m. for a short burst. As 5,000 r.p.m. on fifth gear is equal to 124 m.p.h., one has a fine motorway cruising speed at one's disposal. The makers claim a maximum speed of 146 m.p.h., and though I was not able to achieve this, it must be emphasized that I retained the ordinary touring tyre pressures throughout my test, nor is my measured strip of road of unlimited length. At 136.3 m.p.h. the engine was turning at 5,600 r.p.m. and as it peaks at 5,500 r.p.m. this was a satisfactory speed.

The power unit gives plenty of torque and accelerates quite briskly on the high fifth gear. The direct fourth is better employed, however, for driving at less than 100 m.p.h. All the gears are quiet in operation and third may be used for miles on winding roads or in traffic.

Again in keeping with the luxurious nature of the car, the suspension gives a very comfortable ride. Pressed hard on the corners of the Oulton Park circuit, the Maserati tended to oversteer, but some attention to tyre pressures might have corrected this. It was extremely controllable and some fast laps were achieved. On the road, one does not notice this characteristic except on wet surfaces, when the rear end sometimes tends to break away fairly sharply.

The disc brakes are very powerful indeed and demand only moderate pedal pressure. In wet weather, they should

be applied at fairly frequent intervals to dry them out, or uneven retardation may occur, which is a characteristic sometimes found in disc installations. The hand brake has a long travel of the lever but is not very potent. No fading of the brakes was experienced, even on the racing circuit.

As the power unit is smooth throughout its range and by no means noisy, fast cruising is an effortless proceeding. What noise there is must be regarded as typical of an engine of racing ancestry, and there is no objectionable clatter. When cruising at an easy 100 m.p.h. the Maserati makes no more sound than some saloons at 60 m.p.h.

Presumably the refrigerator absorbs some power, as it has twin driving belts. Naturally, there is plenty of power to spare and such a plant would be a godsend in a hot country. The volume

of cold air which it can deliver is surprisingly large, and this can be directed where it is required, as in a passenger aircraft.

The Maserati Sebring is a superb example of an ultra-high-performance luxury two-seater. Long distances on fast roads are its *métier*, and as it pulls up at its destination at the end of a day, it still looks beautiful though covered in the dust of several countries. The four-headlamp fashion is not necessarily helpful where looks are concerned, but Vignale has overcome the styling problems and produced a front end of great distinction. This is a remarkably well-made car which is practical as well as being an artistic triumph.

The car was submitted for test by Chipstead Motors, Limited, of Holland Park Avenue, W.11.

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Maserati 3500 G.T.I. Sebring coupé, price £5,116 12s. 11d. Extra: Air-conditioning plant, price £308, including P.T.

Engine: Six cylinders 86 mm. x 100 mm. (3,485 c.c.). Seven-bearing crankshaft, light alloy block and head, with wet liners. Twin overhead camshafts driven by triple roller chain, operating inclined valves. Compression ratio 8.5 to 1. 235 b.h.p. at 5,500 r.p.m. Lucas fuel injection. Marelli double distributor and twin coils firing 12 sparking plugs.

Transmission: Single dry plate clutch. Five-speed all-synchronized ZF gearbox with direct drive on fourth, and short central lever, ratios 3.20, 3.77, 4.86, 6.97 and 11.39 to 1. Open propeller shaft. Hypoid rear axle, ratio 3.77 to 1.

Chassis: Tubular chassis with sheet steel reinforcement. Independent front suspension with wishbones and helical springs. Recirculating ball steering gear. Rear axle on semi-elliptic springs with single torque-absorbing radius arm. Anti-roll torsion bars front and rear. Telescopic

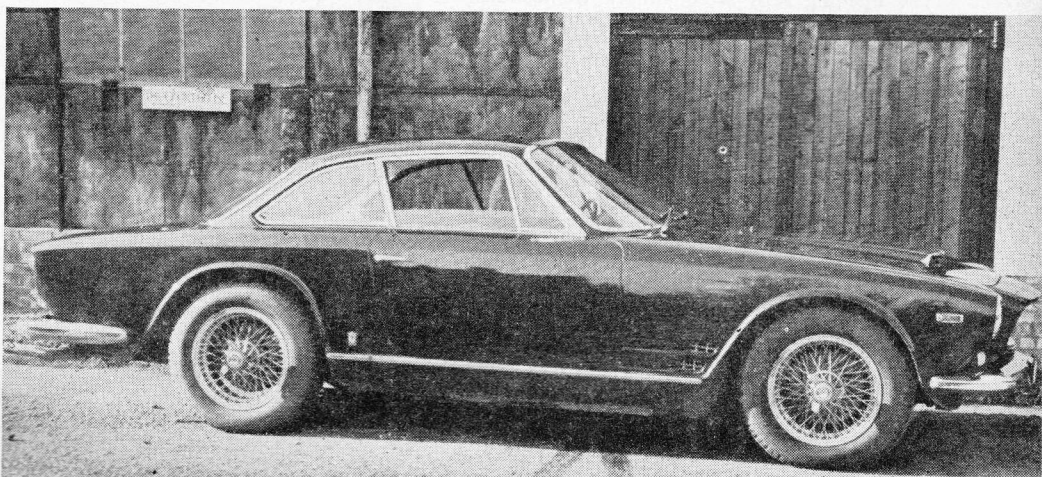
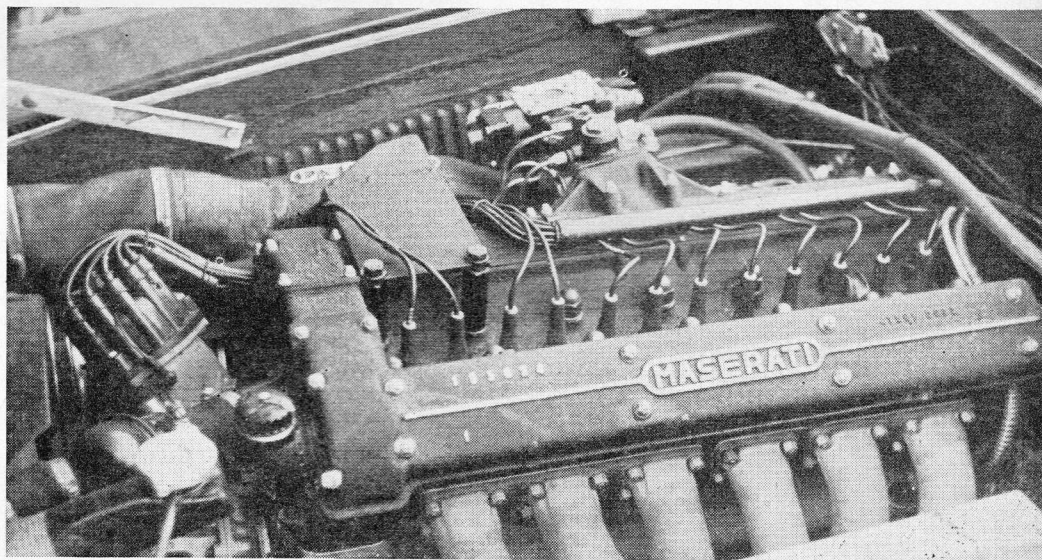
dampers all round. Borrani wire wheels with light-alloy rims and three-eared knock-on hub caps, fitted 185 x 16 Pirelli tyres.

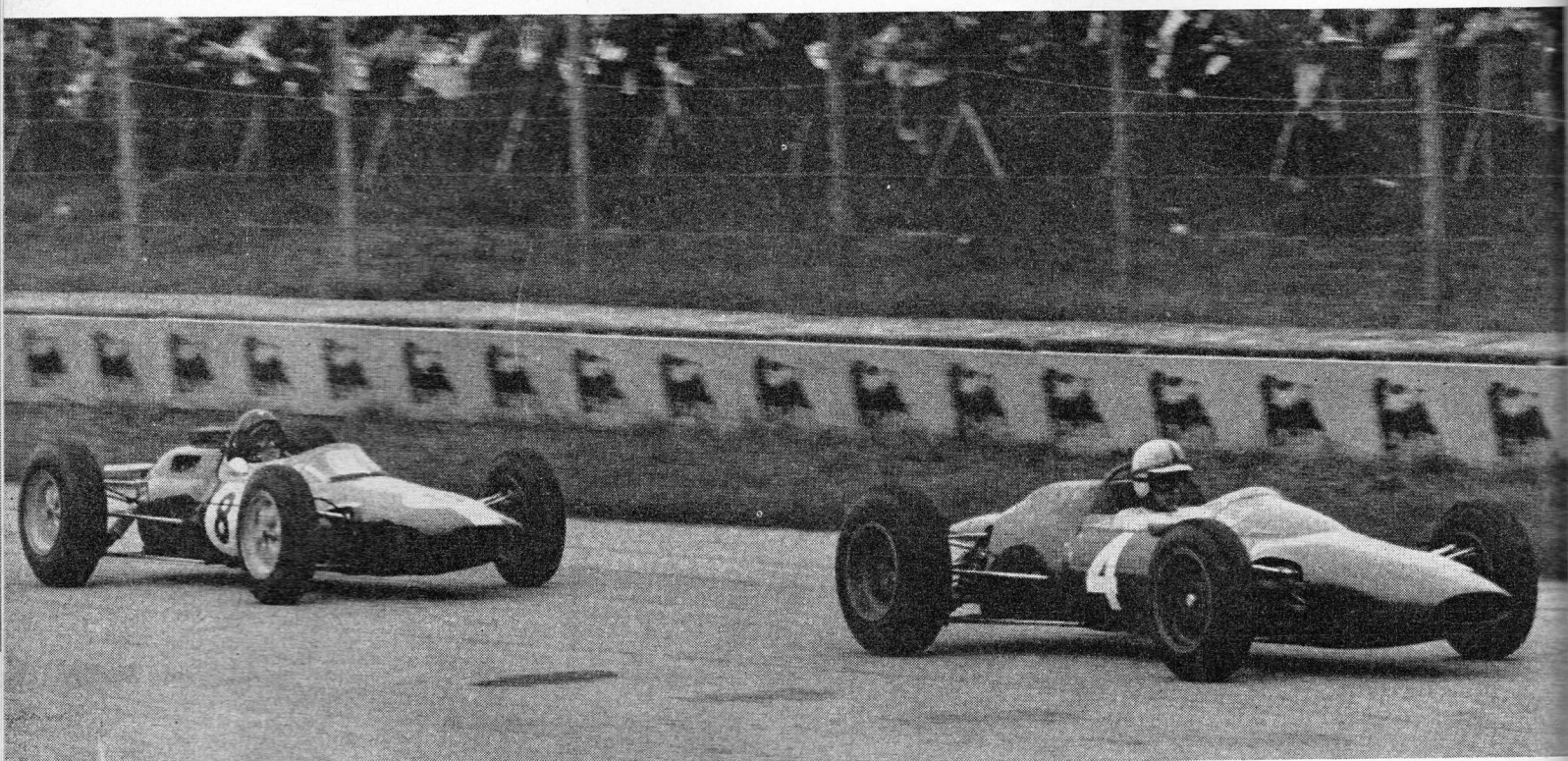
Equipment: 12-volt lighting and starting with alternator. Speedometer. Rev. counter. Oil pressure, oil temperature, water temperature and fuel gauges. Ammeter. Clock. Two-speed wipers and washers. Flashing indicators. Headlamp flasher. Heating, demisting and ventilation. Rear window demister. Extra: Refrigerated air-conditioning plant.

Dimensions: Wheelbase 8 ft. 8½ ins. Track (front) 4 ft. 6½ ins., (rear) 4 ft. 5½ ins. Overall length 14 ft. 8 ins. Width 5 ft. 5 ins. Weight 1 ton 6 cwt. 2 qrs.

Performance: Maximum speed 136.3 m.p.h. Speeds in gears: 4th 125 m.p.h.; 3rd 96 m.p.h.; 2nd 67 m.p.h.; 1st 39 m.p.h. Standing quarter-mile 16.4 secs. Acceleration: 0-30 m.p.h. 3.4 secs.; 0-50 m.p.h. 6.2 secs.; 0-60 m.p.h. 7.6 secs.; 0-80 m.p.h. 14.2 secs.; 0-100 m.p.h. 21.6 secs.; 0-120 m.p.h. 30 secs.

Fuel Consumption: 14 to 18 m.p.g.





UNSUCCESSFUL CHALLENGE: John Surtees, seen here leading Jim Clark's Lotus, was destined to retire the new works Ferrari.

JIM CLARK— WORLD CHAMPION

**Team Lotus Driver Holds Off Tremendous Pressure from John Surtees, Graham Hill and Dan Gurney
Richie Ginther Takes Second Place After All Three Abandon—Bad Luck of Jack Brabham and Innes Ireland**

By GREGOR GRANT

Photography by PUBLIFOTO, MILAN

JIM CLARK (Lotus-Climax) is the first Scotsman to become the World's Champion Driver. By winning the 34th Grand Prix of Italy, on the Monza road circuit last Sunday, Clark registered his fifth victory in a *grande épreuve* this year, and thus clinched the title. The opening laps were simply tremendous, with Surtees (Ferrari), Graham Hill (B.R.M.) and Gurney (Brabham-Climax); Surtees seized the lead on lap four, with Clark in his slipstream. This went on for lap after lap, but on the 17th tour, the unfortunate Surtees retired with mechanical bothers.

Then developed a titanic three-cornered contest featuring Clark, Hill and Gurney, the lead changing on several occasions. However, Gurney had trouble on his 63rd lap, whilst Hill retired about a couple of tours earlier.

The only driver left who could affect the Championship was Ginther, who held second place following Gurney's retirement till the end. He was in fact doubled by Clark, but re-passed to remain on the same lap. There was plenty of drama at the finish: Jack Brabham

lost what looked like a certain third place when he had to stop for fuel five laps from the end. Innes Ireland (B.R.P.-B.R.M.) fell heir to third spot, but as Jim Clark received the chequered flag, Ireland came to rest out on the circuit with a seized engine and lost the place to the consistent Bruce McLaren. Mike Spence drove an excellent race, but abandoned with engine trouble on his 74th lap when in seventh place just ahead of Tony Maggs.

Clark averaged 205.575 k.p.h. (127.74 m.p.h.) for the 494.5 kiloms., and set up a new Monza lap record with 1 min. 38.9 secs., 209.302 k.p.h. (130.05 m.p.h.). His win also gave Lotus-Climax the Formula 1 Constructors' Championship for 1963.

WHEN training began officially on Friday, workmen were still busy constructing the splendid new pits, with their barricaded entry and exit, likely to be adopted at Silverstone.

Difficulties in engaging drivers reduced official Ferrari representation down to two, Lorenzo Bandini being borrowed for the occasion from Centro-Sud to

back up John Surtees. The Maranello technicians did not feel that the V8 engine was quite *au fait*, so it was decided to install the well-proved V6 in the new "Arco" monocoque, with Surtees nominated to drive it; Bandini was given the "interim" machine.

With Trevor Taylor still on the injured list, and Peter Arundell committed to drive in the Formula Junior race at Albi, Mike Spence was given his first Formula 1 drive for Team Lotus. B.R.M. had carried out several modifications to the monocoque, most notable being repositioning of oil and water pipes to bring them outside the body, to reduce cockpit heat, and improve cooling generally.

Friday's practice was a day of drama. Car after car suffered extensive suspension damage on the bumpy and much-criticized speed circuit. This led to a deputation of entrants and drivers (including Ferrari) who petitioned the organizers to revert to the road course. Oddly enough, before this occurred, the folk responsible for public safety, the "Commissione Provinciale di Vigilanza", had already informed the A.C.I. that, in

their opinion, spectators were not sufficiently protected should a car run over the top of the banking; consequently, late on Friday afternoon, the banked section was closed and drivers were notified to practise on the road circuit. This led to an immense amount of work for mechanics, changing gear and axle ratios. It also caused considerable resentment amongst the invited drivers who were curtly informed that, owing to the reduced length of the circuit, only 20 cars would be permitted to start in place of the announced 30. Dunlops also had to supply different tyres of smaller section to replace the ones intended for the road-cum-track circuit.

Thus, with most of Friday's training times invalid, the organizers were forced to extend the practice time on Saturday to over three hours. Torrential rain fell all through the night, and it was still wet when the G.T. cars did their training. Fortunately it cleared up around midday, although there were damp patches in many places, especially under the trees at Lesmo.

Surtees broke the hearts of the British contingent, by hurtling round in a sensational 1 min. 37.3 secs., 212.744 k.p.h. (132.2 m.p.h.). This was over a second quicker than the next best, Graham Hill (B.R.M.), who did 1 min. 38.5 secs. The new Ferrari sounded tremendous, but near the end the engine was fluffing badly. Jim Clark, trying very hard, finally got down to 1 min. 39.0 secs. and Richie Ginther, taking full advantage of a tow by Graham Hill, returned a splendid 1 min. 39.19 secs. Dan Gurney (Brabham-Climax), despite an audible misfire later traced to a loose contact in the ignition system, achieved 1 min. 39.25 secs. Lorenzo Bandini certainly justified his selection by doing 1 min. 40.1 secs.

A.T.S. were in trouble, and Baghetti was once again left without a drive. Best that Phil Hill could do was 1 min. 42.7 secs., but the car sounded healthy enough. Tim Parnell was delighted when Masten Gregory qualified the Lotus-B.R.M. Motor-cycle racing men Mike Hailwood and Bob Anderson both qualified their Lola-Climaxes. Alas, it was an

unhappy day for Reg Parnell: Chris Amon crashed his Lola-Climax at Lesmo, right in front of Hill's B.R.M. The Lola went end over end, and Chris was thrown out. He was taken to hospital, and later it was announced that he had escaped with broken ribs and severe bruising. With the exit of the British car, Cabral crept into the starting list with his Cooper-Climax; however, on race day, Cabral was absent, and to tremendous applause from the Italians, it was announced that Baghetti would start in the second A.T.S.

There were the inevitable brushes with the Monza cops. On Friday Innes Ireland was the victim and on Saturday Mike Hailwood had a near punch-up in the pits area. It became so bad that the press photographers had to petition the organizers for better facilities and less interference by the constabulary.

During the night someone pinched one of the Dunlop vans. It was found next morning, less 20 wet-weather tyres intended for Mike Parkes's GTO. Fortunately it was dry on race day. To add insult to injury Dunlop's Vic Barlow

and Terry Hampton discovered that someone had let down a tyre on their rented car.

ELSEWHERE Bill Gavin tells the story of the two G.T. three-hour races for the Coppa Inter-Europa, the highlight being the tremendous duel between Roy Salvadori (Aston Martin) and Mike Parkes (Ferrari).

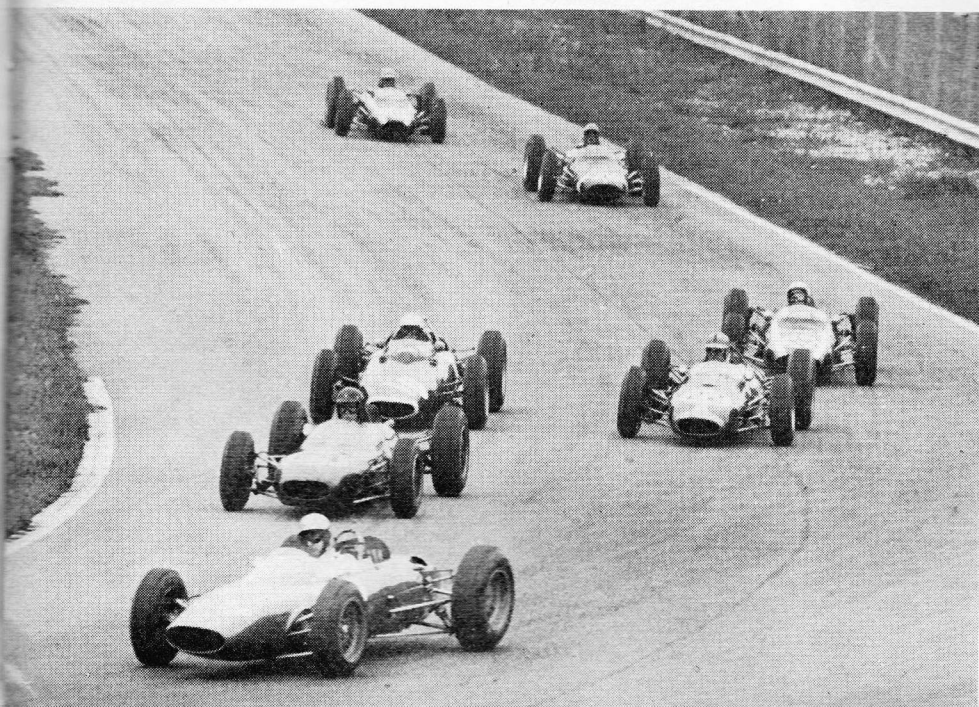
As last year, the race distance was 86 laps (494.5 kiloms.), and a two-car starting grid was arranged, the 10 rows stretching far past the pits area.

It was rumoured that, for certain considerations, Raby, de Beaufort and Cabral, who were all faster than Baghetti, waived their right to start so that one more Italian in an Italian car could take his place on the grid.

Before the start of the Grand Prix there was a colourful procession, led by standard-bearers on Lambretta scooters, comprising a goodly number of the "ancient pilots" in Innocenti sports-cars, including Fangio, Brooks, Brooke, Giraud-Cabantous, Etancelin, Frère, Veyron, Chiron, Taruffi, Villosesi, Gui-



PHIL HILL, who did not have much luck with the A.T.S., leads Jo Siffert (Lotus-B.R.M.), Maurice Trintignant (B.R.M.) and Jim Hall (Lotus-B.R.M.) at the South Curve during a dust-up down the field (above). AT THE FOREFRONT in the opening stages Lorenzo Bandini (Ferrari) leads Dan Gurney (Brabham), Richie Ginther (B.R.M.), Jack Brabham (Brabham), Bruce McLaren (Cooper), Jo Bonnier (Cooper) and Tony Maggs (Cooper) at the same spot (below).



dotti and Rob Walker. Present, but in the pits, was Stirling Moss.

When the cars lined up on the elongated grid, there was probably the biggest crowd present since Mercedes-Benz came in 1954. As the seconds ticked away, the tension grew. Engines were started, and the raucous din from the V6 Ferraris and the V8s was true Grand Prix, although the cars looked very Formula Junior.

Down went the flag, with Graham Hill out-accelerating Surtees, who obviously was being careful with his clutch. However, even before either driver had got second gear, Jim Clark cheekily tried to go between them, but fell back again at the Curva Grande. Down the back straight hurtled the pack, and there was some sorting out at Lesmo. The crowd roared as they came through to complete the first lap, in the order Hill, Surtees, Clark, Bandini, Gurney, Ginther and Brabham, with scarcely any daylight between them. Hill's standing lap was accomplished in 1 min. 49.8 secs., and next time round the three leaders all broke Phil Hill's existing lap record, with Surtees fastest with 1 min. 40.8 secs. Mike Hailwood lost time somewhere, and appeared right at the end of the procession.

Then, on lap 4, to wild cheering from the crowd, John Surtees took the lead.

Clark nipped into second place, whilst Gurney was close behind Hill. Behind, Bandini and Ginther were having a duel, with Brabham, McLaren and Bonnier also engaged in wheel-to-wheel stuff. Five laps, and already the average speed was 202.583 k.p.h., with Surtees leading Clark by three-fifths of a second, pressed by Hill and Gurney. Ginther had managed to take Bandini, but just one-fifth of a second separated them.

The race quickly developed into the familiar Monza pattern of hotly disputing groups. In front it was Surtees, Clark, Hill, Gurney; then Ginther, Bandini; followed by Brabham, McLaren, Bonnier, Ireland, Maggs; a slight gap, then came Gregory, P. Hill in line ahead, and finally a furiously scrapping bunch comprising Siffert, Spence, Hall, Trintignant, Anderson, tailed by Baghetti and a lonely Hailwood who had been doubled by the leaders on lap 6.

Now began a towing match, with Surtees pulling Clark, Hill doing likewise to Gurney, and Bandini slip-streaming Ginther. Both Surtees and Clark did 1 min. 39.7 secs. on their seventh tour, to raise the average speed by about 2 k.p.h.

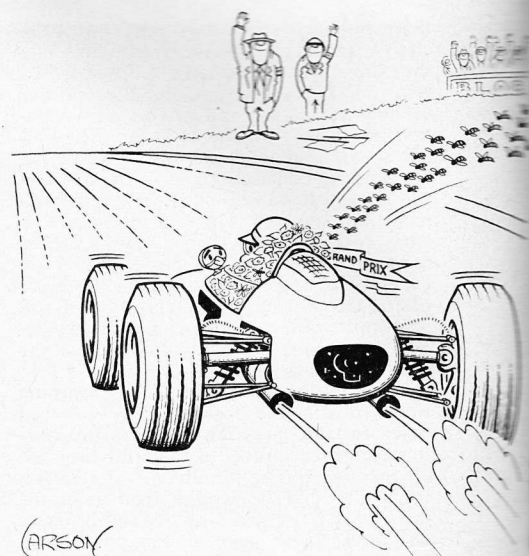
The towers invariably tried to become the towed, so there was plenty of weaving and dodging about, but Surtees invariably appeared in front of Clark. With 10 laps recorded, the full race order was:—

1. Surtees (Ferrari), 16 m. 51.8 s., 204.585 k.p.h.
2. Clark (Lotus-Climax), 16 m. 52 s.
3. Hill (B.R.M.), 16 m. 54.7 s.
4. Gurney (Brabham-Climax), 16 m. 55 s.

STARTING GRID

4 John Surtees (Ferrari) 1 m. 37.3 s.	12 Graham Hill (B.R.M.) 1 m. 38.5 s.
8 Jim Clark (Lotus-Climax) 1 m. 39 s.	10 Richie Ginther (B.R.M.) 1 m. 39.19 s.
24 Dan Gurney (Brabham-Climax) 1 m. 39.25 s.	2 Lorenzo Bandini (Ferrari) 1 m. 40.1 s.
22 Jack Brabham (Brabham-Climax) 1 m. 40.4 s.	18 Bruce McLaren (Cooper-Climax) 1 m. 40.5 s.
6 Mike Spence (Lotus-Climax) 1 m. 40.9 s.	32 Innes Ireland (B.R.P.-B.R.M.) 1 m. 41.6 s.
58 Joachim Bonnier (Cooper-Climax) 1 m. 41.9 s.	42 Masten Gregory (Lotus-B.R.M.) 1 m. 42.1 s.
20 Tony Maggs (Cooper-Climax) 1 m. 42.2 s.	16 Phil Hill (A.T.S.) 1 m. 42.7 s.
54 Joseph Siffert (Lotus-B.R.M.) 1 m. 43.3 s.	30 Jim Hall (Lotus-B.R.M.) 1 m. 43.8 s.
40 Mike Hailwood (Lola-Climax) 1 m. 43.9 s.	48 Bob Anderson (Lola-Climax) 1 m. 44.2 s.
66 Maurice Trintignant (B.R.M.) 1 m. 44.4 s.	14 Giancarlo Baghetti (A.T.S.)

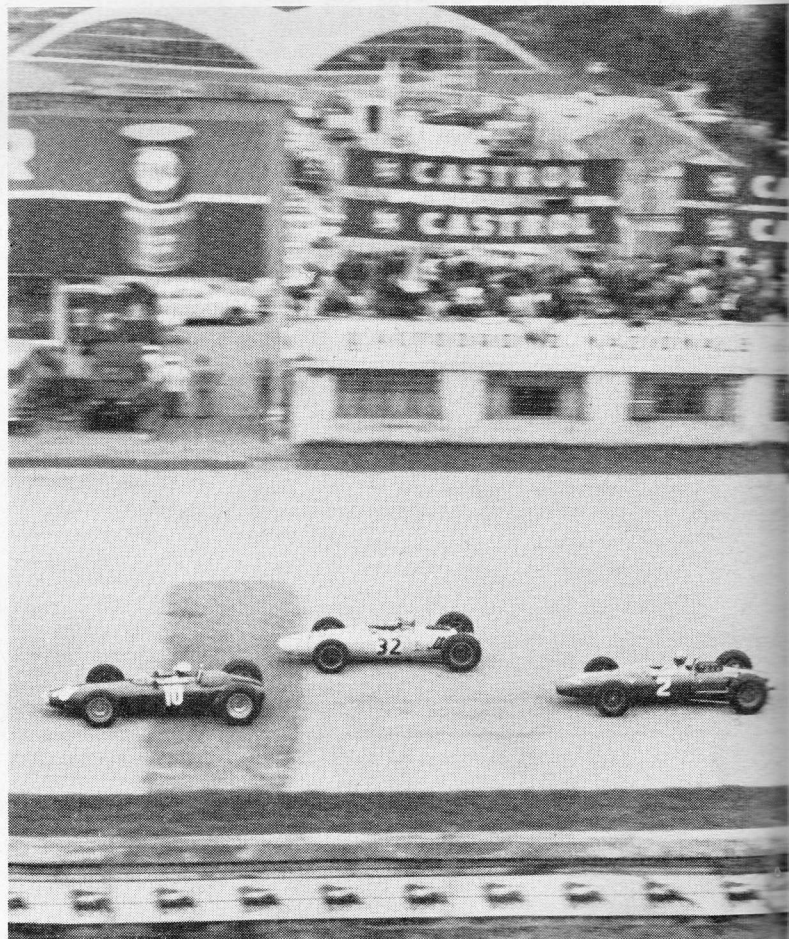
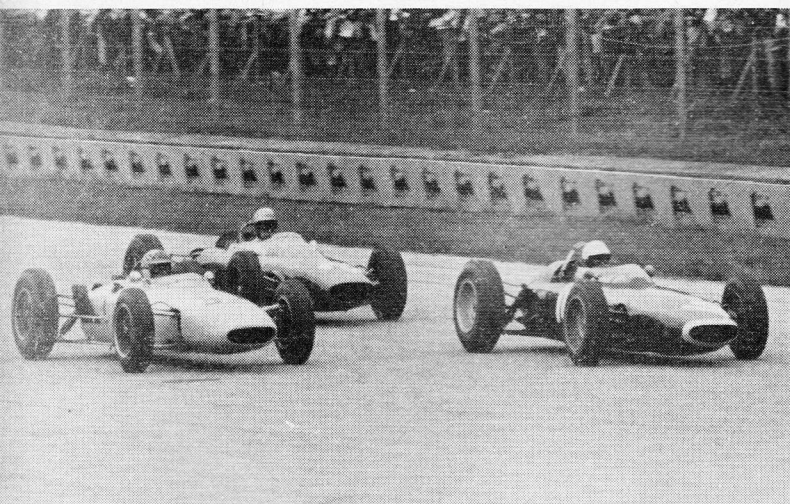
5. Ginther (B.R.M.), 17 m. 08.7 s.
6. Bandini (Ferrari), 17 m. 09.2 s.
7. Brabham (Brabham-Climax), 17 m. 12.3 s.
8. McLaren (Cooper-Climax), 17 m. 13 s.
9. Bonnier (Cooper-Climax), 17 m. 13.2 s.
10. Ireland (B.R.P.-B.R.M.), 17 m. 13.3 s.
11. Maggs; 12. Gregory; 13. Spence; 14. Siffert;
15. P. Hill; 16. Trintignant; 17. Hall; 18. Anderson;
19. Baghetti; 20. Hailwood.



Surtees always held his slight advantage, but Hill and Gurney did plenty of swapping places. By 15 laps, Baghetti had been doubled and still the race average went higher and higher.

Then, to the consternation of Ferrari, on lap 17 Clark came through on his own, followed by Hill and Gurney. The red Ferrari swung into the pits, cut-off and stopped. A brief discussion with a sadly disappointed Surtees, and the hope of Italy was trundled away with serious cylinder head defects and loss of water.

ALL CLOSE TOGETHER during their tremendous scrap Richie Ginther (B.R.M.) leads Innes Ireland (B.R.P.-B.R.M.) and Lorenzo Bandini (Ferrari), though the order was probably different at the next corner (below, left). NECK AND NECK past the grandstands go Phil Hill's A.T.S. and Jo Siffert's Lotus-B.R.M. (bottom, left). ANOTHER SHOT of the Ginther-Ireland-Bandini dice (below, right). This time they are in line-ahead formation. Ginther finished second, Ireland fourth, after misfortunes on the last lap and Bandini retired.



Meanwhile Ireland had been doing some extremely rapid motoring, and had now joined Bandini and Ginther. This group became even bigger when Brabham, McLaren and Bonnier joined up.

Dan Gurney brought the lap record down to 1 min. 39.2 secs. in a bid to take the lead from Clark. The leading trio were rapidly overtaking the back-markers, and by the 21st lap Trintignant, Siffert, P. Hill and Anderson had been doubled.

On the 23rd lap, Dan Gurney in his Brabham-Climax led the Italian Grand Prix, but next time round Graham Hill put his B.R.M. in front and Clark dropped to third place. At the tail-end, Baghetti's A.T.S. began to sound peculiar, and in he came for attention, losing seven laps before restarting.

Italy's hopes rested on Bandini, who was driving a splendid race, generally sandwiched between Ginther and Ireland. Gurney went in front again on lap 27, but ceded to Clark next time round. Masten Gregory, who had been going well in the Parnell Lotus-B.R.M., retired with mechanical troubles, just as Clark doubled team-mate Spence. Clark's latest spurt brought down the lap record to 1 min. 39 secs.

By 30 laps the scoreboard (if one had been working at all) would have read:—

1. Hill (B.R.M.), 50 m, 13.1 s., 206.030 k.p.h.
2. Gurney (Brabham-Climax), 50 m, 14.3 s.
3. Clark (Lotus-Climax), 50 m, 14.7 s.
4. Bandini (Ferrari), 51 m, 09.5 s.
5. Ireland (B.R.P.-B.R.M.), 51 m, 09.6 s.
6. Ginther (B.R.M.), 51 m, 09.9 s.
7. Brabham (Brabham-Climax), 51 m, 10.8 s.
8. Bonnier (Cooper-Climax), 51 m, 11.1 s.
9. McLaren (Cooper-Climax), 51 m, 11.2 s.

The remainder of the contestants had been doubled, and now Mike Spence began to threaten Tony Maggs, following the departure of Gregory. Baghetti dropped four further laps following a second pit stop, and Phil Hill was gradually dropping away from his original group.

Hill and Gurney swapped the lead on alternate laps, and Clark seemed quite happy merely to stay with them. However, occasionally he would dart the Lotus-Climax in front just to keep the lap-scorers busy.

Lorenzo Bandini's splendid drive came to an abrupt end on lap 37, when the Ferrari's engine failed. Thus the Maranello challenge vanished, and, apart from the two outpaced A.T.S. machines, every car in the race was of British construction.

CHAMPIONSHIP OF DRIVERS

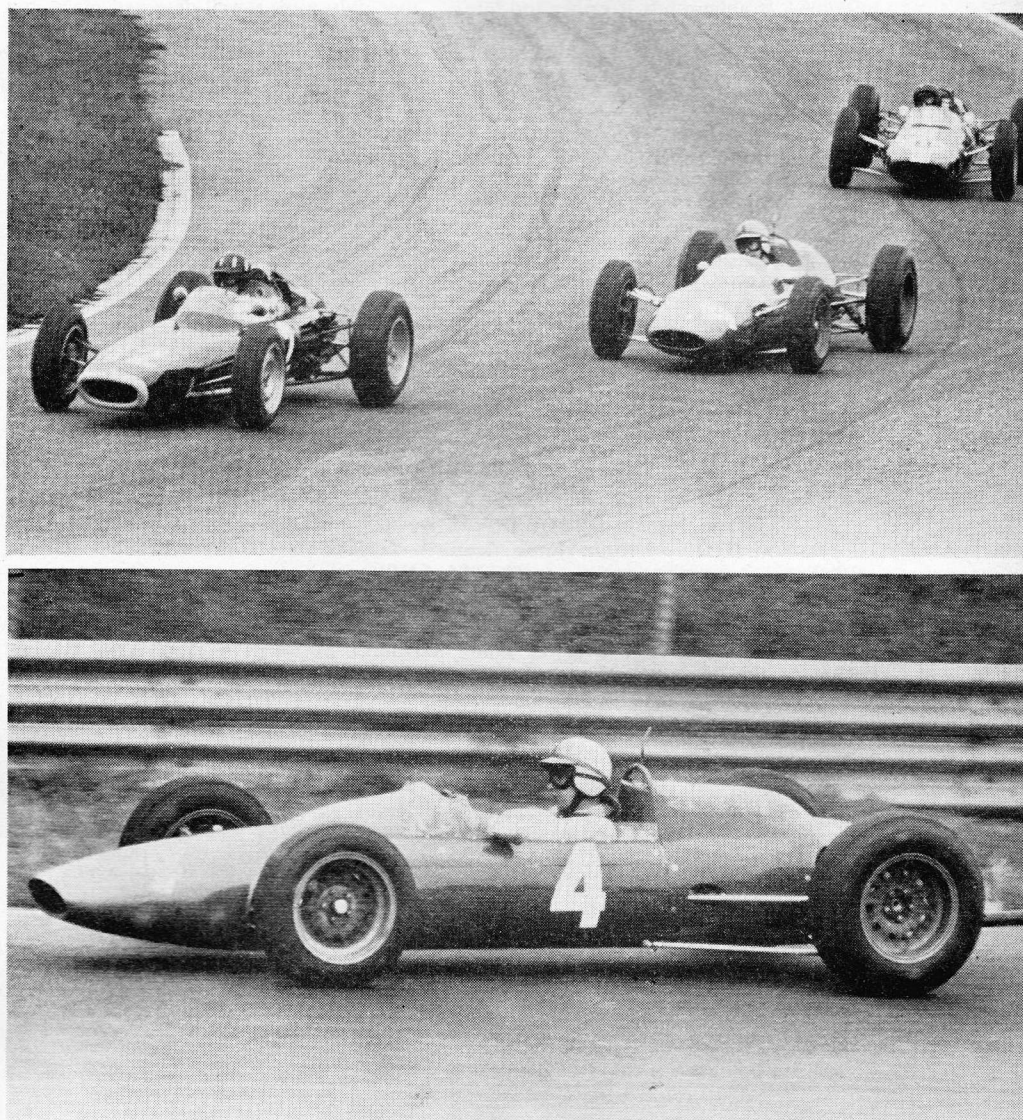
Official.—No score included for Graham Hill at Rheims.

- | | | | |
|-------------------------|-----|-----|----|
| 1. Jim Clark | ... | ... | 51 |
| 2. Richie Ginther | ... | ... | 24 |
| 3. John Surtees | ... | ... | 22 |
| 4. Bruce McLaren | ... | ... | 14 |
| 5. Graham Hill | ... | ... | 13 |
| 6. Dan Gurney | ... | ... | 12 |
| 7. Tony Maggs | ... | ... | 9 |
| 8. Innes Ireland | ... | ... | 6 |
| 9. Jack Brabham | ... | ... | 5 |
| 10. Jo Bonnier | ... | ... | 3 |
| Jim Hall | ... | ... | 3 |
| Gerhard Mitter | ... | ... | 3 |
| 13. Lorenzo Bandini | ... | ... | 2 |
| 14. Trevor Taylor | ... | ... | 1 |
| Carel Godin de Beaufort | ... | ... | 1 |
| Lodovico Scarfiotti | ... | ... | 1 |
| Joseph Siffert | ... | ... | 1 |

CONSTRUCTORS' CHAMPIONSHIP

Official.—No score included for B.R.M. at Rheims.

- | | | | |
|-------------------|-----|-----|-----|
| 1. Lotus-Climax | ... | ... | 51* |
| 2. B.R.M. | ... | ... | 30* |
| 3. Ferrari | ... | ... | 22 |
| 4. Cooper-Climax | ... | ... | 21 |
| 5. Brabham-Climax | ... | ... | 15 |
| 6. B.R.P.-B.R.M. | ... | ... | 6 |
| 7. Porsche | ... | ... | 4 |
| Lotus-B.R.M. | ... | ... | 4 |



GRAHAM HILL in the monocoque B.R.M. leads John Surtees and Jim Clark during their exciting scrap in the opening stages of the Grand Prix (top). THE NEW FERRARI did appear (above), but John Surtees used the familiar V6 engine in place of the V8 unit which had been tested previously at Monza. Bandini drove an "interim" V6 car.

Jo Siffert was the next casualty, abandoning his Lotus-B.R.M. on lap 41. Clark clocked 1 min. 39 secs., and the race average crept up over 206 k.p.h. Now, to the dismay of the Owen folk, Graham Hill's B.R.M. began to exhibit signs of clutch trouble, and he gradually dropped back from Clark and Gurney. He stopped at his pit on lap 49, and rejoined the race in ninth place. The B.R.M. sounded very sick, so Graham's hopes of retaining the Championship were gone.

Jim Clark was in a fortunate position. He need not worry whether or not Dan Gurney won, and the only driver left who could affect the title was Ginther—a long way back in third place, threatened by Brabham.

The 50-laps position was:—

1. Clark, 1 h. 23 m. 32.6 s., 206.273 k.p.h.
2. Gurney, 1 h. 23 m. 38.1 s.
3. Ginther, 1 h. 25 m. 04 s.
4. Brabham, 1 h. 25 m. 04.9 s.
5. Ireland, 1 h. 25 m. 12.9 s.
6. Bonnier, 1 h. 25 m. 13.4 s.
7. McLaren, 1 h. 25 m. 13.8 s.

The fight for fifth place was really something, Bonnier and McLaren usually being side by side on Ireland's tail. Spence had overtaken Maggs, and Trintignant had pulled away from Hall.

On lap 59, Clark and Gurney doubled

Ginther and Brabham, so they were the only two on the same lap. With Dan pushing Jim for all he was worth, the race average still rose, and at 60 laps was 206.410 k.p.h. Clark set a new record on the 60th tour, with 1 min. 38.9 secs. (209.302 k.p.h.).

Three laps later and the unfortunate Gurney was in his pits with fuel pump trouble. Out he went again, did a lap and stopped, re-started and called in once more. Out he went, but his race was run—adding yet another unlucky chapter to the popular Californian's race record.

It was now Clark out on his own, a full lap ahead of Ginther and Brabham. Jim Hall had joined them, and for lap after lap stayed with the "scozzese volante", holding times of around 1 min. 40 secs.

The race neared its close, and apart from Ginther's efforts to re-take Clark to get back on the same lap, and the furious Bonnier-McLaren duel behind Ireland, the race pattern seemed set.

With eight laps to go, Ginther finally re-passed Clark, and the Scotsman was quite content to leave it at that. Graham Hill had abandoned with clutch and possible piston bothers.

Nevertheless there was plenty of drama

to come. Brabham left it rather too late in switching over to his reserve tank, and sufficient fuel just wouldn't come through. He had to stop for a quick top-up, and dropped to fifth place. Spence had retired out on the circuit with a seized engine, and then Bonnier had to stop for fuel, and fell behind Maggs. As he endeavoured to regain a place, his oil pressure zeroed, and he was overtaken by Trintignant.

There was also a wonderful scrap between two-wheeler experts Bob Anderson and Mike Hailwood, the verdict finally going to the latter.

Then it was all over. Jim Clark received the chequered flag which gave him the Championship, and presented Colin Chapman with the constructor's title along with Coventry Climax. Gin-

ther duly took a well-deserved place, but Ireland, thought to be safely in third place, had his engine seize solid. This gave Bruce McLaren his third third place at Monza.

The scenes at the end were indescribable. Whilst Clark was being mobbed, hundreds of spectators invaded the track, with cars still circulating—fortunately slowly. This was disgraceful, and no credit to the heavy-handed Monza police who stood by helplessly.

Then, after a jubilant Clark, Chapman and Spence did a victory tour in the winning car, the new World Champion was whipped away by the police to quiz him regarding the accident of two years ago. Not a very nice way to treat a visitor who has just become the World's Number One driver.

RESULTS

(86 laps—307.3 miles)

1. Jim Clark (Lotus-Climax 25), 2 h. 24 m. 19.6 s., 205.575 k.p.h. (127.74 m.p.h.).
2. Richie Ginther (B.R.M.), 2 h. 25 m. 54.6 s.
3. Bruce McLaren (Cooper-Climax), 85 laps.
4. Innes Ireland (B.R.P.-B.R.M.), 84*.
5. Jack Brabham (Brabham-Climax), 84.
6. Tony Maggs (Cooper-Climax), 84.
7. Jo Bonnier (Cooper-Climax), 84.
8. Jim Hall (Lotus-B.R.M. 24), 84.
9. Maurice Trintignant (B.R.M.), 83.
10. Mike Hailwood (Lola-Climax), 82.
11. Phil Hill (A.T.S.), 79.
12. Bob Anderson (Lola-Climax), 79.
13. Mike Spence (Lotus-Climax 25), 73*.
14. Dan Gurney (Brabham-Climax), 64*.
15. Giancarlo Baghetti (A.T.S.), 63.
16. Graham Hill (B.R.M.), 59*.

* Classified as a finisher.

Fastest lap: Clark, 1 m. 38.9 s., 209.302 k.p.h. (130.05 m.p.h.).

Retired: Lorenzo Bandini (Ferrari); John Surtees (Ferrari); Masten Gregory (Lotus-B.R.M.); Joseph Siffert (Lotus-B.R.M.).

SALVADORI'S COPPA INTER-EUROPA

Aston Martin DB4GT Driven by Roy Salvadori Beats the Ferrari GTOs on their Home Ground—Tremendous Duel with Parkes
By BILL GAVIN

ASTON Martin sprung a surprise victory at Monza before the Italian Grand Prix when Roy Salvadori piloted a works DB4GT to victory in the 3-hour Coppa Inter-Europa event. For over 1½ hours Salvadori disputed the lead with Michael Parkes in the Maranello Concessionaires Ferrari GTO, but during the two closing laps Salvadori drew clear to beat the Ferrari on its home ground.

THE track had been damp during both sessions of G.T. practice and Michael Parkes's best practice time of 1 min. 49.4 secs. was well below the potential. Swedish driver Ulf Norinder was second fastest at 1 min. 53.4 secs., with his GTO while David Piper in his was just one-tenth slower. Then came Salvadori with his Aston, Nicolosi in a GTO and Lucien Bianchi with the second works Aston. The rest of the field consisted of Italian-driven Ferraris, a couple of E-type Jaguars, some Lancia Flaminia coupés, Neil Dangerfield's TR4, and two Morgan Plus 4s.

* * *

ULF NORINDER got the best of the start and led down to the Curva Grande, but at the end of the lap (road circuit only was being used) Parkes led from Salvadori, Piper, and Bianchi while Norinder was running on 11 cylinders or less. David Piper briefly challenged Salvadori, who soon got clear, and then Bianchi moved up to dice with the light green GTO, eventually getting ahead at 10 laps. Norinder went to the pits for a plug change but returned to the race with his engine sounding as rough as ever, while Chris Lawrence took the Morgan in for the first of its unscheduled pit stops.

Salvadori always managed to keep Parkes in sight and the interval was usually something like five seconds. After half an hour Parkes, Salvadori, Bianchi and Piper had all lapped the field, and at the end of the first hour Parkes led by 7.4 secs. from Salvadori while over a minute further back Bianchi lay 22.5 secs. behind Piper. By this time

Norinder had had a second pit stop and with his Ferrari back on 12 cylinders was able to have a tremendous dice with Lucien

STARTING GRID

42 Michael Parkes (Ferrari GTO) 1 m. 49.4 s.	41 Ulf Norinder (Ferrari GTO) 1 m. 53.4 s.
44 David Piper (Ferrari GTO) 1 m. 53.5 s.	46 Roy Salvadori (Aston M. DB4GT) 1 m. 54.6 s.
37 Egidio Nicolosi (Ferrari GTO) 1 m. 55.9 s.	45 Lucien Bianchi (Aston M. DB4GT) 1 m. 58.8 s.
38 Ferdinando Pagliarini (Ferrari GTO) 1 m. 59.4 s.	50 Vincenzo Zanini (Ferrari GTO) 2 m. 02.7 s.
34 Leo Cella (Lancia Flaminia Z) 2 m. 09.4 s.	39 Gianni Roghi (Ferrari 250GT) 2 m. 10.2 s.
49 Ed Zeller (Jaguar E) 2 m. 11.2 s.	33 Neil Dangerfield (Triumph TR4) 2 m. 15.6 s.
31 Carroll Smith (Morgan Plus 4) 2 m. 19.9 s.	48 Maurice Caillet (Jaguar E) 2 m. 20.2 s.
32 Chris Lawrence (Morgan Plus 4) 2 m. 22.2 s.	36 "George von Baum" (Lancia Flaminia Z) 2 m. 25.8 s.
35 Gilberto Bagnasacco (Lancia Flaminia S) 2 m. 32.3 s.	30 Giovanni Rota (Lancia Flaminia S) 2 m. 33.4 s.

ROY SALVADORI leads Mike Parkes past the stands during their tremendous duel for the lead in the three-hour G.T. race when the Aston Martin beat the Ferrari by seconds.

Bianchi, both lapping at around 1 min. 48 secs. although the Swede was lying tenth because of his two stops.

After approximately 1½ hours of racing Parkes called at the pits, refuelled, and was off again about 1 min. 12 secs. behind Salvadori and in second place, for by this time Mike had lapped Bianchi and Piper. Ten minutes later Roy came in for fuel and the Aston pit served him very quickly and he rejoined the race about three seconds in front of Parkes. Parkes closed in after a couple of laps, but Roy was able to draw away once again. The lap times came tumbling down to 1 min. 45 secs. and below as the green Aston and the red Ferrari duelled for the lead. Sometimes Parkes would come around in the lead, but the Aston had a little more power and would swing out and take the Ferrari before the end of the straight. Lap after lap the dice went on, neither one ever getting more than a second's lead over the other. Bianchi had pit-stopped safely, also Piper who rejoined the race just over 20 secs. behind the Belgian. The GTO of Pagliarini was now fifth ahead of the similar machines of Zanini and Nicolosi, while Norinder had moved up from tenth to seventh place.

The crowd went crazy during the final stages as the result was open right up until the closing laps. With seven minutes to go Parkes went back into the lead, but he was unable to hold it and Roy took over and moved away during the final lap to take the flag just a few seconds ahead of the Ferrari.

The crowd was a bit confused, but nobody deserved victory more than Salvadori and Aston Martin; to beat the all-powerful Ferraris on their home ground was quite an achievement!

Neil Dangerfield ran second with his TR4 in the 2½-litre class, which was won by the Lancia Flaminia Zagato of Leo Cella.

RESULTS

1. Roy Salvadori (Aston Martin DB4GT), 193.479 k.p.h. (120.23 m.p.h.); 2. Mike Parkes (Ferrari GTO); 3. Lucien Bianchi (Aston Martin DB4GT); 4. David Piper (Ferrari GTO); 5. Ferdinando Pagliarini (Ferrari GTO); 6. Egidio Nicolosi (Ferrari GTO); 7. Ulf Norinder (Ferrari GTO); 8. Gianni Roghi (Ferrari 250GT); 9. Ed Zeller (Jaguar E); 10. Leo Cella (Lancia Flaminia Zagato); 11. Neil Dangerfield (Triumph TR4); 12. Maurice Caillet (Jaguar E); 13. "George von Baum" (Lancia Flaminia Zagato); 14. Giovanni Rota (Lancia Flaminia S); 15. Carroll Smith (Morgan Plus 4). **Fastest lap:** Salvadori, 1 m. 43.5 s., 200.00 k.p.h. (124.27 m.p.h.).

EARLIER in the day the 1,600 c.c. G.T. cars had their own 3-hour race which proved to be the usual Abarth benefit, the works cars of Spygher, Mauro Bianchi, and Giampiero Biscaldi filling the first three places.

RESULTS

1. Tommy Spygher (Abarth-Simca 1300), 166.530 k.p.h. (103.48 m.p.h.); 2. Mauro Bianchi (Abarth-Simca 1300); 3. Giampiero Biscaldi (Abarth-Simca 1300); 4. Pierre de Siebenthal (Lotus Elite); 5. Moser (Alfa Romeo Giulietta S.Z.); 6. Torriani (Alfa Romeo Giulietta S.Z.); 7. Ernesto Prinoth (Alfa Romeo Giulia); 8. Roberto Bussinello (Alfa Romeo Giulia); 9. "Tiger" (Abarth-Simca 1300); 10. Dolfi (Alfa Romeo Giulietta S.Z.); 11. Ancioni (Alfa Romeo Giulia); 12. Menzario (Alfa Romeo Giulietta S.Z.); 13. Scaramiglia (Alfa Romeo Giulietta S.Z.); 14. Della Torre (Abarth-Simca 1300). **Fastest lap:** Bianchi, 1 m. 58.1 s., 175.275 k.p.h. (108.92 m.p.h.).



AUSTRALIA:

BY PETER BAKALOR

Catalina Park Races, N.S.W.



JUST LIKE BRITAIN! Bill Burns (Jaguar 3.4) found his ride exciting as he had fitted dry tyres: he finished fourth overall and first in class.

THE first race meeting at Catalina Park, Katoomba, New South Wales, for three months was held on Sunday, 25th August. The meeting incorporated the New South Wales championships for sports cars, in which Ian Geoghegan (Lotus 23) was victorious, and Heat 3 of the Neptune Oil Co. £500 point score championship for Holdens. This event was won by Spencer Martin.

* * *

THE 1.3-mile Catalina Park circuit lies in the hills near Katoomba, and consists of three tight corners, connected by uphill and downhill sweeps. All around the circuit a driver making a mistake is faced with the choice between a cliff and a very solid safety fence, and consequently the track demands and receives considerable respect from the drivers. During the meeting conditions were especially tricky, due to intermittent rainfall. An innovation was two races, run on practice day, for reserves for Sunday's events.

The track was dry for Sunday's opening event, for touring cars under 1,600 c.c. Kevin Fisher took his Fiat straight into the lead, but pulled into his pit at the end of the first lap to have his bonnet fastened down. He then drove with great gusto, to pull up from last to third in five laps—an enterprising piece of driving. The race was won by Queenslander John French, in his Morris-Cooper, from Dave Humphrey's 1,000 c.c. Morris 850. Event 5 was for the same cars, and this time Fisher made no mistake, leading for all of the eight laps. Once again French led Humphrey home in the 1,000 c.c. class.

There were four events for single-seaters, divided into two groups. The field for Group A races was somewhat depleted, for no fewer than six of the entered cars failed to appear, and Len Denton dropped out when he crashed his ex-Frank Gardner Brabham F.J. during practice. Geoghegan Motors had sold their Lotus 20B, and Elfin pilot Charlie Smith had the misfortune to be trapped under a Ford Fairlane which slipped off its jack, and, not surprisingly, he was not feeling fit enough to drive. The Group A races thus became a benefit for Scuderia Veloce, with team manager David McKay driving his recently overhauled 2.7 Brabham-Climax into first place both times. Second, and winner of the 1,100 c.c. section of each race, was Greg Cusack (Scuderia Veloce Elfin), who led home newly recruited team-mate David Walker, who continues to improve with every appearance in his Brabham. In the first event, Cusack and Walker worked their way through the Lotus 20s to finish second and third, but in the second race they held these places all the way, Walker leading Cusack on the fourth and fifth of eight laps.

The first Group B racing car event was won

comfortably by Tony Reynolds (Elfin) from Sid Howard's supercharged Nota-M.G. and Jack Gates (Lotus 18). The second race for these cars was run on a wet track, with a much reduced field, and to the delight of the crowd George Murray, in a highly modified vintage Austin 7, complete with i.f.s. and Weber carburettor, swooped past Tony Reynolds to win by 2.6 secs.

An invitation event for touring cars over 1,600 c.c. gave victory to Warren Weldon

(Holden) by 0.4 sec. from similarly mounted Spencer Martin. Best non-Holden finisher in this uninspiring race was Bill Burns (3.4 Jaguar), who came sixth. In the heat for the Neptune Oil trophy first two places were reversed, Martin thus winning his second successive heat.

The N.S.W. championships for sports cars was run in two divisions, over and under 1,500 c.c. Both races developed into processions, for in the smaller capacity category Ian Geoghegan's Lotus 23 was too fast for Greg Cusack's Elfin Mallala, which in turn was quicker than John Martin's Lola. Behind Martin, Les Howard kept his recently acquired 1,100 c.c. Lotus 23 ahead of Graham White's Lotus 11 until White retired with overheating problems on lap 20. Geoghegan and Martin were class winners. In the over 1,500 c.c. division Leo Geoghegan, driving a Lotus Super 7 of 1,650 c.c. (what would the Sports Car Club of America say!), led all the way from John French in a Turner of similar capacity. The over 2,000 c.c. class was won by M. Mander, who finished fifth overall in a Morgan Plus 4. Ian Geoghegan, Cusack and Martin filled the first three places overall.

Pit Notes

The Geoghegan Motors cars sported the first Dunlop R6 tyres to be seen in Australia. . . . David McKay's Brabham was fitted with long awaited new front wishbones which noticeably lowered the car. . . . Entries for the Armstrong 500 are coming in steadily, but several people are awaiting the Australian release of new models, specifically the Cortina G.T. and the latest Holden, which has a new seven main bearing 100 b.h.p. engine. . . . Entries so far received include Minis (850 and Cooper), a Peugeot 404, 3.7-litre Chrysler Valiant, Renault Gordini and R, a Vauxhall VX4/90 and a team of Morris Major Elites. . . . Grid positions for the 500 will be by "Lucky Dip", an idea which upsets some people. . . . Competition brake linings are allowed . . . but not racing tyres . . . repairs during the first 26 laps must be carried out using only the tools which are original equipment with the cars, as must all wheel changes. Pity the poor Minis!

SOUTH AFRICA: Krugersdorp Hill-Climb

RAUTEN HARTMAN, driving his well-known Netuar, without bodywork, returned the best time at the 14th Krugersdorp hill-climb on 24th August, in South Africa. The Netuar, which is a front-engined single-seater powered by a highly modified 1,500 c.c. Peugeot 403 engine, had a best time of 50.91 secs. for the 0.67-mile climb, giving an average speed of 47.4 m.p.h.

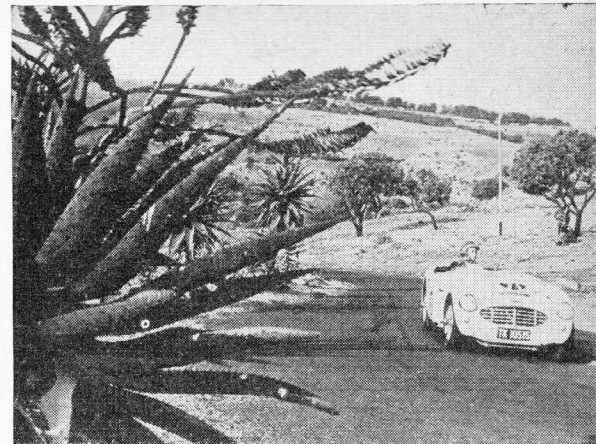
This time was still well outside the record for the climb, set in October 1961 by Doug Serrurier in a Cooper-Alfa, at 49.3 secs. The hill, just outside Krugersdorp (a town 20 miles from Johannesburg), rises 450 ft. from the start of the climb. The private, tarred road is fairly narrow, and twists its way up the hill, with a sharp hairpin just before the finish.

As the Netuar (Hartman's christian name, Rauten, spelt backwards) was the only single-seater in the entry of 54, it had little competition for best time. Hartman, by the way, is the father-in-law of well-known Bob Olthoff.

There was quite a duel for second-best time, however, with the honours finally going to Mike Nurse, in his immaculately prepared 2-litre Tojeiro-Bristol, with a time of 54.45 secs. Third best was R. J. Gunning in a 1,340 c.c. Lotus Super 7, with 54.53 secs., followed by Tony Saunders, with a time of 54.96 secs., in his very potent Austin-Healey 100/6.

Some of the times put up by modified saloon cars, which made up the bulk of the entry, were most impressive. The hairy Superformance-modified Opel Rekord, driven by Piet Steenkamp, returned a best time of 56.68 secs., which was much faster than the majority of the sports cars.

The crowd for this well-established event was rather disappointing, probably due to the rugby test match between South Africa and Australia, being played in nearby Johannesburg. Hill-climbs in South Africa are few and far between, and the Krugersdorp event is the premier climb in the country. Most competitors use hill-climbs as a beginning to motor sport competition, rather than an end in itself, and there are no real "hill-climb specials", and very few of our top racing drivers will risk



AUSTIN-HEALEY 3000 of B. J. Venter at the beginning of the second of three hairpin bends.

their precious cars on a hill-climb.

The 24th August meeting was organized by the West Rand Car Club branch of the Sports Car Club. Things went very smoothly and each competitor was allowed three runs up the hill.

ROGER HOUGHTON.

RESULTS

B.T.D.: R. Hartman (Netuar), 50.91 s. (47.4 m.p.h.); 2, M. Nurse (Tojeiro-Bristol), 54.45 s.; 3, R. Gunning (Lotus Super 7), 54.53 s.; 4, A. Saunders (Austin-Healey 100/6), 54.96 s. Class Winners: S. Mellet (D.K.W. Junior), 64.28 s.; J. Conchie (Fiat 1500), 60.55 s.; W. Moyes (Sunbeam Rapier), 64.33 s.; L. Pardini (Valiant), 63.46 s.; F. Rundel (Studebaker Lark V8), 56.99 s.; A. Chatz (Renault Dauphine), 60.49 s.; G. Armstrong (Austin-Cooper), 57.11 s.; D. Evans (Porsche), 56.84 s.; P. Steenkamp (Opel Rekord), 56.68 s.; B. Alexander (Austin-Healey 100/6), 57.56 s.; D. Zermatten (Austin-Healey Sebring Sprite), 57.97 s.; C. Duncan (Dart-Ford), 62.49 s.; R. Gunning (Lotus Super 7), 54.53 s.; M. Nurse (Tojeiro-Bristol), 54.45 s.; R. Hartman (Netuar), 50.91 s.; B. Venter (Austin-Healey 3000).

CLUB NEWS

By ROBERT GRANT

THE B.A.R.C. (East Midlands Group) are promoting a restricted sprint meeting at Church Lawford, on 21st September. Invited clubs are SUNBAC, B.R.S.C.C., Nottingham S.C.C., Leicestershire C.C., Coventry and Warwickshire M.C., Bugatti O.C., Kirkby Mallory C.C., M.G.C.C., Austin-Healey Club and the Rugby M.C. Entry forms and regs. are available from Leon Balks, 18 Springfield Road, Hinckley, Leics. Fifteen classes will cater for most types of entry. Combined with this will be a drag demonstration, between Sydney Allard's famous dragster and the Dean Moor dragster driven by Dante Duce; this is its only Midlands appearance and should be well worth seeing. . . . The Allard O.C., Herts County A. and Ae. C., North London E.C.C. and the Triumph S.O.A. are co-promoting a closed sprint meeting at Eelmore Plain, near Aldershot, on 29th September. There are classes for production cars, G.T., sports, sports-racing, specials and silenced single-seaters. Secretary of the meeting is Mrs. R. W. May, 25 Hardinge Road, Kensal Rise, N.W.10. . . . The Huddersfield M.C. are promoting a closed production car trial on 29th September at Denby. There will be one class only but all vehicles with their driven wheels at the same end of the car as the engine will be handicapped by the addition of 10 per cent. to their total marks lost. Entries close on 26th September and forms are obtainable from Gordon Mellor, Sunny Bank, Holmfirth, Huddersfield. . . . The South Wales A.C. are holding a restricted hill-climb meeting at Castel Farm on 22nd September. This is a restricted event and invitation is extended to the Swansea M.C., Jaguar D.C., Steel Co. of Wales M.C., Hagley and D.L.C.C., B.O.C., Midland A.C., Midlands M.E.C., B.A.R.C., SUNBAC and all entrants for the Junior Hill-Climb Championship. Entries close on 15th September and should be sent to G. Chick, 72 Fairwater Grove East, Llandaff, Cardiff. . . . The Maidstone and Mid-Kent M.C. and the

Rochester, Chatham and D.M.C. are co-promoting the Windows Rally on 28th September and it is a closed event. Closing date for entries is 23rd September and H. W. Kingsbury, Lyridon, The Drive, Lessons Hill, Chislehurst, Kent, has the forms. . . . The Hants and Berks M.C. are promoting a closed driving tests meeting at Aldermaston on 22nd September. This will be a real hush-hush affair since no one is allowed to bring a camera for they are strictly forbidden at this venue. Entries will be accepted until 2.0 p.m. on the day of the meeting. Further details are available from R. A. Blythe, 1 Beech Ride, Courtmoor, Fleet, Hants. . . . The Fylde M.S.G. are organizing the Shunpiker Rally on 5th/6th October. The rally is a *Motoring News* Championship event and is of restricted status with invitation open to the British Army Motoring Association, B.A.R.C., Cavendish C.C., Chester M.C., Kilmarnock C.C., Knowlton C.C., London M.C., South Wales A.C., Wolverhampton and South Staffs C.C. and the Worcestershire M.C. There are at least 50 awards including 10 challenge trophies. Complete road books will be available two hours before the start enabling one to plot in comfort and the rally will cover some 280 miles. Entries will be accepted until 28th September and regs. are available from J. Hall, 68 Watkin Road, Clayton-le-Woods, nr. Chorley, Lancs. . . . The Cambridge C.C. are

promoting a restricted driving tests meeting at Cambridge on 22nd September. The event is open to member clubs of the London Counties Association of Motor Clubs as well as the Falcon M.C., Cambridge University A.C., Leicestershire C.C., Harlow and D.A.C., Porsche C. of G.B. and the Romford E.C.C. Entries close on 16th September and should be sent to P. B. Kerridge, 8a Gog Magog Way, Stapleford, Cambs. . . . The Vickers (Weybridge) M.C. are promoting the fifth annual Vanguard rally on 19th/20th October and it is a restricted event. All A.C.S.M.C. rally championship members are invited since it is a qualifying event and the invited clubs are the B.A.R.C., Craven M.C., Sutton and Cheam M.C., Southern C.C., Farnborough D.M.C., Guildford M.C., Vickers-Armstrongs (Hurn) C.C., West Hants and Dorset C.C. and the Winchester and D.C.C. . . . The Chelmsford M.C. are promoting the third Britvic rally on 5th/6th October, which will start at Chelmsford, with the route covering some 280 miles. It is a restricted event and invitation is open to the Billericay M.C., B.R.S.C.C., Four Ways C.C., Gaynes C.C., London M.C., Romford E.C.C., Sevenoaks and D.M.C., Thames Estuary A.C., West Essex C.C. and all championship entrants of the Association of Eastern M.C.s. Entries close on 21st September and regs. are available from C. Cooper, 216 New London Road, Chelmsford, Essex.

PLYMOUTH M.C. AUTOCROSS

THE Plymouth Motor Club's second Autocross of the season was held at Cleave Meadows, Wybridge, near Plymouth, on Sunday, 1st September. Despite torrential rain the day before the circuit had dried out fairly well except one end which was like a skating rink all day. The opposite end cut up rather badly which resulted in two cars flipping in alarming fashion and a lot of damage. Fortunately, neither driver was hurt.

Class 1, for 850 Minis, was the usual "soap box derby" tussle, with Brian Dale coming out on top. Ted Crocker and David Rowe failed to figure in the results for once, no doubt due to the previous night's entertainment!

In this class we had the unusual sight of Bob Knapman in his brother's Mini as his Alpine was being prepared for a Silverstone meeting later this month. The larger Minis featured in Class 2 and once again the regulars didn't feature in the awards. A. T. Lawry had two very good runs, of four laps each, to win from a very forceful and wild Mike Lane, now Cooper-mounted.

Class 3 was a close thing for Frank Burton, as he was very nearly beaten by G. Blewett in another Volkswagen. Class 4 brought out the larger saloons. Geoff Snow had his usual win with the now well-known and very well-driven Vitesse.

The sixth class was colossal, as all the sports cars were in it plus a Lotus Cortina. Keith Ross pulled it off in his black Midget after two very fast runs. He was somehow named by us "Roy James" and this resulted in hordes of police appearing in next to no time and several people, notably John Nichols, being questioned by the plain-clothed C.I.D. gentlemen! Jumbus Ali Khan annexed the novice award with his Lotus Cortina in this class.

The last class brought forth sports-racing and specials. Unfortunately Ken Piper and Sid Davey non-started. Mike Burgess took his Lilfo-Elva for one very quick trip to record B.T.D. by some eight seconds from Tony Carter's Lotus. It is only fair to say that Tony was very badly baulked, unintentionally, on his first run which probably gave Mike an easier win than he would have probably thought. Sheila Burgess won the Ladies' Award in the Lilfo-Elva.

RICHARD SPEAKMAN.

RESULTS

B.T.D.: M. Burgess (Lilfo-Elva), 2 m. 53.0 s. **Class Winners:** B. Dale (Mini); A. Lawry (Cooper-Mini); F. Burton (Volkswagen); G. Snow (Vitesse); K. Ross (M.G. Midget); G. Hutley (Cannon); A. Carter (Lotus). **Ladies' Award:** Sheila Burgess (Lilfo-Elva). **Novices' Award:** S. J. Ali Khan (Lotus Cortina).

HAGLEY & D.L.C.C. AUTOCROSS

ON Sunday, 25th August, in appalling conditions novice driver T. G. Nellist (Saab 96) made B.T.D. at the closed Autocross meeting organized by the Hagley & District Light Car Club. A new site at Inkberrow incorporated a 1,000 yard course with open corners and varying gradients, but this had to be modified as the driving rain made one rise almost impossible. Only 0.2 sec. slower than Nellist's brilliant drive was R. Andrews, the owner of the same car. The steadiness of the Saab in the difficult conditions was a sight for sore eyes and compared directly with the straggling efforts of later M.G.s and Sprites.

Barry Williams found form and won the Mini-Cooper class from John Handley's S-type, while in third place was R. Briggs after a good drive. Handley, however, made a come-back in the Relay Race with one fantastic lap in which he pulled back half a lap on Tim Baker's M.G. Midget, just failing to lead his team to victory.

Baker himself deservedly took the open class from Frank Livingston's similar but unmodified Midget, whilst Roger Hickman had a very good day out with two class wins. He beat Bloxham's ex-Pat Moss Healey in the large sports car class with his M.G.A. and then, with his Prescott class record holding Mini, won the specials class.

Of the orthodox production saloons, John Spinks in his Herald 1200 surprised many by beating Frank Livingston's Vitesse, both cars winning their individual classes. The event closed with an excellent knock-out Relay Race between seven teams in which fortunes fluctuated considerably.

MAX TRIMBLE.

RESULTS

B.T.D.: T. G. Nellist (Saab), 3 m. 31.6 s. **Class winners:** R. T. Andrews (Saab), 3 m. 31.8 s.; B. Williams (Morris-Cooper), 3 m. 35.0 s.; T. S. Baker (M.G. Midget), 3 m. 35.1 s.; J. R. Spinks (Triumph Herald), 3 m. 37.3 s.; R. C. Hickman (Austin-Cooper), 3 m. 45.1 s.; J. F. Livingston (Vitesse), 3 m. 52.6 s.; R. C. Hickman (M.G.A.), 3 m. 56.9 s. **Ladies' Award:** Mrs. J. Hazlewood (A.-H. Sprite), 3 m. 51.4 s. **Novice Award:** A. C. Cole (Austin-Cooper), 3 m. 54.9 s. **Relay Race:** Team "G", B. Pickering, W. Weaver, M. S. Harrison and A. R. Parkin.

BOLTON-LE-MOORS C.C. and B.A.R.C. (N.W. CENTRE), BOLTON-B.A.R.C. RALLY, 31st August-1st September

RESULTS

1. R. McBride/D. Barrow (Ford Anglia), 52 m.; 2. A. T. Fisher/J. Hopwood (Mini-Cooper S), 56 m.; 3. F. Grange/J. Middleton (Ford Anglia), 59 m.; 4. D. J. Friswell/N. Nelder, 61 m.; 5. J. A. Griffiths/R. Turvey, 66 m.; 6. P. S. Shepherd/K. Leckie, 3 fails, 86 m.; 7. R. W. Wilson/F. Davies, 4, 73 m.; 8. A. Rathmell/J. Ashton, 4, 76 m.; 9. M. Bowyer/H. M. Hughes, 4, 90 m.; 10. M. E. Thomas/T. Williams, 7, 59 m.

COMING ATTRACTIONS

FOREIGN EVENTS

14th-15th September. BRIDGEHAMPTON DOUBLE 500, U.S.A. (S., G.T.-2, 3).

14th-22nd September. TOUR DE FRANCE. 22nd September. COUPES DE PARIS, Montlhéry, France (F.J.).

BRITISH EVENTS

14th September. B.R.S.C.C. INTERNATIONAL RACE MEETING, Brands Hatch, near Farnham, Kent (F.J., T.). Starts 2 p.m.

Peterborough M.C. Race Meeting, Silverstone, near Towcester, Northants. Starts 1.30 p.m.

B.R.S.C.C. (Northern Centre) Race Meeting, Rufforth, near York. Starts 2 p.m. Seven-Fifty M.C., R.A.F.M.S.A. and Austin-Healey C. Race Meeting, Debden, near Saffron Walden, Essex.

Brighton and Hove M.C. National Speed Trials, Madeira Drive, Brighton, Sussex. Starts 9.15 a.m.

SUNBAC Hill-Climb, Ragley Park, near Alcester, Warwickshire. Starts 2 p.m.

14th-15th September. Craven M.C. Hawthorn Rally. Starts Reading, Berks, at 10 p.m. Steel Co. of Wales M.C., South Wales A.C., Aberdare M.C. and Swansea M.C. Valvoline Rally. Starts Bishops Meadow Filling Station, Brecon, at 10.30 p.m.

15th September. Bugatti O.C. National Hill-Climb, Prescott, near Cheltenham, Glos. B.A.R.C. (S.W. Centre) Hill-Climb, Brunton, near Collingbourne Ducis, Wilts.

Bentley D.C. Hill-Climb, Firle, near Lewes, Sussex. Starts 2 p.m.

Harrow C.C., Chiltern C.C. and Circle C.C. Sprint, Brands Hatch, near Farnham, Kent. Starts 1 p.m.

Romford E.C.C. Sprint, Snetterton, near Thetford, Norfolk. Starts 2.30 p.m.

Yeovil C.C., West Hants and Dorset C.C., Taunton M.C. and Burnham-on-Sea M.C. Sprint, Yeovilton, Bridgchampton, near Ilchester, Somerset. Starts 2 p.m.

Southsea M.C. President's Trophy Trial. Starts Longmoor Camp, near Liphook, Hants.

East Anglian M.C. 10th Colchester Autocross. Starts High Trees Farm, West Bergholt, near Colchester, Essex. Starts 2 p.m.

Sussex C.C. Armagedon Driving Tests. Starts Intelligence Centre, Maresfield, Sussex.

WITH a quartet of victories to his credit, it was definitely Harry O'Brien's day on the Aintree Club Circuit last Saturday, when the home club held their autumn meeting with a programme of nine 10-lap races for sports, G.T., saloons and *Formule Libre* cars.

Conditions were identical to the August Bank Holiday meeting: torrential rain throughout practice and the actual racing over a gradually drying course. Spins during the morning session were too numerous to mention, but at least 10 cars spun off at Club, while David Wrang flipped his Mallock U2 without injury at Country.

The organizers combated the conditions splendidly, so much so that the meeting was completed ahead of schedule. Not so pleasing for the paying public was the fantastic number of non-starters in some of the events; one race fielded a mere four runners and another only five.

Sports cars up to 1,300 c.c. opened proceedings. Peter Dickinson (Elva Mk. 6) was guilty of a little creeping, but O'Brien (Lola) and Lambe (Lotus 17) made the running to the first corner at Country. By the end of lap one O'Brien pulled out a comfortable lead he was never to lose, with Dickinson, Lambe, Dave Driver (Lotus 7) and Geoff Lomas (Lomas D) strung out behind. F. W. Smith (Lotus 7) came through last of the eight starters, having spun, and his progress maintained interest. He made a tremendous effort to catch Dickinson and

fortably situated in fourth place. The expected challenge from the Cooper never materialized for Eccles spun at Village, rejoining in eighth position and then pulling in at the pits to retire. Bennett closed up on lap six, but O'Brien was not to be flustered. Charnock squeezed past Smith into third place on lap six but then overdid it on the eighth and had to set about the task again. On the final corner he gained the upper hand again and shot to the finish to gain, much to his astonishment, second place with Smith, 0.8 sec. behind, third. Bennett, under the impression he had finished, shut off after rounding Club corner and was about to turn off into the paddock slip road: too late he realized his mistake and an assured second place became fourth.

In the fourth event, for sports cars up to 2,000 c.c., O'Brien really showed his mettle, for in addition to making a poor start he went astray at Bechers in the middle of the howling pack and started his second lap down in ninth and last place. At the completion of that tour the diminutive Lola had been thrust through the back markers into fourth spot behind Charnock (who had led from the flag), Smith and Dickinson. On lap three O'Brien disposed of the rear-engined Elva and set about catching the leaders. At this point N. H. Barnes, who was driving Lambe's Lotus 17, was black flagged for dropping oil and he pulled in at the pits on the fourth lap.

Interest centred on O'Brien's progress and

was also a little bumping and boring on the opening lap and F. G. Lynch spun his fast Elite at Club exit after coming in contact with the Alpine of W. B. Unett. Lynch rejoined the race but later stopped at Bechers. Joell had an eventful race, spinning twice and finally coming to rest at Bechers. Bennett won at 78.05 m.p.h. Parkes put out a strong challenge to catch Sharp and uphold Healey honour, but he failed by 0.8 sec.

The 1172 race was a disappointing business with only four cars starting after Goodwin pulled his Lotus off the grid. Clive Garnham (Terrier Mk. 2) won as he pleased after an early threat from the Lotus 23-like Dison of R. A. Eccleston and he was the only runner to complete 10 laps. Eccleston stopped on the final circuit but fortunately had completed nine laps faster than Bergonzi's Mk. 1 D.R.W.

The race for Marque cars attracted representatives of most of the well-known makes and provided a pleasantly varied grid with the Entwistle T.V.R. driven by Keith Aitchison, the Parkes Healey, Charnock and T. N. Crisp's SP250 Daimler on the front row. The Healey initially held the advantage but Aitchison led into Country corner and then throughout the race until he pulled into the pits with some mechanical defect on lap seven and retired. Behind, Parkes's howling 3000 was followed by Charnock and Crisp for a couple of laps until Sharp displaced both. He cooked the Healey's goose as the T.V.R. retired and so found himself in the lead. Crisp threw away a certain fourth place by spinning at Country on lap seven, so that Joell was fourth behind Charnock. Sharp won by 2.6 secs. at 78.14 m.p.h., but fastest lap went to the T.V.R. at 82.23 m.p.h.

Some flagrant creeping marred the open-

O'Brien's Aintree Quartet

Four Wins for Lola Driver at Aintree Circuit Club Meeting

BY TONY BEX

there was an exciting finish as he pulled the Lotus alongside the Elva—but lost the issue by a tyre tread width.

The 750 race was something of a farce with only six cars turning out, one of which completed but one lap and another expired on the third. Fortunately, the remaining quartet made a fight of it, Lyford's Austin Special being challenged and occasionally beaten on braking by Bishop's neat 750 for first place, while Hunt (Austin Special) and Brooks (J.B. 750) fought out third place until the former spun at Club on lap five. Lyford won by over three seconds.

Among the non-starters in the *Formule Libre* race was Tony Lanfranchi's well-known Elva Mk. 7 and, in fact, nine cars lined up for the off with Alan Eccles's old, but immaculately presented 2-litre Cooper-Climax as the only single-seater.

Bennett's Elite took the initiative from O'Brien into the first corner, but O'Brien moved up on the opening lap and came by just in front of Bennett, with Smith a close third and Charnock (Lotus Super 7) com-



750 LEADS 1172. J. F. Bishop (Austin Special) ahead of J. Holland (U2) at Country Corner.

despite almost losing it at Club he overhauled Smith on Railway Straight on lap eight. Charnock, although being pressed hard, held out until the final corner when he arrived at Club a shade too fast and took to the greenery half way round, losing his lead and then second place to Smith.

There were few surprises in the Grand Touring event with Bennett's red Elite screaming into an easy lead, which, as expected, he was never in danger of losing. The opening laps featured a high-speed traffic jam between the blue Elite of K. Kaye, Charnock's Elva Courier, John Sharp's 1,798 c.c. B-type-engined M.G.A. Brandon's Marcos, Bobby Parkes's throaty ex-works Healey 3000 and Barry Joell's Morgan Plus 4. By the third lap this group had organized itself into some sort of order with the Marcos in second place (having moved up from fifth), Kaye third, the M.G. fourth and Parkes fifth with the sliding Healey after sorting out Charnock. There

ing of the saloon car race, so much so that the starter quite rightly refused to drop the flag until the front rank returned to their proper positions. A keen dice ensued between Scott-Davies's hot A40 and Martland's Downton Mini-Cooper, the former wrestling the lead from the f.w.d. car at the end of lap two. Although Martland hung on grimly, the A40's hairier horses were a match for the Mini's roadholding.

Only five cars lined up for the concluding event, for unlimited sports cars, but the quality of the racing by eventual winner O'Brien, Bennett, Tom Fletcher (Lister-Jaguar), Charnock and Smith more than made up for the lack of numbers. For the first two laps Bennett led the way but only just for the Lola's nose was only inches behind and on lap three O'Brien howled past. Fletcher, who had the Lister in some glorious-looking power slides on the now dry track, disposed of Smith for third place going into Country and the yellow Lotus had then to give way to Charnock's car third time round. O'Brien won by 1.6 secs. at 84.16 m.p.h., turning in a fastest lap of 86.06 m.p.h., which was easily the day's best.

RESULTS

Sports Cars up to 1,300 c.c. (10 laps): 1. H. E. O'Brien (Lola-Climax), 75.26 m.p.h.; 2. P. R. Dickinson (Elva-Climax Mk. 6); 3. F. W. Smith (Lotus-B.M.C. 7). **Fastest lap:** O'Brien, 1 m. 16.2 s., 77.48 m.p.h. **750 Formula (10 laps):** 1. C. J. Lyford (Austin Special), 64.61 m.p.h.; 2. J. F. Bishop (Austin Special); 3. J. G. Brooks (J.B. 750). **Fastest lap:** Lyford, 1 m. 28.6 s., 66.64 m.p.h. **Formule Libre (10 laps):** 1. H. E. O'Brien (Lola-Climax), 78.37 m.p.h.; 2. J. L. Charnock (Lotus-Ford 7); 3. F. W. Smith (Lotus-B.M.C. 7). **Fastest lap:** O'Brien, 1 m. 12.6 s., 81.32 m.p.h. **Sports Cars up to 2,000 c.c. (10 laps):** 1. H. E. O'Brien (Lola-Climax), 78.10 m.p.h.; 2. F. W. Smith (Lotus-B.M.C. 7); 3. J. L. Charnock (Lotus-Ford 7). **Fastest lap:** O'Brien, 1 m. 12.8 s., 81.10 m.p.h. **Grand Touring Cars (10 laps):** 1. A. D. Bennett (Lotus Elite), 78.05 m.p.h.; 2. M. Brandon (Marcos-Ford); 3. K. Kaye (Lotus Elite). **Fastest lap:** Bennett, 1 m. 14.0 s., 79.78 m.p.h. **1172 Formula (10 laps):** 1. C. B. Garnham (Terrier Mk. 2), 77.02 m.p.h.; 2. R. A. Eccleston (Dison); 3. L. Bergonzi (D.R.W. Mk. 1). **Fastest lap:** Garnham, 1 m. 14.6 s., 79.14 m.p.h. **Marque Sports Cars (10 laps):** 1. J. G. Sharp (M.G.A.), 78.14 m.p.h.; 2. G. H. F. Parkes (Austin-Healey 3000); 3. J. L. Charnock (Elva Courier). **Fastest lap:** K. N. Aitchison (T.V.R.) Grantura, 1 m. 11.8 s., 82.23 m.p.h. **Saloon Cars (10 laps):** 1. J. Scott-Davies (Austin A40), 76.04 m.p.h.; 2. D. Martland (Mini-Cooper); 3. P. T. Middlehurst (Austin A40). **Fastest lap:** Scott-Davies, 1 m. 15.8 s., 77.89 m.p.h. **Unlimited Sports Cars (10 laps):** 1. H. E. O'Brien (Lola-Climax), 84.16 m.p.h.; 2. A. D. Bennett (Lotus Elite); 3. T. Fletcher (Lister-Jaguar). **Fastest lap:** O'Brien, 1 m. 8.6 s., 86.06 m.p.h.

Larne M.C. SHAMROCK TROPHY DRIVING TESTS

IN such a small country as Northern Ireland, where the population of competition motorists is very small, it is ridiculous when four motoring events are scheduled for one weekend. This was the situation which arose when only 17 competitors turned out in the Larne M.C.'s driving tests meeting on Saturday, 7th September. Is it not possible to get together better organizers, to try to avoid this sort of situation?

This meeting, held in very wet conditions, consisted of seven driving tests on a short 25-mile route, navigation being at a minimum.

The first test held just outside Broughshane was a tight Y junction affair on a tarred surface and Robert McBurney's power and traction showed when he recorded 21.2 in his Okrasa VW with Ian Woodside (A.-H. Sprite) 2 sec. slower and Lee Lucas (Grasshopper Special) with 21.8. Frank Robinson had a good test with 22.4 in his VW 1500.

When McBurney again took the second test with 44.0 secs. it looked as if he was going to run off with the event, being a full 2 secs. ahead of Lucas, this being a long test around a triangulated island, a muddy lane also being involved. Reggie McSpadden (VW 1200) and Woodside tied for 3rd with 49 secs. while young Michael Ford-Hutchin-

son (Austin Mini) had a commendable 50 secs. time.

Test three gave Lucas his first fastest (37.4 secs.), this being a very long tight test, a small car being at a premium here. It was very surprising therefore when Robinson was second quickest in the large VW, this being a tribute to his neatness, with 39.4 secs. McSpadden being a similar distance behind. Ford-Hutchinson had another good time but Woodside and McBurney were slowish. Lucas again took test four in his high looking anti-rollbarred special, this was a very straightforward test with a reverse hairpin around a pylon being involved. McBurney came next .6 behind with 23.6 secs., while Woodside had 23.8 and Robinson 25.6.

Woodside was by now getting into his stride, being fastest in the next two tests, the first of these being a forward and reverse through pylons on a stone walled, narrow, hump backed bridge. He had a 30.6 compared to McBurney (33.0), Lucas (33.8) and Robinson (35.2). Test six while being on a wide cross roads was rather tight and Woodside (26.4) was followed by Robinson (27.3), McBurney (28.2) and Lucas (29.0). Ford-Hutchinson aired his Mini back wheel for a second at this test.

The final test was all important with scores being so close and McBurney was best with 22.8 from Lucas with 23.4, Woodside dropping behind with 24.6 while Robinson had 24.8.

Competitors then proceeded to the Kings Arms Hotel to await results which were published as soon as rain-soaked officials arrived back. Lucas was declared the winner by the small margin of 1.4 secs. from McBurney with Woodside third.

BEATTY CRAWFORD.

RESULTS

1, E. A. Lucas (Grasshopper Spl.), 214.4 s.; 2, R. J. McBurney (Okrasa VW), 215.8 s.; 3, I. J. Woodside (A.-H. Sprite), 218.6 s. **Open Cars:** 1, I. J. Woodside (A.-H. Sprite), 218.6 s.; 2, W. McKnight (Triumph Spitfire), 248.8 s.; 3, T. A. Cameron (Triumph Spitfire), 254.8 s. **Closed Cars Under 1,000 c.c.:** 1, M. Ford-Hutchinson (Austin Mini), 240.4 s.; 2, W. J. Woodside (Austin Cooper), 255.6 s.; 3, R. J. Shaw (Fiat 600), 297.2 s. **1,000 c.c.-1,300 c.c.:** 1, J. R. McSpadden (VW 1200), 234.6 s.; 2, M. Davies (VW 1200), 351.6 s.; 3, C. S. Crawford (VW 1200), 404.8 s. **Over 1,300 c.c.:** 1, R. J. McBurney (Okrasa VW), 215.8 s.; 2, F. Robinson (VW 1500), 225.6 s.; 3, A. J. H. Lucas (Vauxhall Victor), 291.2 s. **Novice Award:** T. A. Cameron.

RESULTS

1, E. Jenkins/C. Turk (Mini-Cooper), 0/70; 2, P. Sandeman/M. H. Addington (Mini-Cooper), 0/120; 3, L. V. Crutenden/S. Gray (Mini-Cooper), 0/130; 4, J. Head/O. Fowler (Mini-Cooper), 0/180; 5, J. Barnes/A. Pettie (Morris 1100), 1/140; 6, G. Tatsford/T. Yoward (TR4), 1/220.

RON AMBROSE.

HAGLEY & D.L.C.C. DRIVING TESTS

AS part of the Maudslay Motor Company's First Annual Gala at Alcester on Saturday, 31st August, the Hagley and District Light Car Club provided an excellent Demonstration Driving Tests competition in which 11 competitors attempted six tests laid out over private roads.

Close competition developed between Tim Baker and Frank Livingston (M.G. Midgets) and between David Blankstone's Cooper-Mini and Harry Livingston's Morris Mini, with the two Livingston brothers getting the better of it in each case. Frank eventually managed B.T.D. but Harry had to be content with second in his class to another Cooper driven by Mac Hazlewood. Brian Rowland (Mini Sports Special) was well in the lead for an outright win at one stage but penalties in tests 5 and 6 put him back to a class win.

MAX TRIMBLE.

RESULTS

B.T.D.: J. F. Livingston (M.G. Midget), 353.4 s. **Saloons:** M. Hazlewood (Austin-Cooper), 362.1 s. **Sports:** J. F. Livingston (M.G. Midget), 353.4 s. **Specials:** B. Rowland (Mini Sport), 366.5 s. **Ladies' Award:** Mrs. J. Hazlewood (Sprite), 440.1 s.

G.T.C.C. SCOTT-MONCRIEF TROPHY MEETING, 1st September

RESULTS

Scott-Moncrief Trophy: D. J. Lloyd (T.V.R. Mk. 3 s/c), **Sprint Result:** 1, L. Jackson (Lotus Elite), 44.42 s.; 2, B. Seedhouse (Daimler SP250), 45.41 s.; 3, D. J. Lloyd (T.V.R. Mk. 3 s/c), 45.60 s. **Driving Tests Result:** 1, D. J. Lloyd (T.V.R. Mk. 3 s/c), 69.10 s.; 2, P. Alderman (Gilbert), 69.30 s.; 3, A. F. Lee (T.V.R.), 73.20 s. **Concours d'Elegance Result:** J. R. Donald (T.V.R.); 2, Sq.-Ld. Tovell (T.V.R.); 3, P. Alderman (Gilbert).



IAN WOODSIDE in his Austin-Healey Sprite during the Larne Motor Club's Shamrock Trophy meeting.

Bognor Regis Motor Club's REGIS RALLY

THE second half of the 1963 A.C.S.M.C. Rally Championships started on the night of 7th-8th September with the 11th Bognor Regis Rally. Despite serious fixture-clashing, the established reputation of the event and the keenness of the Championship struggle ensured a good quality, fully subscribed entry of 60 cars. The pattern had been established in previous years by joint Clerks of the Course John Huson and John Jones and the accent was on straightforward, no-nonsense navigation over a good, tight route of just under 200 miles starting from Cross-in-Hand and using all the best territory on 172 and 184. A marked, "white" 173 reprint, handed out after the supper stop, added interest and helped maintain the top-pressure applied to navigators throughout. It is refreshing to report that, although there was much white road motoring, there was nothing of a car-breaking nature, and a highlight was the superb special stage offered by the Lydd Military Range, as used on the Hopper. 3.4 miles in a boggy of 4 mins. 32 secs. proved to be a most enjoyable thrash, all on tarmac, although, of course, it wasn't "on" and B.T.D. was recorded by Tony Maslen and Brian Vice in their Cortina G.T., with 5 mins. 34 secs., followed by the Mini-Cooper of Leo Crutenden and Stuart Gray in 5 mins. 40 secs. This stage is non-damaging and could be used several times before it became boring. The penalty for leaving the road would probably be confined to an "O.T.L." rating, for the adjoining shingle offers little or no grip. The stage marking on the Regis was

sensibly assessed, so that a relatively poor result there was insufficient to deprive Eric Jenkins and Cliff Turk of the just reward of the outright win, following a fine road performance in their Austin-Cooper, during which they dropped only seven minutes. This crew was one of the only two entries from the organizing club.

Immediately after the start, John Otton and Terry Weaver were in trouble with the electrics of their Mini-Cooper S. A likely winner was thus eliminated but the crew showed admirable spirit and volunteered to man a control later in the rally. A short run-in, during which most or all of the 45 points in the first road book could be plotted, led via familiar roads to Romney Marshes and to a right royal old thrash around amid (rather than in, fortunately) the dykes. It was "on"—three crews cleaned the road book—Jenkins/Turk, Crutenden/Gray and Peter Sandeman/Mark Addington (Mini-Cooper). During the course of this excellent opening the Lydd stage was run. A small point which might well have spoiled this part was the reluctance of any marshal to add written confirmation to a verbal assurance that a delay allowance would be permitted in view of the build-up of vehicles.

Before they reached the isolation of the Marshes, Graham Tatsford and Tony Yoward (TR4) were the victims of what could easily have been a most serious incident. An irate local military gentleman threatened this crew with a shotgun, actually resting the weapon on the door of the car. Tony



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Sevenoaks and D.M.C. BRANDS HATCH SPRINT

SPRINTING at Brands Hatch is currently one of the most popular club activities and on Sunday, 8th September, it was the turn of Sevenoaks and District M.C. The entry consisted of 80 cars, divided into the usual classes, and each competitor covered one standing and one flying lap, these comprising his timed effort and being preceded immediately by his practice laps. These included three laps before the morning run and two laps before the afternoon effort. This system is the Sevenoaks variation of the practice arrangements. The more usual method is to devote the morning session to practice and the afternoon to the two timed runs. There seems little to choose between the two schools of thought.

The Sevenoaks meeting was notable for the fact that the morning runs took place on a dry track and the afternoon lappery was committed in rain varying from drizzle to downpour. Consequently, every driver recorded his better time before lunch. So bad were the conditions as the day wore on that several competitors called it a day without troubling to wait for another go.

Class A, for up to 850 c.c. closed cars, proved to be the expected Mini benefit and Brian Stevens circulated in polished style to record 2 mins. 35 secs., a clear 2 secs. ahead of D. Dunnell and W. Cooper (who shared second place), with Laurie Goodwin's noisy and rapid N.S.U. Prinz just 0.6 sec. slower.

G. White took Class B (Mini-Coopers) with 2 mins. 24.4 secs., with R. N. Eade slightly slower in 2 mins. 25.8 secs. Both drivers satisfied themselves about their personal limits at Paddock with spins in practice and the afternoon to the two timed Mini drivers than usual contrived to revolve at this point; in the wet they came to less harm than they might have done in the dry.

The next class, for saloons 1,001 c.c. to 1,500 c.c. was poorly supported, but it provided a rapid class winner in M. Howe, who

circulated a very quick 1,500 c.c. Anglia in 2 mins. 19 secs.

The large saloon class is usually under-subscribed and this meeting ran true to form in this respect so that only four cars appeared and of these R. S. Dewar had little difficulty in defeating his rivals in a time of 2 mins. 28 secs. in his 3.4 Jaguar.

John Anstice-Brown had an equally easy task in the more numerous Class F, sports cars up to 1,000 c.c. His 2 mins. 15.2 secs. in the Rochdale Olympic reflected his superiority as well as his smooth style of driving. Next to Anstice-Brown came C. Slennett with 2 mins. 23.4 secs. and A. Poole with 2 mins. 23.8 secs.

Even larger was the medium-sized sports car class, and this time two drivers dominated. They were Roger Bunting, whose Speedwell got down to 2 mins. 13.2 secs., and J. H. Allen with a 1,340 c.c. Fairthorpe. Allen recorded 2 mins. 14.6 secs. Of the 19 cars in this class there were 13 different types and not the least impressive was the old supercharged Ulster Austin shared by D. Brown and D. Marchant. In practice the car had shown remarkable speed with road-holding to match but on its timed runs it developed a frustrating loss of power towards the end of the second lap.

David Howard's 2 mins. 16.8 secs. in his E-type Jaguar was sufficient to give him the large sports car class by a comfortable margin. Most meritorious, perhaps, was his second run in pouring rain, with a time of 2 mins. 24.6 secs., most of which was devoted to keeping the model.

There were only two sports-racing classes, Class K being for those under 1,000 c.c. This class included Clive Lacey with the well-known 997 c.c. Merlyn-Ford. Lacey did one run only, in 2 mins. 4 secs., which was easily sufficient to win him yet another B.T.D. His nearest class rival was J. C. Salmon, who returned 2 mins. 16 secs. to take the class award, with M. Pitty next up with 2 mins. 19.6 secs. Both these drivers were using Lotuses. An additional runner in this class was R. Hogarth, who lost it emerging from Druids and charged the bank to the detriment of his front suspension. The driver was bruised and shaken but otherwise unhurt.

Edward Crocker, who the previous week had pipped Lacey for the premier award, returned virtually the same time as he did on that occasion, his 2 mins. 10.8 secs. giving him the larger sports-racing category, with the M.G. of B. White next with 2 mins. 14.6 secs. A most promising drive was that of R. Whittington, with 2 mins. 19.8 secs. in an elderly Lotus Mk. 8.

Due to the appalling weather in the afternoon, Sevenoaks nearly ran out of time, but an extra special effort was made to complete the programme and, thanks to some very slick work by marshals, the last runs were completed with six minutes to spare.

RON AMBROSE.

RESULTS

B.T.D.: C. Lacey (Merlyn-Ford Mk. 4), 2 m. 4 s. **Class Winners:** B. I. Stevens (Mini-Minor), 2 m. 35 s.; G. White (Mini-Cooper), 2 m. 24.4 s.; M. Howe (Ford Anglia), 2 m. 19 s.; R. S. Dewar (Jaguar 3.4), 2 m. 28 s.; J. W. Anstice-Brown (Rochdale Olympic), 2 m. 15.2 s.; R. Bunting (Speedwell Sprite), 2 m. 13.2 s.; D. Howard (Jaguar E), 2 m. 16.8 s.; J. C. Salmon (Lotus 7), 2 m. 16 s.; E. Crocker (Lotus 7), 2 m. 10.8 s.

R.A.F.M.S.A., SOUTH BEDS C.C. and SEVEN-FIFTY M.C. AUTOCROSS, 25th

August

RESULTS

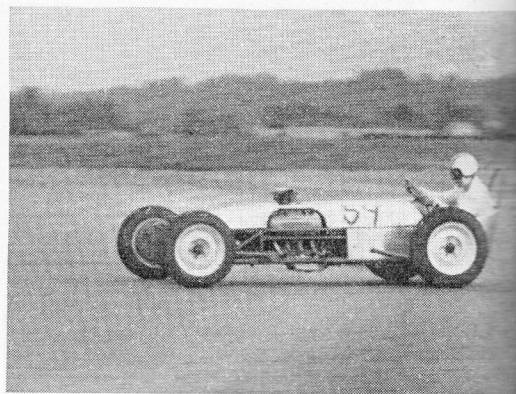
B.T.D.: J. Britnell (750 Special), 1 m. 24.6 s. **Saloon Cars up to 1,300 c.c.:** 1, A. R. Farrow (Ford Anglia), 1 m. 25.5 s.; 2, A. M. J. O'Neill (Triumph Herald), 1 m. 30.2 s.; 3, R. B. Bingham (Simca Aronde), 1 m. 31.9 s. **Over 1,300 c.c.:** 1, J. Hedderley (Triumph Vitesse), 1 m. 29.1 s.; 2, P. E. Turner (Tornado), 1 m. 30.5 s.; 3, C. S. Fraser (Hillman Minx), 1 m. 37.2 s. **Front-wheel Drive:** 1, J. L. Sprowell (Mini), 1 m. 29.4 s.; 2, J. W. Mitchell (Mini), 1 m. 32.6 s.; 3, Mrs. B. Lewis (Mini), 1 m. 33.1 s. **Production Sports Cars and G.T. Cars:** 1, G. H. Rosenbloom (Triumph Spitfire), 1 m. 28.9 s.; 2, P. E. Turner (Tornado), 1 m. 31.5 s.; 3, J. E. Abson (Triumph TR3), 1 m. 32.3 s. **Specials:** 1, J. Britnell (750 Special), 1 m. 24.6 s.; 2, P. Hartle (750 Special), 1 m. 24.7 s.; 3, M. McCarthy (750 Special), 1 m. 27.3 s.

MORRIS COMMERCIAL APPRENTICES M.C.

WELLESBOURNE SPRINT

THIS year the Morris Commercial Apprentices M.C. extended the list of classes for their sprint, held at Wellesbourne on 31st August, to include sports-racing and racing cars. In previous years this had been an event purely for production cars, and everyone welcomed the change. The racing classes were well supported and provided a fine duel for B.T.D. between Austen May (Cooper Junior) and R. Hickman in the Arden 1500, the honours finally going to the Arden stable.

The entry of 52 started practice in fine weather, everyone feeling their way over a



DRAGSTER-LIKE Clanger Special of J. Field leaves the first chicane. His time for the Wellesbourne course was 55.75 secs., which compares favourably with the winning time of 52.77 secs.

new course. The only incident of any consequence came as a result of the front suspension collapsing on A. Poole's much sprinted and rallied Sprite, causing his retirement and considerable mechanical damage.

In class 1, three 850 Minis already had a firm grip on the class from a Minor 1000, a Morris 1100 and two Imps, the Minis finally finishing well ahead in the order R. Brookes, B. Vawer and A. A. May. The second class was a Cooper-Mini benefit. After a controversy over C. Boote's 1,098 c.c. Group 3 Mini-Cooper first official run (his line through the left-hander was a shade unorthodox), he took the class on his second run in 59.82 secs. M. Evans (Group 2 Mini-Cooper) was a fine second in 60.72 secs., and third was R. N. Eade (Group 2 Mini-Cooper), who was also the quickest member of the promoting club.

The small sports car class went to R. Joseph's Turner-Climax, with A. Ruggles second, leading home the Sprites. Next class up were the big sports cars, very ably won by A. Charnell (Austin-Healey 3000), who just held off N. Cope's E-type. A. Johnson's well-driven XK 120, and G. Ward's Daimler SP250. D. Firkins in a Lotus-B.M.C. 7 took the sports-racing class from J. Barnes in his fairly "cooking" Elva Mk. 6.

Prominent in the racing car classes were entries from folk more usually seen on the hills. The small class of five "500s" went to M. Turner (Cooper) from R. Bettinson (Cooper). The unlimited class provided fine spectator value, and was finally won by R. Hickman with the Arden 1500 in 52.77 secs., giving him B.T.D. as well. Austen May's run in 53.35 secs. was a creditable second in the beautifully turned out ex-M.R.P. Cooper Junior. A fine run by J. Field's Clanger Special was fourth quickest behind S. Neal, also driving the Arden.

Considering the varying conditions, incidents were comparatively few and ably handled by marshals from the B.M.R.M.C.

JOHN BILTON.

RESULTS

B.T.D.: R. Hickman (Arden 1500), 52.77 s. **Best M.C.A.M.C. Member:** R. M. Eade (Austin-Cooper), 64.49 s. **Best Apprentice:** B. Mandale (Morris-Cooper), 68.20 s. **Class Winners:** R. Brookes (Morris Mini), 66.88 s.; C. Boote (Morris-Cooper), 59.82 s.; R. Joseph (Turner-Climax), 61.89 s.; A. Charnell (Austin-Healey 3000), 58.89 s.; D. Firkins (Lotus-B.M.C. 7), 59.33 s.; M. Turner (Cooper-J.A.P. 500), 62.40 s.; R. Hickman (Arden 1500), 52.77 s.



MINI-COOPER of G. White, a class-winning car, at Kidney Bend (above). AT THE TRICKY Paddock Bend, which has caught out many people at Brands, L. F. Nash is seen in his Ford Anglia Super (below).



CORRESPONDENCE

The Motorsport Jazz Unit

HAVING for many years been closely associated with both jazz and motor racing and having noted the surprising number of enthusiasts who share the mutual interest—including some of the top names in both worlds—I have been exploring worthwhile ways of effectively combining the two. The type of venture in mind—let's call it The Motorsport Jazz Unit—could be supported by modest subscription and would provide in return a mature approach to the difficulty of enjoying good music in pleasant company. Combined membership with the few really worthwhile established jazz clubs is envisaged, advance priority booking and party travel to hear visiting American artists in concert, regular noggin evenings at pleasant hostilities (with music of course) and possible charter flights to the Continent (or even the U.S.) to combine interesting sounds both on and off the circuits.

To be worthwhile a sizeable membership is essential and this letter is intended solely to test the measure of possible support—anyone interested is asked to write and say so or 'phone Hither Green 4234 any evening and leave their name and address with the automatic answering machine.

77/79 RUSHEY GREEN, LONDON, S.E.6.

ROBERT BROMLEY.

I Don't Ride a Bike!

"If you can't beat 'em, join 'em", I suppose (Leonard Marchant, 6th September issue). This narrow-minded, idiotic view is unfortunately typical of too many. When will the majority appreciate that the solution lies in using just a few of our (the motorists) millions of pounds for the building of new and safe highways, instead of dreaming up weird notions of how to clear the existing roads.

Mr. Marchant, I suppose, rides a bike. Well, I, for one, do not.

LONDON, N.11.

JOHN O'DONNELL.

British Racing Green

I NOTICE that in your issue of 6th September, a Mr. Ken Gregory states that I criticized the colour of the cars raced by the British Racing Partnership. In fact, the criticism referred to was that of "D.S.J.", *Motor Sport's* Continental correspondent.

I have read the paragraph concerned, which is as follows: "The British Racing Partnership arrived with their brand new stressed-skin 'monocoque' car that they had designed and built themselves. . . . This was for Ireland and was called a B.R.P.-B.R.M. V8; with so much British about the name it was a pity it was painted pale green instead of British Racing Green. However, its finish and standard of workmanship was first class and a credit to the team, and it arrived (for the Belgian G.P.) direct from Goodwood, where it had covered some 50 trouble-free laps."

Really, I cannot see that Mr. Gregory has much to complain about. His query to me about the correct shade of British Racing Green was

referred to "D.S.J.", so that he could reply direct, either by correspondence or when he next met Mr. Gregory. I imagine that what "D.S.J." had in mind was that since a Napier first "wore the green" in 1902, the British colour has been accepted as a dark shade, as seen on the Bentleys at Le Mans. Being ever so slightly colour blind, I am not the best person to consult about this but I am assured that a good example of the correct shade is to be found on the front cover of *Motor Sport*.

FLEET, HANTS.

W. BODDY.

KEN GREGORY's thinly veiled sarcasm directed at Mr. Boddy and channelled through your columns prompts me to write this, my first letter ever to AUTOSPORT. I believe Mr. Gregory knows *exactly* what Mr. Boddy means by B.R.G. B.R.G. is a very dark green started in the days of the Napier and passing through the Le Mans, Bentley era to today's Cooper and B.R.M. stables.

Why doesn't Mr. Gregory admit his green is for identification and to look "different", which to me is the beginning and end of this matter.

HASLEMERE, SURREY.

SYDNEY PEMBERTON.

I WOULD like to settle the British Racing Green argument for Ken Gregory once and for all. There has never been any doubt about the particular shade of green so described, and I advise Bill Boddy to follow the accepted sporting method of defining this colour.

You place one observer in the passenger seat of one fast sports car on any British circuit. He is then taken on a high speed lap during which he will turn his eyes smartly to the left. The colour he will then see will be British Racing Green.

The argument which has arisen over the shade has of course been the result of taking these observations at different times of the year and I recommend this practice should cease.

I venture to suggest that Ken Gregory obtained his shade of green in early Spring in time for the start of the new season.

LONDON, W.C.2.

MAX LE GRAND.

A W16 British Grand Touring Car . . .

How much longer are Ferrari going to be allowed to get away with it in sports car and G.T. racing? Surely it is not beyond the wit of a British designer to beat them at their own game—more cylinders.

No need to design and build a new 16-cylinder engine—just take two V8 Coventry Climax or two V8 B.R.M. engines and gear them together side-by-side, preferably mounted transversely for compactness, in a suitable chassis, and a W16, 3-litre British sports car would be born. True, the transmission might present problems, but given sufficient *will* a way could be found.

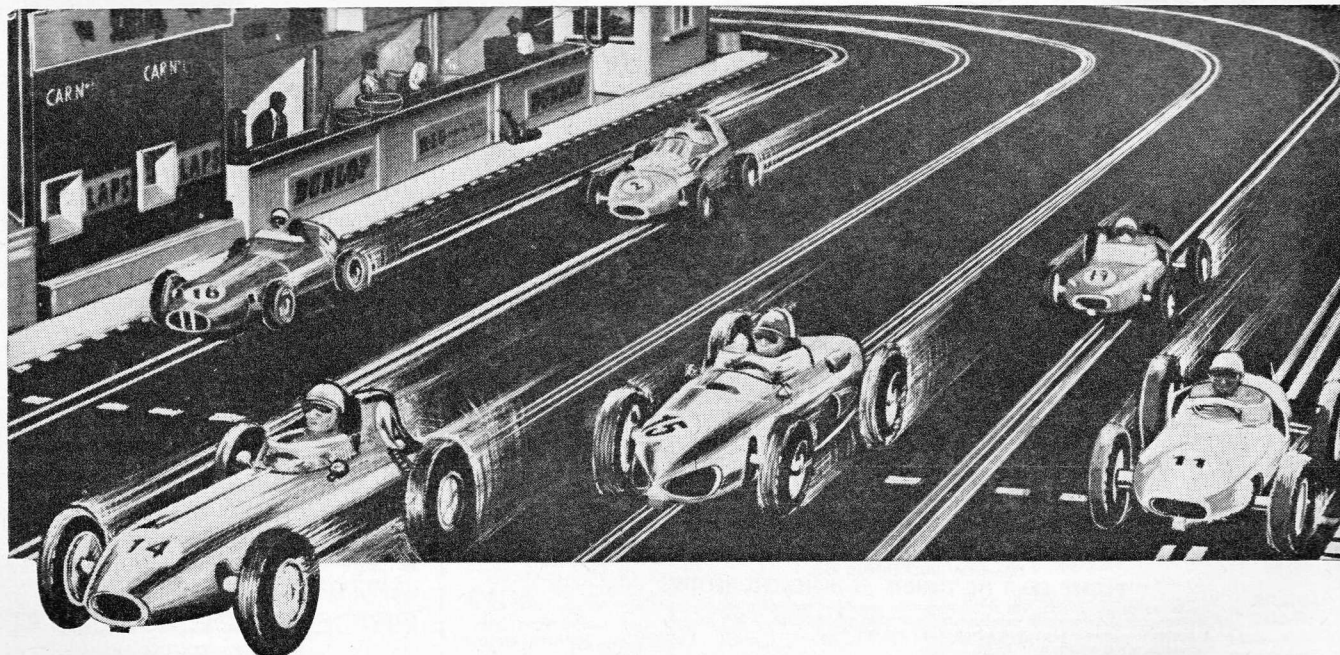
Ferrari have already done it—in reverse; their original 60 deg. V6, 1½-litre Formula 1 engine was virtually one half of their outstandingly successful 3-litre V12 engine.

What a wonderful sound a British W16 3-litre engine would make! Perhaps it would only *just* precede the rumoured Honda W16 Formula 1 car. . .

LONDON, N.3.

F. C. WYKES.

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



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Omagh M.C. SCALLON CUP RALLY

THIS, the 6th event counting towards the Ulster Rally championship, was held on Friday night and Saturday morning, 30th-31st August. Organized by W. B. White and W. Hart, this proved to be a good straightforward rally of the plot-and-bash type.

Twenty-four cars set out from Omagh car park at one-minute intervals from 8.0 p.m. to do the first phase, which consisted of eight driving tests on a short 20 mile circuit. Even numbers started at test five while odds went to test one first. This was to prevent too much piling-up at tests and to try to get as many cars through before darkness. At the end of this phase competitors returned to Omagh for a supper break before setting out for the "meat" of the rally.

Test one consisted of a long blind down, round a pylon and back again. It seemed to suit Sprites, as Harold Hagan was fastest with 21.5 secs, followed by Ronnie White in the Sebring type with .3 sec. more. Robert McBurney (Okrasawagen) was best in Test two with 28.5 secs, with Doc Keatley (Mini-Cooper S) next best with 29.0 secs. Hagan had another fastest at Test three, McBurney being 0.4 secs. slower. Test four was definitely a front-wheel-drive job consisting in one part of reversing into a muddy lane and forwards out again, and Ronnie McCartney (Mini-Cooper) took only 22.2 secs, compared with Robin Steenson with 23.0. Test five was a fast blind round a large triangle and White had another best with 24.0 secs. McBurney next 24.8. White again took Test six with 23.8, while McCartney had 24.4. Test seven went to McCartney (31.8) with McBurney next with 32.0. In Test eight Ronnie White blotted his copybook by sliding off the road, this test being a fast wiggly-wobble on a slippery surface. Robin Steenson was fastest in this test with 28.4, while McBurney had 30.0 secs.

The leader board at the end of phase one was as follows:

1, Robin Steenson (Mini-Cooper), 218.0 marks lost; 2, Ronnie McCartney (Mini-Cooper), 218.1; 3, Robert McBurney (VW), 219.1; 4, Harold

Hagan (A.-H. Sprite), 222.9; 5, Dr. Jack Keatley (Mini-Cooper S), 228.4; 6, Ted Hobson (Mini-Minor), 237.0.

After supply there was a short six-mile run-in to Control four at a 20 m.p.h. average. The official at this site was a bit late in arriving, Robert McBurney/Beatty Crawford finding him *en route* to it. Ronnie and Davis White somehow lost a minute getting here.

From Control four competitors had to visit six checkpoints in 60 minutes. At these checkpoints numbers and letters were painted on the road, these being used to decode the reference of Control five. Although this was fairly easily on, being over twisty but tarred roads, many people lost marks, including Reggie McSpadden/John Armstrong (Volkswagen), John was navigating with only a hand torch, since Reggie had decided to enter at the last minute and they hadn't time to get lights rigged up. Billy McKnight (Triumph Spitfire) had a wrong approach at check two, while Robin Steenson/Ian Turkington started off on a long list of penalties, losing 60 marks at Control five. This was just one of these nights for Ian. By this stage Maurice Acheson/Jack Long (Mini-Cooper S) had retired and probably went home to bed, as they were never seen again. The route was fairly easy until Control nine where there was a $\frac{1}{2}$ hour interval to allow marshals to get to their sites. However, by this time Harold Hagan had retired, getting lost somewhere after Control seven, and McCartney/Harryman had dropped a minute from Control eight-nine, there being two tricky T junctions on the way. By this stage McBurney had crept into a slender lead over McCartney but was soon to lose this as his clutch cable first of all broke; but deciding to press on, he had not gone more than a few miles when his front wheel came off. Controls nine to 14 were all fairly tight, being situated in and around the Gortin but things were decidedly getting tougher; by this time only six were clean on the road.

From Control 14 competitors had to visit

seven more checkpoints in 32 mins. in order to find the reference of the next and final control and it was in this stage that many competitors went astray. Jack Keatley/Norman Devlin, who had been clean until then, lost a minute at checkpoint 11 and eight at Control 15 due to forgetting to note down the code. Ronnie White dropped five minutes at checkpoint 11 while Ted Hobson/Austin Frazer got completely lost after checkpoint 11 and dropped a great number of minutes. McCartney got a flat in this section but pressed on and cleaned the section.

From the final control competitors went to the Royal Arms Hotel where hot soup was available.

McCartney and Harryman were soon to prove the clear winners from John Eakin and Michael Hart, the only crew clean on the road, while Ronnie and Davis White took a commendable 3rd place.

BEATTY CRAWFORD.

RESULTS

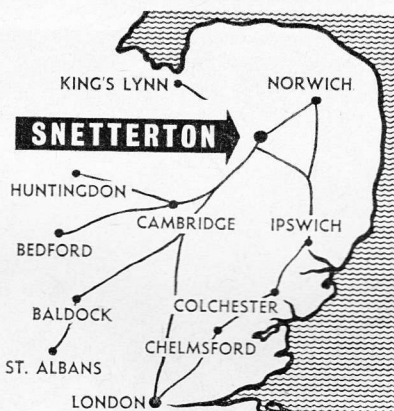
1, R. J. McCartney/T. A. Harryman (Mini-Cooper), 223.1; 2, J. Eakin/M. Hart (A.-H. Sprite), 238.1; 3, R. White/Miss D. White (Sebring Sprite), 269.4. **Class Winners:** J. Eakin/M. Hart (A.-H. Sprite), 238.1; R. J. McCartney/T. A. Harryman (Mini-Cooper), 223.1; Dr. J. Keatley/N. Devlin (Mini-Cooper), 273.4; A. Armstrong/H. Johnston (Sunbeam Rapier), 338.4.

THE ULSTER RALLY CHAMPIONSHIP

AFTER the Scallion Cup, the 6th event in the championship series, the leader is Ian Woodside with 43 points. Other places are as follows:

2, Ronnie White, 31 points; 3, Robert Woodside, 29; 4, Robert McBurney, 27; 5, Harold Hagan, 25; 6, Dennis Bell, 19; 7, John Eakin, 18; 8, Dr. Thompson Glass, 18; 9, Ronnie McCartney, 17; 10, Dr. Jack Keatley, 13.

As only eight out of the 11 results are used in the final reckoning, the championship is still wide open. The following events are still to come: Dungannon Night Rally; U.A.C.'s Night Owls; Armagh's Lough Sheve Rally; Queen's University Winter Rally and Larne's Starlight Rally.



"THE 3 HOURS" SNETTERTON 28th SEPTEMBER

"This Meeting has all the right atmosphere—motor sport at its BEST"

"A marvellous finale to the British Motor Racing Season".

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Take the long straight "Continental" roads to the Norfolk Circuit and enjoy a Meeting that will be a "must" for you next year! Whether from London or the Midlands, enjoy your drive to Snetterton.

PROGRAMME
11.30 International Formula Junior Race—Vanwall Trophy.
1.30 The Autosport 3 Hours.
5.00 The Slip Moly Slip Trophy and Daily Mirror Cup.
Final of the B.R.S.C.C. Touring Car Championship.

Advance Booking Form

AUTOSPORT 3 HOURS & SLIP MOLYSLIP TROPHY 1963
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TEL: NEW BUCKENHAM 352.

PLEASE SEND ME TICKETS AS INDICATED BELOW:

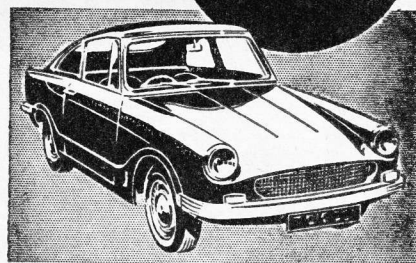
..... All-in car labels covering car park adjacent to spectator enclosure and admitting all Occupants of saloon cars, booked in advance: £17s 0d*	£
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- G.T. 2+2 custom built coachwork
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A.C. ACE, 1960, opalescent blue, red hide, radio, heater, spots, Le Mans h/lamps, extra instrumentation, new clutch, suspension, discs, Xs, carbs. Reconditioned engine (running in). All in immaculate condition.—Phone: Sheikh, LANGHAM 8496, days. £665.

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THOMSON & TAYLOR (BROOKLANDS), LTD., spares and service for all Alfa Romeo cars.—Portsmouth Road, Cobham 2848-9.

WANTED Sprint or Super-Sprint of recent date.—Box 9201.

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ALVIS Grey Lady, 1955. Good condition. Re-conditioned engine, only 1,000 miles.—Offers: "Deva", Old Ferry Drive, Wraybury, Bucks.

ASTON MARTIN

ASTON MARTIN DB2, 1953. Red with red leather. Well above the average for year. Never shunted. £465 or offers. Part exchange welcome.—Contact Peter Bailey, c/o Car Exchange, 84 Bath Road, Cheltenham. Tel.: 22137 or Cheltenham 7505 (evenings).

1937 SALOON, 2-litre, scruffy but running. Needs restoring. £55.—Solihull 5955.

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THE NORMANTON A40

The most successful up to 1,600 c.c. saloon this season. 1,588 c.c. H.R.G. head. Twin 42 Webers. Front discs, 8 in. rears. ZF gearbox, ZF diff. Wide rims, R6s, etc.

Oulton 2.02.2 Aintree 1.13.8 Mallory 60.04

Driver off to college, unable to race 1964.

£550 or part exchange (trailer available).

Seen Goodwood September 21st.

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offer

Sprite, 1960. Peter Browning's car. Sebring hard top, cutaway back, boot lid, heater, tonneau and many extras, absolutely immaculate in green £385 o.n.o.

Sprite, Nov. 1959. Heater, Sebring bonnet, hard top, tonneau, carpets, etc., white with black interior £325

Specialist Tuning Service, Parts and Sales exclusively for Austin-Healeys.

Open all day Saturday.

17 Winchester Road, Swiss Cottage, N.W.3.

Tel.: PRImrose 9741.

A.-H. SPRITE, immaculate condition, for larger sports or saloon.—Westrup, Heddingham (Essex) 408.

AUSTIN-HEALEY 3000 (May 1962). One owner. Under 7,000 miles. Overdrive, hard and soft tops, wire wheels. Silver blue. £775.—Joe Thompson (Motors) Ltd., 91-95 Fulham Road, South Kensington, S.W.3. KENSINGTON 4858.

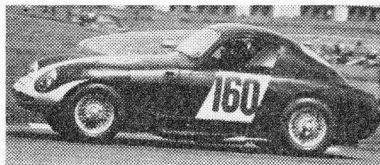
SPRITE, October 1959, excellent condition, extras, quick sale. £280.—Sheather, Elstree 5964.

125 M.P.H. plus Austin-Healey, full Le Mans mods., c/r gears, 4-speed, overdrive, Derrington exhaust, Nardi w/r wheel, competition suspension and brakes, special hood, red spot, w/ wheels. Very, very fast. Finished in red with ivory flash. £325 o.n.o.—Box 9178.

100S WANTED. Details, cash price, registration number, etc.—Box 9198.

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offer



Team Waypass Speedwell G.T.

Latest F.I.A. homologated specification:—

Seven port Aluminium head.

Four carburettors and three petrol pumps.

98 b.h.p. on brake test.

Lightweight comp. body.

Discs and wire wheels.

Car fully modified for racing with many extra items such as Roll overbar, special seats, aluminium tank, locked differential and many spares.

£625

or with Jeep and trailer at £700.

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1960 SPRITE, white, extras, immaculate. £285.—WESTERN 4005, or 1B Pembroke Gardens, W.8.

1958 SPRITE, B.R.G., radio, carpets, new gearbox and clutch. Many extras. £285 o.n.o.—Farnborough, Kent 51204 (evenings).

£420. ONE OWNER, Mk. I Sprite, June 1961. Green. Immaculate. Austin hard top, hood, tonneau, lockable boot, heater. Warranty, H.P.—Mullis, Mulberry, Ramslye Road, Tunbridge Wells.

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£325 1959. AUTO UNION station wagon. Excellent condition. Wanted: cash or sports car in part exchange.—FOREST Hill 6277.

CITROEN

CITROEN Light Fifteen, 1946, December. Two previous Citroën enthusiast owners. Taxed December. All original, carpets unworn. Owners manual, Citroën workshop manual. Taken in part exchange DS19. Must be sold by 28th September. First £85.—Derek Howard, 18 Riviera Drive, Sewerby, Bridlington, Yorks.

COOPER

1962 COOPER-B.M.C. Mk. III, ex-works car, six-speed gearbox in excellent condition throughout. Track test if required. £975.—Ring Amberley (Glos) 3192.

DAIMLER

DAIMLER 15, 1934 Mulliner saloon, body, engine good. Going order. £30+ spent, M.O.T. Details supplied, any offer considered.—39 Thomson Drive, Currie, Midlothian.

1935 DAIMLER. New aluminium tourer body, hood and tonneau. A70 engine. £125.—Whitehead, 32 Park Lane, Salford 6, Lancs.

£495. CENTURY, 1957. Borg Warner automatic, 24,000 miles clocked, perfect tyres, appearance and running order.—Gillingham Garage, Gillingham, Dorset. Telephone 248.

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DELLOW, 1951, Aquaplane mods., all-weather equipment, excellent condition. £125.—Price, 11 Denleigh Road, High Acres, Kingswinford, Staffs.

ELVA

ELVA demonstrations throughout the United Kingdom by Works Demonstration Drivers.—For details, phone Elva Sales, Trojan Limited, Municipal 2499.

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1962 (NOVEMBER) Ferrari 250 GT Pininfarina 2+2 coupé; right-hand drive; metallic blue with blue leather; 8,000 miles only; balance of manufacturer's guarantee transferable; in absolutely immaculate condition. £4,875.—Mara-nello Concessionaires, Ltd., 18 St. Swithins Lane, London, E.C.4. Telephone: Mansion House 4640.

FIAT

FIAT.—Unity Motors for all Fiat models, new and used.—42-45 The Avenue, Egham, Surrey. Tel.: Egham 4255.

MAYFAIR GARAGES LTD.—Send for our current list of used Fiats.—Bishopsbridge Road, W.2. AMBassador 1061.

1962 FIAT 1300, 10,000 miles. Front end damaged. Sell complete. £180 or break for spares.—Wilde and Bennett Ltd., Hollingsworth, Hyde, Cheshire. Tel.: Glossop 2902-3.

FORD

SUPER SPEED Anglia de luxe, 1,340 c.c. lowered hard linings, power brakes, Xs, radio. Not raced or rallied. £350.—McEwan, Loughton 1201 (N.E. London).

1961 (OCT.) Ford Zodiac, automatic, ambassador blue; disc brakes, radio, wing mirrors. £525 o.n.o.—Hasler, 201 Grove Road, Bow, E.3. Advance 4237.

1951 FORD Anglia, 28,000 miles. Fitted 1,172 c.c. engine with Aquaplane head, G.N. manifold, SU carb. and pump, Bellamy's i.f.s., hydraulic brakes, 15 ins. wheels with new tyres, close-ratio gears, 4.7 rear axle. M.O.T. Any trial. £100 o.n.o.—18 Athlone Road, London, S.W.2.

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1963 LOLA and 1963 Brabham. Both cars are immaculate and ready to win. They are fitted with the latest Cosworth steel crank engines and Hewland five-speed boxes. £1,600 each.—Prophet, 345 Old Birmingham Road, Lickey, Bromsgrove, Worcs. Tel.: Birmingham Hillside 1063.

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Continued overleaf

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Austin-Healey 3000. Red, black, overdrive, wire wheels, heater, tonneau, booster, brakes. Immediate delivery. List

Austin-Healey Sprite. Iris blue, blue, wire wheels. List

1961 M.G. Midget. Red, red. £445

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1962 Austin-Healey Sprite. White, red. Fitted loose covers, heater, wing mirrors, etc. Not a year old, low mileage. One owner. £470

1960 Austin-Healey Sprite. White, black. Heater, tonneau. Immaculate condition. £350

H.P. and Insurance effected.
After Sales Service.

All Cars Three Months' Guarantee.

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Classified Advertisements—continued

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HEALEY Silverstone E58, 1950. Genuine 29,000 miles. Engine completely rebuilt this year. H/C pistons, four new SPs, new hood, side screens, tonneau. Standing 4, 17.3. Leading Healey championship. Business commitments force sale. £340 o.v.n.o.—Apply Mr. Patrick, FREmantle 7009.

1954 HEALEY Tickford saloon (original show model). In very good all-round condition with new tyres. £245.—188 Uxbridge Road, Hayes, Middlesex.

HILLMAN

FOR SALE, near-vintage Hillman Aero Minx Special. Good condition. Very few of these cars still in existence. Offers.—N. Armitage, Red Lion Garage, Sutton, Nr. Newport, Salop. Telephone 2295.

MINX Convertible, unmarked, Series II. Many extras. £295.—45 Shirehall Park, London, N.W.4. Hendon 7755.

JAGUAR

1961 COOMBS/SALVADORI 3.8 JAGUAR.

Extras and modifications too numerous to list, beautiful condition.

£1,200.

BAKER,

Milwards Farm, Laughton, Nr. Lewes, Sussex.

Tel.: Ripe 355.

"C" TYPE Jaguar, fitted o/d and full width screen. Recent repaint and new tyres. Best offer around £500.—Epstein, Mogador 2024.



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Mark II

1962 Series (Dec. 1961 registered) **3.8 Saloon**, finished in maroon with beige upholstery, fitted with overdrive transmission and several extras.

Only 3,950 miles in twenty months. £1,275

1963 3.4 Saloon, finished in opalescent maroon with beige upholstery, and fitted with several extras, including push button transistor radio.

Only 4,200 miles. £1,445

Mark X

1963 Mark X Automatic Saloon, finished in golden sand with red upholstery, fitted with push button fully transistorised radio, seat belts and wing mirrors.

£1,895

Daimler

1963 Daimler 2½ litre V8 Saloon, finished in white with red upholstery.

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1962 Series (Nov. 1962 registered) **"E" type Roadster**, finished in opalescent silver blue with darker upholstery, fitted with push button transistor radio, chrome luggage rack, 3.07 axle ratio.

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1962 "E" type Fixed Head Coupe, modified to 1963 specification, finished in dark blue with grey upholstery, fitted with radio and seat belts.

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1962 "E" type, hard and soft tops, finished in opalescent bronze with beige upholstery, sand hood and black hard top, fitted with all the latest Jaguar modifications, the latest type push button fully transistorised radio and Jaguar seat belts.

1,400 miles only. £1,665

XK 150

We are at the moment negotiating for one of the very rare XK150 'S' type 3.8 litre roadsters. Finished in carmen red and fitted with a host of extras. Excellent history available. Only 23,000 miles.

Please telephone Knightsbridge 3456 for a demonstration on any of the above cars either at your home or office.

The Jaguar Division of

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Riverside 8831.

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JAGUAR Mk. VII, 1953. Excellent towing vehicle. Clean inside and out. £129.—Tel.: Ladbroke 7011.

JAGUAR XK 150 s/e f.h. coupé, Oct. 1958. Pearl grey, dark blue interior. With wire wheels, disc brakes, overdrive and four brand new "X" tyres and tubes. In very good mechanical condition for £450, or exchange small saloon and cash.—Taylor, 11 St. Helen's Crescent, Hove 4, Sussex.

NOVEMBER, 1957, Jaguar 3.4, B.R.G., overdrive, radio, new exhaust system, new Michelin X on front, resprayed, 45,000 miles, taxed to end of year, an excellent car, reason for disposal, owner requires estate car. £445.—Riley, Chemist, Southwick, Sunderland 72992.

ONE 3.8-litre engine complete, in good condition. £85. Complete set of disc brakes, including Servo, suitable for large car. £40.—A. B. Price, Ltd., Hardwick House, Studley, Warwickshire. Studley 521.

XK 120, re-sprayed dark blue, re-upholstered, new hood, woodrim, copper exhausts, outstanding. Offers.—Cardiff 64763.

1958, Black. Radio, o/d, drive, discs, Webasto 3.4, roof. New Xs. Engine overhauled. £495.—Solihull 5955.

1960 JAGUAR 3.4 saloon. B.R.G. Radio, heater, overdrive. One careful owner from new, low mileage. £865, or exchange sports or racing car.—Cuffs Garage, Frome 2511.

1959 JAGUAR XK 150 S (regd. late 1958). Red, overdrive, chrome wire wheels, Pirelli Cintura. Excellent condition both mechanically and bodily. £700.—Motorway Sales (Derby) Ltd., Station Approach, Friargate, Derby 42083.

1957 3.4, recently overhauled and resprayed. £370 o.n.o. Will accept damaged Sprite and cash.—Rugby 2121, Ext. 516, daytime.

1956 JAGUAR XK 140 d/h coupé, B.R.G., wire wheels, RS5s, twin exhausts, spot and fog lamps, radio, power brakes, many other extras, very well maintained. £400 o.n.o.—Smith, 4 Russell Crescent, Watford, Herts. Garston 2116.

1948 JAGUAR "J"-type, 3½-litre drophead four-seater. Immaculate condition. No dealers. Offers.—Blackburn, "Dee Gap", Oaksway, Gayton, Heswall, Wirral, Cheshire.

£595 OCTOBER, 1959. 3.4 automatic, light blue, 34,000 miles. Quiet, sweet running car in excellent condition.—Gillingham Garage, Gillingham, Dorset. Telephone: 248.

KARTS

BAYSPEED 4B sprint/racing Kart. Works entered Snetterton sprint this Sunday. £50.—Bayspeed, Pennyhill, Holbeach, Spalding, Lincs.

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1952 LAGONDA saloon. Twin o.h.c. Interior immaculate. Engine virile, clutch fragile. £220 o.n.o.—Box 9205.

LANCIA

APRILIA, good condition and appearance. Big Zenith, late type wheels, Xs, many spares, special tools, manual, details s.a.e. £165.—136 Paxton Road, Fareham, Hants.

LANCIA Aurelia G.T. 3,000 miles since complete rebuild by Lancia agent in Italy. Genuine reason for sale.—KENSINGTON 1278.

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LOLA Sports-Racing car. Silver blue/white flash with black trim. Fibreglass body. Stage 5 engine recently overhauled. This car is in showroom condition and should not be confused with the usual examples of competition cars. £795. Part exchanges must be at realistic prices to be considered.—Willoughby Garages, Nottingham Road, Ilkeston, Derbyshire. Tel.: Ilkeston 5101.

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LOTUS XI, SERIES II, STAGE III CLIMAX Magnesium wheels, Lotus 20 front suspensions.

So far this season six races, five places.

£500 o.n.o.

Sale due to new car.

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Woking 4938 (6-8 p.m.)

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Goodwood 135.6. Brands G.P. 154.2. Crystal Palace 103.6. Silverstone G.P. 150.1.

This car was built in May 1963 and has been raced six times only. Now developed sufficiently to be a 2-litre class winner in 1964. Will be sold exactly as raced. Reregistered and recellulosed to choice.

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ELITE, 1962. Red. Full special equipment (ZF gearbox, brake Servo, etc.), radio, balanced engine, recent respray. Really nice condition. £990 or offer.—24 Woodland Road, Hassocks (Sussex) 2138.

ELITE 1962, Stage II, yellow/silver, low mileage, 4 new tyres, heater, servo assisted brakes, safety belts, immaculate condition, one owner, £895 or H.P.—Thrusell, Tel.: Oxford 62046.

FIBREPAIR Lotus 7 G.T. Cosworth 1,000 c.c. Hewland five-speed gearbox, new D12s, sorted suspension.—Phone: NATIONAL 6981 (work); Sharpthorne 273.

LATE 1962 Lotus Elite, midnight blue, black interior, seat belts, Speedpilot, radio, ZF gearbox, oil cooler, Stage III/IV engine, red spots, long-range tank, Le Mans filler, immaculate. Offers.—Box 9162.

LOTUS CORTINA '63. Showroom condition and carefully run in for 2,600 miles. Fitted radio. Exchange considered late saloon car. Could arrange H.P. and guarantee. £1,050, no offers.—Roger Campbell, 1 Beechbrook House, Lubbock Road, Chislehurst, Kent. IMPerial 1029 or office LEE Green 9111.

LOTUS VI. Front end damaged, 3,000 miles since new. Offers/exchange.—Box 9197.

LOTUS 8, red, good condition, full-width windscreen, 1172 engine with aquaplane mods., M.G. four-speed gearbox. Suitable for road or track. £220 o.n.o.—Write: Landon, 55 Judd Street, W.C.1.

LOTUS 7, November 1961. 9,000 miles. 107E, twin SUS, brand new hood, tonneau, woodrim wheel, contoured seats. Resprayed. Immaculate. £410.—Kay, Ilford, VALEntine 1028 (evenings).

LOTUS 7, 1959. Very attractive car, B.R.G., 100E, Aquaplane head, hood, £295.—POLlards 7434, after 6 p.m.

LOTUS 7, 1962, professionally finished blue, Ford 109E, tuned. Full weather equipment, extras. £450 o.n.o.—Tel.: Guildford 68830.

LOTUS Seven, Series II, 1960, B.M.C. "A". Never raced, etc. All weather equipment. Various extras. Immaculate throughout.—Sennitt, 418 Milton Road, Cambridge. Phone: 50359.

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LOTUS XVIII, Formula 1. Brand new and unused, complete less engine and gearbox, £295.—78 West End Lane, London, N.W.6. MAIda Vale 6320.

XI SERIES 2, discs, de-Dion, Stage 3 Climax, 94 b.h.p., very reliable, excellent condition, will sell less engine or part-exchange for road car. Best offer over £400.—Castleton, Lincs 57114.

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CAR CO. LTD.

253 NEW CROSS ROAD, S.E.14

Telephone New Cross 7433 and 3980

South London's Leading Sports Car Specialists

£975 Lotus Elite. 1962 series, special equipment, white with black interior, low mileage.

£865 Alfa Romeo Spyder. 1959. Finished in grey with contrasting interior, extras include hard top, recent engine rebuild.

£695 Harrington Alpine. 1961 series II. Finished in pale green with black interior, overdrive, heater. A low mileage example, one owner.

£645 Frazer-Nash Targa Florio. A very fine example of this most rare and sought after marque, finished in polychromatic blue. Recent engine overhaul.

£625 Daimler SP250. 1959. Finished in B.R.G., with beige interior, excellent condition throughout.

£625 1963 Triumph Spitfire, finished in yellow with black interior. As new throughout.

£495 1960 Sunbeam Alpine. Finished in moonstone with black interior. Fitted with radio, heater, etc. Immaculate condition throughout.

£465 1955 Jensen 541. A most original example of this 4-seater G.T. in polychromatic blue. Fitted with overdrive, heater, etc.

£365 1960 Austin-Healey Sprite. A most attractive vehicle finished in dark green with matching interior. Fitted with low boost supercharger. Immaculate throughout. Exhilarating performance.

£245 1954 Healey Silverstone. A much above average example, finished in cherry red with contrasting interior.

£225 1960 Fairthorpe Electron, fitted with Herald unit. Finished in white with red interior.

£195 Jowett Jupiter. Finished in pale blue with contrasting interior. Usual extras. Excellent condition throughout. This car has had over £250 spent on renovations in the last year.

Also a selection of Ford Specials.

GOOD SPORTS CARS WANTED FOR CASH

Hire purchase as low as 1-5th deposit. Special low insurance rates available. Motor Cycles, 3-wheelers and all cars taken in part exchange.

Open weekdays 10 a.m. to 9 p.m.

Saturdays 9 a.m. to 7 p.m. Sundays 10 a.m. to 5 p.m.

LOTUS 23. 99 b.h.p. Cosworth Ford, 1,098 c.c. with Volkswagen gearbox. Maintained in perfect condition all season. This car holds the 1,150 c.c. Aintree Club Circuit lap record at 1 m. 06.8 s., 88.37 m.p.h., and has been placed at many meetings this year. £1,550.—Bill Stein, Wm. Stein & Co., Ltd., 9/11 St. Bernard's Row, Edinburgh, 4. Phone: DEAn 3652.

SEVEN Series I, very handsome dark metallic blue. Climax 1,098 c.c. Stage II, comp. clutch, c/r gears, new hood, RSs, w/rim wheel, wraparound racing screen, wire wheels, special mudguards, new seats, redesigned dash (chronometric instruments), carpeted, etc. Attractive, quick and comfortable. £425.—Ripley 2485.

SUPER SEVEN. Cosworth 109E. Immaculate condition. Sprayed silver grey and black. Excellent mechanically. Usual extras, new S.P.s, electric cooling and tack, heater. £500. H.P. terms.—Berry, 226 Reculver Road, Herne Bay, Kent.

1962 ELITE special equipment model. Yellow with black interior trim. £950 o.n.o.—Tel.: Ibrox (Glasgow) 0693 between 6.30 p.m. and 7.30 p.m.

1962 LOTUS Elite. Special equipment. Red, 7,000 miles. As new. £940.—Smith, Tregertha Court, Looe, Cornwall.

1962 LOTUS ELITE fixed head coupé with Coventry Climax engine, one owner, 14,000 miles, six months guaranteed. £895.—Car Mart Sales Ltd., Welsh Harp, Edgware Road, N.W.9. HENdon 6500.

1962 LOTUS Super Seven, light maroon, Cosworth tuned 105E engine, four-speed close ratio gearbox, twin OE 2 Weber carbs, full weather equipment, tonneau cover, rev. counter, ammeter, wood rim steering wheel. One owner, 12,000 miles only, licensed to Feb. 1964. Never been raced or rallied.—Frost's Cars, Ltd., 398 Brighton Road, Shoreham-by-Sea. Tel.: Shoreham 3584.

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MESSERSCHMITT TG 500, 4-wheeler, Sept. '60, 25,000 miles, 8/cond., £325, offers.—Phone Highbury 2559 (Birmingham).

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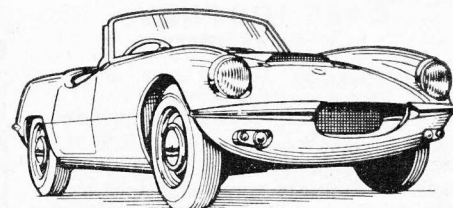
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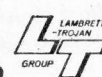
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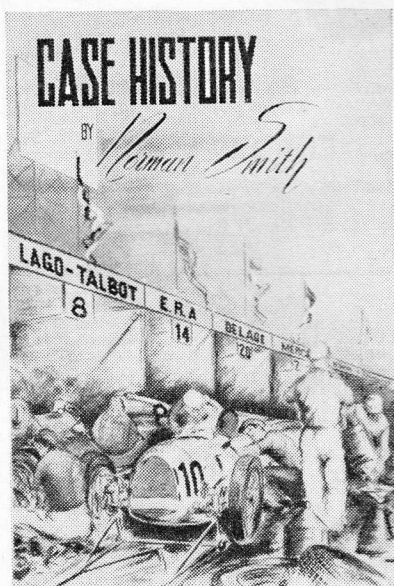


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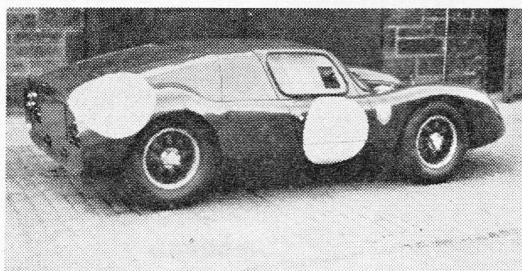
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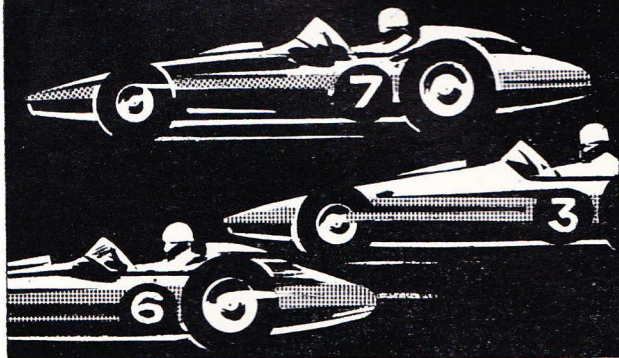
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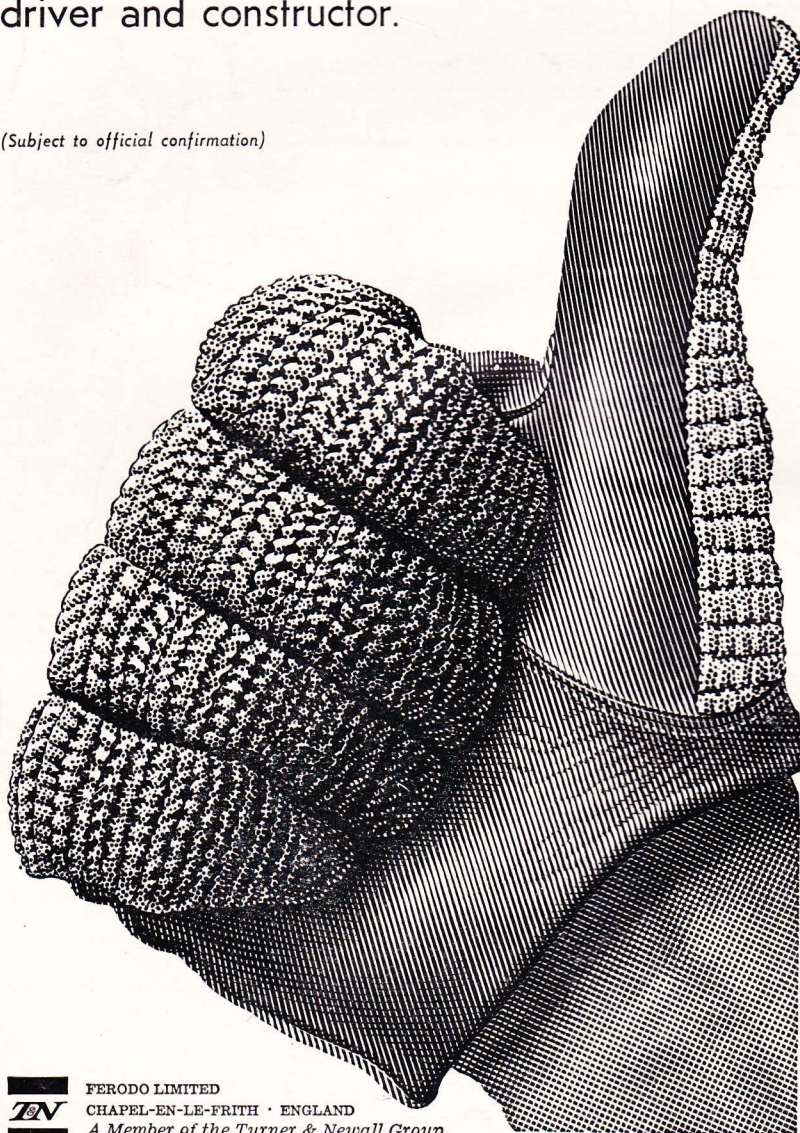
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