

BRANDS HATCH INTERNATIONAL

AUTOSPORT

# AUTOSPORT

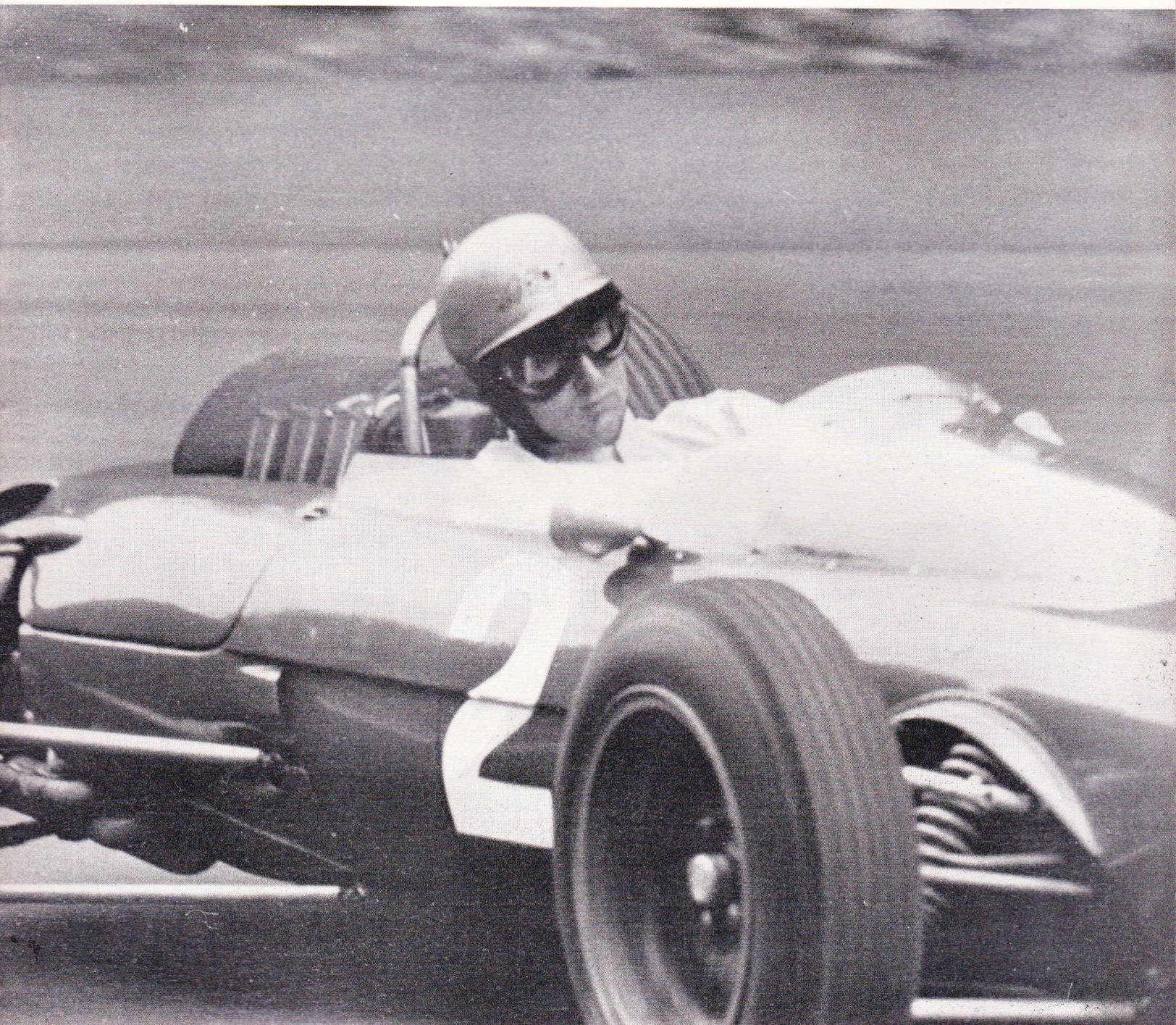
SEPTEMBER 20, 1963

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EVERY FRIDAY  
Vol. 27 No. 12

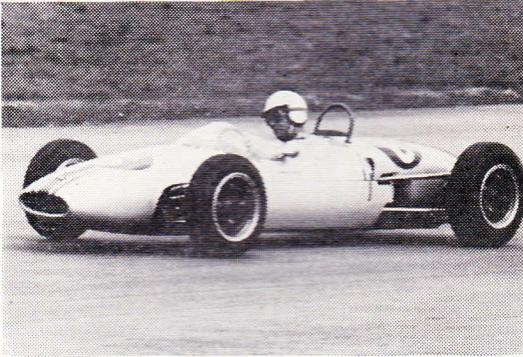
BRITAIN'S MOTOR SPORTING WEEKLY

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



## *IN THIS ISSUE*

TOUR DE FRANCE—FIRST STAGES : FRANKFURT MOTOR SHOW : BRUCE McLAREN—FROM THE COCKPIT  
ITALIAN GRAND PRIX POSTSCRIPT : BRIGHTON SPEED TRIALS : RACING AT SILVERSTONE



## FORMULA JUNIOR TEAM CARS

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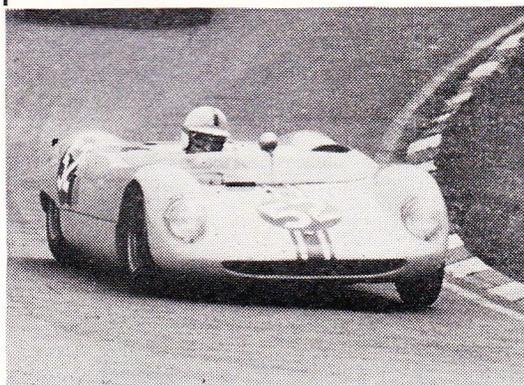
6 firsts  
5 seconds  
3 thirds, etc.

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This very successful car has been almost unbeatable in 1,100 c.c. racing, and is now fully modified with specially stiffened chassis and developed and fitted with 1,600 c.c. twin cam Lotus-Ford (Cosworth) motor, developing 146 h.p.

Many detailed improvements have been carried out, and we believe this must now be one of the fastest 23B's available.

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Available in the U.S.A. after Laguna Seca, October 19, at \$5,200

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This unique and highly developed car has proved capable of lapping certain circuits faster than 2.7 litre engined sports cars and holds the outright sports car lap record at Brands Hatch.

It is fitted with a 1,600 c.c. twin cam Lotus-Ford (Cosworth) motor, developing 147 h.p., together with Hewland 5-speed box, sprint and long-range tanks, etc.

Our development programme on this car is now complete, but in view of its very stiff chassis, believe that it is capable of yet further development with a larger capacity motor.

Available in the U.S.A. after Laguna Seca, October 19, at \$5,800

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September 20, 1963 Volume 27 Number 12

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Published every Friday by **Autosport**  
 159 Praed Street, London, W.2

Editorial and General Office Telephone Paddington 7673  
 Advertising Department Telephone Paddington 7671-2  
 Advertisement Director **Norman H. Bigsby**  
 Business Manager **W. R. Blackmore, M.Inst.MSM**

Annual subscription: U.K. **£5 15s**  
 Overseas **£6 1s 6d**  
 U.S.A. and Canada **\$17.00**

Direct from the Publishers or all newsagents

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## EDITORIAL

### FAIR WEATHER FERRARI

THE announcement that Scuderia Ferrari has withdrawn from motor racing for the remainder of the 1963 season is a familiar one. Apparently, having conceded the World Championships to Jim Clark and to Lotus-Climax, Maranello feels that it is unnecessary to be represented at Watkins Glen, Mexico and East London. Had the marque won at Monza, it would have been a different story. Nevertheless, the decision not to participate would appear to indicate that Enzo Ferrari is not so much interested in the sport of motor-racing, but in the end-product—victory! Rival Italian constructors A.T.S. have no such thoughts of giving up at this stage of the season, and have indicated their intention to compete in the U.S.A. It would be a disastrous thing for Grand Prix racing were Cooper-Climax, B.R.M., B.R.P., Brabham-Climax and others to follow Ferrari practice and withdraw merely because the Championships have already been decided. Also, it must be a bitter blow to John Surtees, who has been the main inspiration behind the Ferrari revival, to be suddenly and curtly informed that further race-proving of the "Aero" will have to wait until 1964. One would have thought that, irrespective of the titles involved, Grand Prix racing is an International challenge. To give up, with three important races still to be staged, is fair-weather motoring, and a candid admission that Maranello still has not the answer to the British Formula 1 cars. Whilst this may be regarded as a compliment to this country's constructors, it is hardly in keeping with the competitive instinct which ensures the continuance of Grand Prix racing, and prompted the British pioneers to keep plugging, when the Continentals possessed overwhelming superiority in both cars and drivers.

### BRABHAM UNCERTAINTY

ONE of the most admirable efforts during the present Grand Prix season has been that of Jack Brabham to establish his own cars in the *grandes épreuves*. Assisted by the brilliant Dan Gurney, the former World Champion has come within an ace of realizing his ambitions, only to be plagued by a series of misfortunes. It has involved a great deal of financial outlay, and according to recent statements it may not be possible for Brabham to continue with his Formula 1 programme in 1964. This would indeed be a great pity, for the Brabhams have added much-needed interest to the entry lists. As Australia has no official representation in International motor racing, and apparently puts a great emphasis on supporting entrants in other sporting spheres, would it not be a golden opportunity for the Commonwealth to acquire a ready-made team?

### OUR COVER PICTURE

*LORENZO BANDINI, that promising young Italian driver discovered by Formula Junior, at the wheel of the second works Ferrari during the Italian Grand Prix, where he unfortunately retired when very well placed. Bandini, victor at Le Mans, is the first really top rank driver Italy has produced since the tragic demise of Eugenio Castellotti and Luigi Musso. He won at Le Mans partnered by Lodovico Scarfiotti, while his performances in Formula 1, notably at the wheel of Scuderia Centro-Sud's bright red B.R.M., have astounded many onlookers.*

Photo: Publifoto, Milan

*As the 1963 season nears its close*



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## FIRST IN WORLD-WIDE COMPETITIVE EVENTS

### TOURING CAR RACES

#### NEW ZEALAND GRAND PRIX MEETING

1st MK2 (Alister McBeath)

#### LADY WIGRAM TROPHY MEETING—NEW ZEALAND

1st MK2 (Ray Archibald)

#### AUSTRALIAN GRAND PRIX MEETING

1st MK2 (Bob Jane)

#### LAKESIDE TOURING CAR RACE—AUSTRALIA

1st MK2 (Bob Jane)

#### SOUTH PACIFIC GOLD STAR MEETING—TASMANIA

1st MK2 (Bob Jane)

#### LOMBANK TROPHY MEETING—SNETTERTON

1st MK2 (Roy Salvadori) C. T. Atkins (*Jaguars took first seven places*)

#### OULTON PARK NATIONAL SPRING MEETING

1st MK2 (Graham Hill) J. Coombs  
(*Jaguars placed first, second and third*)

#### INTERNATIONAL EASTER MEETING—GOODWOOD

1st MK2 (Graham Hill) J. Coombs (*Jaguars took first six places*)

#### AINTREE "200" MEETING

1st MK2 (Graham Hill) J. Coombs (*Jaguars took first three places*)

#### AUSTRALIAN R.A.C. T.T. MEETING

1st MK2 (Bob Jane)

#### HOCKENHEIM TOURING CAR RACE—GERMANY

1st MK2 (Peter Nöcker) P. Lindner

#### NURBURGRING SIX-HOUR TOURING CAR RACE

1st MK2 (Peter Lindner/Peter Nöcker)

#### "THE MOTOR" INTERNATIONAL SIX-HOUR TOURING CAR RACE—BRANDS HATCH

1st MK2 (Roy Salvadori/Dennis Hulme) C. T. Atkins  
(*Jaguars first and second*)

#### NURBURGRING 12-HOUR TOURING CAR RACE

1st MK2 (Peter Lindner/Peter Nöcker)

#### GERMAN GRAND PRIX MEETING—NURBURGRING

1st MK 2 (Peter Nöcker) P. Lindner (*Jaguars first and second*)

#### GRAND PRIX MEETING, ZOLDER, BELGIUM

1st MK2 (Peter Nöcker) P. Lindner (*Jaguars placed first and second*)

### GRAND TOURING CAR RACES

#### AUSTRALIAN GRAND PRIX MEETING

1st "E" type (Bob Jane)

#### LOMBANK TROPHY MEETING—SNETTERTON

1st "E" type (Graham Hill) J. Coombs

#### INTERNATIONAL EASTER MEETING—GOODWOOD

1st "E" type (Graham Hill) J. Coombs

(*Jaguars also placed third and fourth*)

#### INTERNATIONAL MEETING—SILVERSTONE

1st "E" type (Graham Hill)

(*Jaguars placed first, second and third*)

#### FRENCH GRAND PRIX MEETING—REIMS

1st G.T. Car "E" type (Dick Protheroe)

#### AVUS G.T. RACE—BERLIN

1st "E" type (Peter Nöcker) P. Lindner

#### GROVEWOOD TROPHY—MALLORY PARK

1st "E" type (Graham Hill) J. Coombs

### INTERNATIONAL RALLIES

#### RALLYE DE PICARDIE—FRANCE

1st (Touring Category) MK2 (Bernard Consten/Jack Renel)

#### RALLYE DE LA BAULE—FRANCE

1st (G.T. Category) "E" type (Rene Richard/Phillipe de Montaigu)

1st (Touring Category) MK2 (Annie Soisbault/Nicole Roure)

#### RALLYE DU TOUQUET—FRANCE

1st (Touring Category) MK2 (Barbier/Liagre)

(*Jaguars first and second*)

During 1963 the following long distance records were set up  
by a Jaguar 3·8 MK2 saloon at Monza Autodrome, Italy

INTERNATIONAL CLASS "C" (3000-5000 c.c.)	
10,000 miles.....	106·58 m.p.h.
15,000 Km.....	106·61 m.p.h.
3 days.....	107·02 m.p.h.
4 days.....	105·62 m.p.h.

(Geoffrey Duke, Peter Sargent, Peter Lumsden, John Bekaert, Andrew Hedges)

## LOTUS CELEBRATE

THE quiet of Hadley Wood was rudely disturbed last Saturday, when scores of cars arrived for a party given by Colin and Hazel Chapman, to celebrate the Championship successes of Jim Clark and Lotus-Climax. Gaily decorated with the Cameron of Erracht tartan (the Clark sept) and sprigs of heather, the house was crowded with motor sporting personalities, including the entire Team Lotus set-up, with the exception of the convalescing Trevor Taylor. Amongst the drivers present were Graham Hill, Phil Hill, Richie Ginther, Bruce McLaren, Tony Maggs, Cliff Allison, Peter Arundell, Mike Spence, John Whitmore, Steve Ouvaroff, Ian Walker, Graham Warner and guest of honour, James Clark. Rival constructors, Cooper-Climax, B.R.M., B.R.P. and Lola-Climax, were represented by John Cooper, Tony Rudd, Ken Gregory and Gillian Harris respectively. Also in the party, complete with broad grin, was Geoff Murdoch of Esso.

THE last round of the R.A.C. Hill-Climb Championship will be at Dyrham Park this Saturday. Naturally enough Peter Westbury and Tony Marsh will be there as well as the usual hill-climb "circus".

A CHARITY cricket match for the Martini Trophy between the Aston Martin Owners' Club and the Jaguar Drivers' Club will be held on the grounds of the King Edward VII Sanatorium, Midhurst, on Sunday, the match will be followed by a barbecue.

## WHO'S FOR THE GOLD CUP? Preview of Oulton Park International

by ROBERT GRANT

TOMORROW will see the year's largest meeting in the North, the International Gold Cup meeting on the 2.7-mile Oulton Park circuit organized by the Mid-Cheshire Motor Club.

Practically a full Grand Prix field has been received for the main race of the day, the 201-mile Gold Cup. Heading the entry list is the new World Champion, who will be making his first circuit appearance since winning the championship at Monza. Last year Jim won the race from Graham Hill and set up a new lap record at 99.40 m.p.h., so it remains to be seen if to-morrow will witness a first 100 m.p.h. lap at Oulton Park. Clark will be backed by Trevor Taylor, provided he is fit, and Peter Arundell. Graham Hill will be out to uphold B.R.M. honours and to finish one place better than last year; he will be backed of course by Richie Ginther who has finished so consistently in this year's *grandes épreuves*. AUTOSPORT's Bruce McLaren and Tony Maggs will be out to show everyone the way round in the works Coopers. Innes Ireland, who finished third last year, will pilot the B.R.P. monocoque car and Jim Hall the Lotus-B.R.M. This will be Hall's first time at Oulton Park, but if first appearances are anything to go by it might be remembered that the South African, Bruce Johnstone, finished fourth in a B.R.M. last year. In 1962 the former World Champion Jack Brabham notched his first success in his new car, when he finished third, and let us hope that this year will also prove a success—but certainly not his last one. The second Brabham car will be driven either by Dan Gurney or Denis Hulme, who proved himself a very competent F1 driver when he finished fourth at Karlskoga last month. Unfortunately Chris Amon will be unable to drive the Reg Parnell Lola after his accident at Monza; the second Parnell car will be in the hands of Mike Hailwood. Scirocos will be at Oulton Park for the first time and as usual the pilots will be Tony Settember and Ian Burgess, who perhaps knows the circuit better than the former driver. Joakim Bonnier will be out to notch up a fourth victory for the Rob Walker stable.

Leading the foreign opposition will be Joseph Siffert in his Lotus-B.R.M. Carel

## PIT and PADDOCK

THE London M.C.'s race meeting at Mallory Park on Sunday has attracted a large and varied entry. There are fourteen events including a high speed trial and entries have been received from Jack Pearce, Melvyn Long, Mike de Udy, Sid Fox, John Adams and Roger Mac.

JOHN SURTEES will have the services of ex-Parnell mechanic Peter Bryant, for races in Canada and U.S.A. this year.

MICKY THOMPSON is building a revolutionary new car to attack the "Land Speed Record".

## FORD ENTERPRISE

IT is learned that John Wyer, one of the most outstanding of all post-war team managers, has left Aston Martin Lagonda to join the Ford Motor Co., Ltd., and will be one of the guiding lights behind the Dagenham concern's greatly increased activities in motoring sport. He was seen at Brands Hatch, holding a watching brief with Jeff Uren, who was looking after the Willment entry in the one-hour saloon car race. Also in the Ford party was Eric Broadley, whose Lola concern is said to have been acquired by Dagenham, indicating that there are plans to produce an all-Ford version of the very promising Lola G.T. machine.

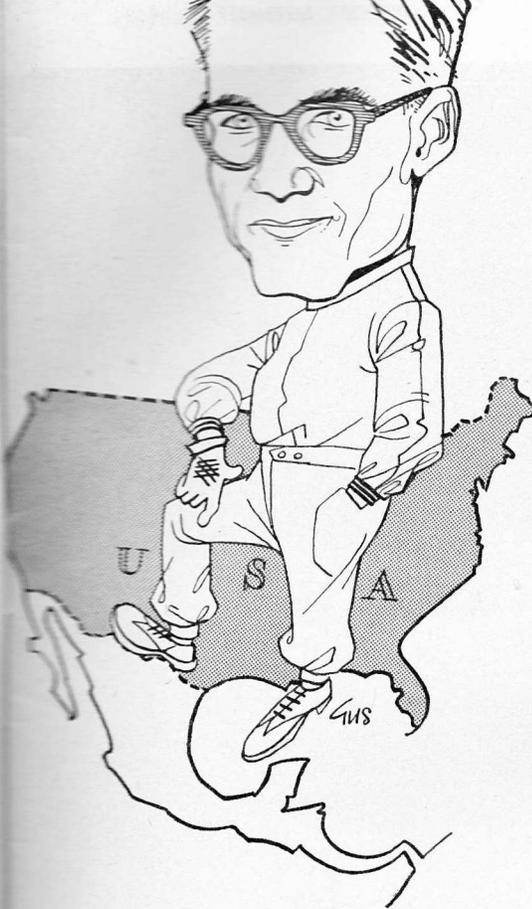
AUTOSPORTSMAN by Gus  
No. 20 : Masten Gregory

JIM CLARK is to drive the Lotus 29 in a 200-mile race at Trenton, New Jersey on Sunday. During recent test runs Jim broke the track record for twelve consecutive laps, but further practising was curtailed when the Lotus shunted a wall.

PETER ARUNDELL, who won the Albi G.P. on 8th September, was presented next day with a new F.J. model (male, 8½ lbs.) by his wife Ricky. Just in time for Formula 3?

RUMOUR has it that Jack Brabham will be using the de Tomaso/Holbay engines in his Formula 2 cars next year.

PRESENT at the eve of opening party given by John Morgan at the new Steering Wheel Club in Curzon Street were (left to right) Colin and Hazel Chapman, Jim Clark, Jack and Betty Brabham and John and Hazie Morgan.





## A good little 'un

Twin spearheads of the Willment team's racing challenge are the Ford Cortina G.T. and the giant Ford Galaxie. In just six months they have met with outstanding success. The Galaxie, driven by Jack Sears, has proved to be almost uncatchable, romping away from the opposition at Silverstone, Aintree, Crystal Palace and Snetterton. (Lap records were shattered ad lib!) In addition, the Willment Cortina G.T.s. have been mopping up Class records on almost every outing. All going very well on Shell.

### The accent on torque

Willment's Galaxie has a 7-litre V8 engine with pushrod ohv and single camshaft. The exact capacity is 6937 cc! Performance is impressive. Jeff Uren, Willment's team manager, says, "The only range we've actually timed is

0-60, and that took 6.4 seconds — and we could do better *if we needed to.*" Highest speed touched on any circuit was 135 mph at Silverstone. Since the car arrived (on a doughnut and Coke freighter leased from the USAF) it has given absolutely no trouble. A tribute to Willment, and the Shell oil and petrol they feed into its hungry frame. (Fuel consumption is about 5 mpg.)

### Breaking down the class barrier

Willment have been having a fantastic success with their Cortina G.T.s. Witness. April 6th Oulton Park — class winner, lap record, 4th overall. Easter Monday at Goodwood — class winner, lap record, 5th overall, April 27th at Aintree — class winner. May 11th at Silverstone — 2nd in class. June 3rd at Crystal Palace — 2nd and 3rd in



## A good big 'un—both going well on Shell

class. The 'Motor' Six Hours at Brands—class winner, 3rd overall. August 5th at Silverstone—1st and 2nd in class. August 18th at Marlborough, USA—outright winner of 12 hr. endurance race. September 1st at Zandvoort, Holland—class winner, 2nd overall.

The remarkable thing about these results, is not so much the regularity with which the Willment Cortinas win their class and break Class lap records, as the num-

ber of times they get near to overall victory, being beaten only by much larger cars. Shell's part in this David and Goliath act? Shell petrol and oil—Shell know-how throughout.

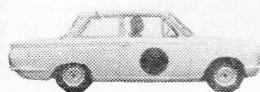
Good luck to the Willment Fords at Oulton Park this weekend—it's an odds-on bet their success list and Shell's will be that much longer on Monday.



**GO WELL—  
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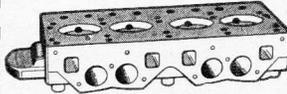
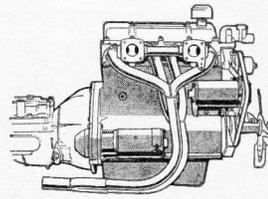
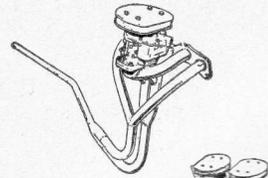
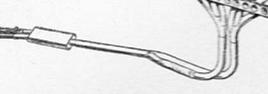
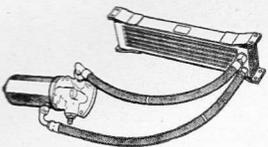
by William Boddy which will be available to members only, in February. This fascinating book, which tells the history of the French 'Brooklands' was originally published at 25s. MBC price 16/6 (post free)

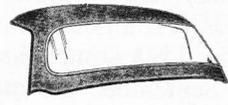
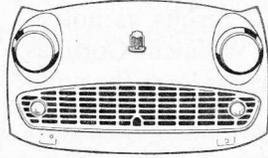
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**EUROPEAN MOUNTAIN CHAMPIONSHIP**

**Final Positions After Gaisberg**

1. Edgar Barth (Porsche Carrera 2 and Porsche 8-cyl.) ... ..	45*
2. Heini Walter (Porsche RS) ... ..	26
3. Hans Herrmann (Abarth 2000) ... ..	24
4. Sepp Greger (Porsche RS) ... ..	18*
5. Herbert Müller (Porsche Carrera 2) ... ..	10†
6. Anton Fischhaber (Lotus-B.M.W. 23) ... ..	8
7. Odoardo Govoni (Abarth 2000) ... ..	7
8. Edoardo Luaidi (Ferrari 196SP) ... ..	6
9. Alban Scheiber (Lotus-Ford 23) ... ..	4
10. Giampiero Biscaldi (Abarth-Simca) ... ..	4
11. Hermann Müller (Porsche RS) ... ..	3
12. Mauro Bianchi (Abarth 2000) ... ..	2
13. Eberhard Mahle (Fiat-Abarth 1000) ... ..	2
14. Carlo Abate (Ferrari GTO) ... ..	2
15. Michel Weber (Porsche Carrera) ... ..	1
16. Régis Fraissinet (Lotus-Ford 23) ... ..	1
17. Karl Foitek (Lotus-Ford 23) ... ..	1

\*Five best performances.  
†G.T. category winner.

**SPORTS NEWS**

**AUTOSPORT "THREE HOURS"**

**Jim Clark (Lotus 23)  
Invited to Participate.**

WORLD Champion Jim Clark has been invited to participate in the AUTOSPORT Three-Hour Race at Snetterton, in a Normand 2-o.h.c. Lotus-Ford 23. His presence will not affect the drivers eligible, and he will be competing only for the Martini-Rossi Trophy, which goes to the outright winner of the "Three Hours". He will, of course, be running in the sports-racing category.

This year no compulsory pit stops will be demanded, although some of the G.T. cars will doubtless have to refuel owing to petrol tank capacities dictated by Appendix J.

Qualifiers in the five G.T. classes were published in the 30th August issue, and only Graham Hill (Ferrari and Jaguar E) has maximum points of 45. Next in order come Andrew Hedges (M.G. Midget), 42; Alan Foster (M.G. Midget), 37; Roger Nathan (Lotus Elite), 37; John Whitmore (Elite and Elan), 36 and Dick Protheroe (Jaguar E), 35.

Favourites to win the Championship from the G.T. class are:

	Pts.
Andrew Hedges (M.G. Midget) ... ..	42
Alan Foster (M.G. Midget) ... ..	37
Roger Nathan (Lotus Elite) ... ..	37
John Whitmore (Lotus Elite and Elan) ... ..	36
Dick Protheroe (Jaguar E) ... ..	35
Warwick Banks (Turner-Climax) ... ..	34
Mike Parkes (Ferrari) ... ..	30
Alan Hutcheson (M.G.B) ... ..	29

The position in the sports-racing classes is that Oulton Park has still to count. At present, the possible winners can be taken from:

	Pts.
Roy Salvadori (Cooper Monaco) ... ..	45
Mike Beckwith (Lotus 23B) ... ..	42
Tony Hegbourne (Lotus 23B) ... ..	36
Tony Lanfranchi (Elva Mk. 7) ... ..	29

This list may be augmented after the results of Oulton Park, but with the system of scoring adopted for the "Three Hours" it can be seen that at least 14 drivers could win the title.

Mike Parkes will be driving the T.T.-winning red Ferrari GTO, while Jack Sears will handle the white John Coombs car. Unfortunately Graham Hill and Frank Gardner have decided to race in Canada and U.S.A. for the Ian Walker organization and will, therefore, not be taking part in the "Three Hours". Richie Ginther is another "invite", with an A.C. Cobra.

Jim Clark will also drive one of the newly homologated Lotus-Cortinas in the saloon car event.

The "Three Hours" this year starts at 1.30 p.m.

IN an article in the *Daily Express* on Colin Chapman, Lotus production was given as 63 cars per year, possibly rising to 100. Presumably this should have been per week!

PETER ARUNDELL, after his Brands Hatch victory, has moved to the head of the *Express* and *Star* Formula Junior Championship. He has 40 points from his five best performances, while his nearest challenger, Denis Hulme, has 39.

IT has been announced that the Grand Prix of Austria, at Zeltweg, will be a World Championship event next year. Incidentally, in our report of the 1963 race, we apparently did Kurt Bardy-Barry an injustice. He did not spin on the first lap, but abandoned after 3½ laps with engine trouble.

**ROAD AMERICA 500 VICTORY FOR AN ELVA-PORSCHE**

A NEW sports-racing car which has been developed jointly over the last eight months by Elva and Porsche had a giant-killing win in the 500 miles Road America Championship at Elkhart, U.S.A., on 8th September. This F.I.A. event had 80 sports and G.T. cars in the rolling start, including Carroll Shelby's potent A.C. Cobras, Ferraris, Jaguar E-types, Lotuses, Porsches and several versions of Elvas.

But the yellow-painted Elva-Porsche, based on the Elva Mark 7 but redesigned aft of the front section to take the 1,700 c.c. Porsche engine with its horizontal fan, led for 49 of the 125 laps to finish under "Take it easy" instructions from Elva's Frank Nichols, 1½ minutes ahead of the second car, the Bob Holbert/Ken Miles Cobra.

When Bill Wuesthoff took the lead for the first three laps in the Elva-Porsche, Frank Nichols still had no second driver to relieve him. He fixed with 11 drivers to relieve him if their own cars should retire, but their cars kept going.

So when Augie Pabst came in after three hours' motoring in the GTO Ferrari he was sharing with Roger Penske, permission was obtained for him to switch to the Elva-Porsche, and after an hour's rest he took over. He had never even sat in the car before, but despite the pit stop he got away without losing the lead that Wuesthoff had snatched two laps before, on lap 84, and stayed in front to the finish two hours later.

Some of the cars had to make three tyre changes, but the Elva-Porsche stopped twice for fuel only, and did the whole race, and 260 miles earlier practice, on its one set of Dunlops.

There had been a lot of quiet commuting between the two companies, culminating in Herbert Linge coming to England to advise on rear-end ducting for the engine and its pancake-type fan. He tried the car out at Brands Hatch, gave it the "thumbs up" sign, and after this solitary trial it was painted and flown out by Pan-American freighter to Chicago. This was Friday, 30th August.

The very next day, Hap Sharp flew up from Texas to race it in a small meeting at Wilmette, Illinois, knocked 2½ seconds off the 0.9-mile circuit record and won the feature event. It was on the strength of this outing that Frank Nichols decided, with Porsche distributor Oliver Schmidt and Elva U.S. distributor Carl Haas (who are going to handle sales of the Elva-Porsche jointly in America), to go ahead with preparation of the car for the Road America 500 the following Sunday.

**R.A.C. HILL-CLIMB CHAMPIONSHIP Positions After Prescott**

1. Peter Westbury (Felday-Daimler and Cooper-Daimler) ... ..	80*
2. Tony Marsh (Marsh-Climax and B.R.M.) ... ..	79
3. Peter Boshier-Jones (Lotus-Climax 22) ... ..	70*
4. Ray Fielding (Lotus-Climax 21) ... ..	57
5. David Good (Cooper-Climax and Cooper-Daimler) ... ..	56
6. Phil Scragg (B.R.M.) ... ..	40
7. Ian McLaughlin (Cooper-J.A.P.) ... ..	31
8. Bryan Eccles (Cooper-Chevrolet) ... ..	16
9. Gray Mickel (Cooper-Climax) ... ..	16
10. Mac Daghorn (Cooper-J.A.P.) ... ..	16
11. John Pringle (Cooper-Climax) ... ..	9
12. Peter Wilson (Martini T.T. Triumph) ... ..	7
13. Graeme Austin (Emeryson-Climax) ... ..	7
14. Agnes Mickel (Cooper-Climax) ... ..	6
15. Peter le Gallais (L.G.S. II) ... ..	6
16. Patsy Burt (Cooper-Climax) ... ..	6
17. Peter Gaskell (Kieft-Ford) ... ..	6
18. Keith Moore (Fairley-Climax) ... ..	5
19. Ray Terry (Lotus-Climax 7) ... ..	5
20. Arthur Owen (Lotus-Ford 23) ... ..	5
21. J. T. Butterworth (Lotus-Ford 23) ... ..	5
22. Tony Griffiths (B.R.M.) ... ..	5

\*Eight best performances.



ANNOUNCED recently by the Rootes Group's associate company in Milan was the Sunbeam Venezia Superleggera, a high performance sports saloon designed for the Italian market, where its retail price is £1,440.

**GRAND PRIX OF THE U.S.A.**

A PART from Ferrari, it would appear that the 1963 Grand Prix of the U.S.A. will have all the major Formula 1 teams on the starting grid on 6th October. Amongst the drivers inscribed are:

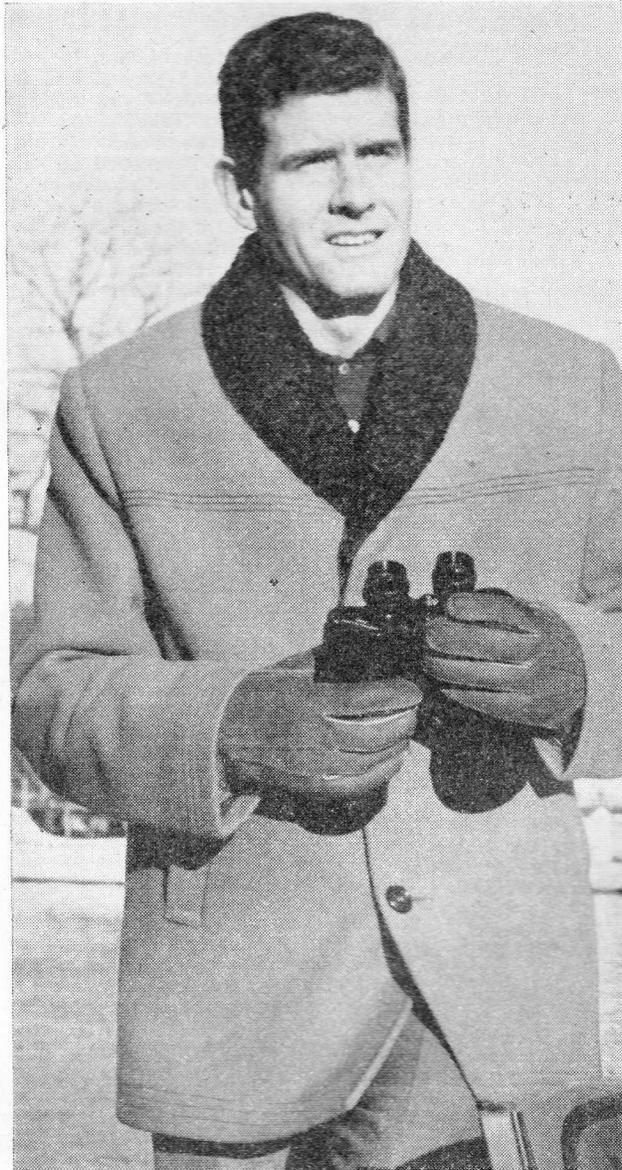
- Lotus-Climax: Jim Clark, Trevor Taylor (or Peter Arundell).
- Cooper-Climax: Bruce McLaren, Tony Maggs.
- B.R.P.-B.R.M.: Innes Ireland, Jim Hall.
- B.R.M.: Graham Hill, Richie Ginther.
- A.T.S.: Phil Hill, Giancarlo Baghetti.
- Bramham-Climax: Jack Bramham, Dan Gurney.
- Lola-Climax: Chris Amon.
- Porsche: Carel Godin de Beaufort.

TOMORROW will decide the destiny of two important trophies in the last of this year's B.A.R.C. Members' Meeting at Goodwood. Favourite for the Brooklands Trophy is Chris Williams, his nearest rival being Adrian Dence. Mick Cave heads the Spring Grove Saloon Championship, but second and third placemen R. G. Smith and Doc Merfield are not to be ignored. A very full entry has been received including entries from Ecurie Ecosse, Peter Lumsden, Peter Sargent and Peter Sutcliffe.

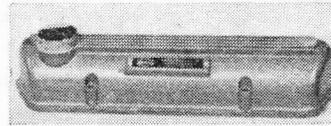
GERMAN driver Peter Nöcker had a successful week-end's racing. Last Saturday he was first at a German Championship meeting at Hanover Airport driving one of Peter Lindner's 3.8 Jaguars and on Sunday he journeyed to Austria for the Timmelsjoch hill-climb, a qualifying round of the European Touring Car Challenge, and set B.T.D. in another of Lindner's Jaguars. For this Sunday's Budapest race meeting, the last of the Touring Car Challenge events, Lindner has entered no fewer than three 3.8s, to be driven by himself, Nöcker and Tilo Schadrack.

BOB HOLBERT confirmed the 1963 U.S. Road Racing Championship when he finished second at Elkhart Lake on 8th September.

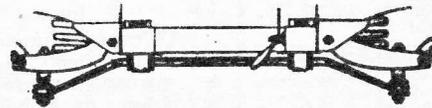
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**LIGHT ALLOY ROCKER COVER**  
Crackle black, with C.P. filler caps for 105 to 116 Ford, "A" series 77/6 "B" series 95/-, Polished, 12/6 extra. Herald, Spitfire, £4.7.6. XPAG M.G., £5.7.6. TR2 & 3, £6.5. Polished. Post 3/6.

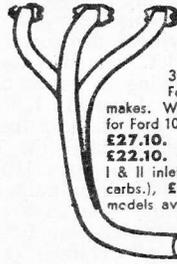


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**RAM PIPES** for S.U. Carburettors, polished light alloy, developed for maximum power. 1 1/2 & 1 1/4 in., 32/6 pr., 1 1/2 & 1 1/4 in., 37/6 pr., 2 in., 21/- Post 9d.

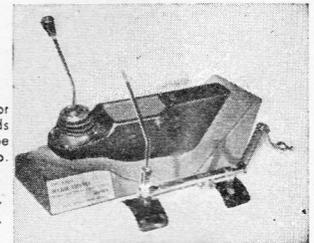


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For "A" ser. Extractor exhaust manifolds with induction pipe for std. single carb. or S.U.. £11.10.

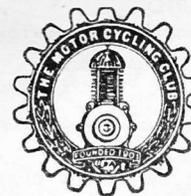
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**Derbyshire Trial, October 5th 1963**  
(Finishing at Buxton)

This is now one of our 'Classic' closed events and is the third event of the three qualifying for the popular Triple Award. The two others are, of course, the Exeter and the Land's End and the Derbyshire is run on similar lines. Come along and see it, in the Buxton area, or better still, offer to help us as an official. Full details from:

THE GENERAL SECRETARY,  
22 Norland Square, London W.11 Park 9665

# TOUR DE FRANCE

## The Opening Stages

FROM: GEORGE PHILLIPS

SCRUTINEERING for the XIIe Tour de France Automobile started at Strasbourg on Wednesday, and although there were only 130 entries it did not finish until late on Friday. Although it was a long drawn out affair, scrutineering was quite "matey" and pleasant, albeit very thorough, and did not appear to produce any drama for anyone.

A late summer caused Dunlops to work at fever pitch, changing their many runners' tyres from SP to racing. The French crew Georges Cardif/Victor Klukasewsky found out the hard way that it is not possible to fit 700 x 15 Dunlop racing tyres on an E-type Jaguar without modifications to the bodywork.

The rally started late on Friday night, and the first hill-climb, the well-known Turckheim-Trois Epis, was attempted in the dark. Best times up the 6 km. hill were recorded by:

#### G.T. Category

1. Jo Schlessler/Claude le Guezec (Ferrari GTO), 3 m. 55.9 s.
2. Lorenzo Bandini/Fernand Tavano (Ferrari GTO), 3 m. 57.5 s.
3. Lucien Bianchi/Carlo Abate (Ferrari GTO), 3 m. 59.6 s.
4. Jean Guichet/José Behra (Ferrari GTO), 4 m. 4.3 s.
5. Mauro Bianchi/Pascal Ickx (Abarth-Simca 1300), 4 m. 5.9 s.
6. Edgar Berney/John Gretener (Ferrari GTO), 4 m. 6.9 s.

#### Touring Category

1. Bernard Consten/Jack Renel (Jaguar 3.8), 4 m. 8.0 s.
2. Henri Greder/Maurice Foulgoc (Ford Galaxie), 4 m. 13.2 s.
3. Bo Ljungfeldt/Butil Renhfeldt (Ford Galaxie), 4 m. 19.1 s.
4. Sir Gawaine Baillie/Peter Jopp (Ford Galaxie), 4 m. 19.5 s.
5. Jean Rolland/Gabriel Augias (Alfa Romeo 2600), 4 m. 20.2 s.
6. Herbert Müller/André Knörr (Chevrolet Impala), 4 m. 24.9 s.

Then on to the Nürburgring, where competitors had an hour's motoring to do round the 14.17-mile German circuit. Denise McCluggage had a crack develop in her Mini-Cooper's cylinder head. After some time she managed to convince a policeman that she needed water, and eventually she was able, with the aid of some old cans, to get some from a brook that ran through the undergrowth not too far from the Karussel where she actually stopped.

Peter Jopp in Gawaine Baillie's 7-litre Ford Galaxie was some 500 revs. down at the "Ring"; this was traced to a faulty distributor, which was subsequently changed. Touring car rival, Belgian Claude Dubois, in his 3.8 Jaguar, hit a goat,

which was very sick as a result! Dubois was allowed time to fit a new radiator and fan to his Jaguar after the racing as the organizers deemed it their fault. The car, however, was destined to blow up at Rheims. The Chris Kerrison/Peter Sutcliffe Ferrari retired at the Nürburgring with a broken gearbox.

Best times were:

#### G.T. Category

1. Bandini/Tavano, 139.625 km.
2. L. Bianchi/Abate, 139.613 km.
3. Guichet/Behra, 138.968 km.
4. Schlessler/le Guezec, 137.239 km.
5. M. Bianchi/Ickx, 129.186 km.
6. Heini Walter/Charley Müller (Ferrari GTÖ), 126.862 km.

#### Touring Category

1. Greder/Foulgoc, 122.207 km.
2. Baillie/Jopp, 120.093 km.
3. Consten/Renel, 119.913 km.
4. Roger de Lageneste/Blanchet (Fiat 2300 S), 119.524 km.
5. Paddy Hopkirk/Henry Liddon (Mini-Cooper S), 119.057 km.
6. Rolland/Augias, 118.730 km.

Now on to Spa for a 90-minute race. Lucien Bianchi had an unhappy time, in his Ferrari GTO, losing a side-screen, which made things uncomfortable for him. Paddy Hopkirk ran on Radweld at Spa. It seems that the newer tyres the Mini-Coopers now run on need a little more clearance owing to the extreme adhesion, which, in turn, necessitates a slight mod. to the body to give this. The result: a slight chafing on the radiator! However, all was well afterwards as the radiators were changed on both Hopkirk's and Rauno Aaltonen's cars.

#### G.T. Category

1. Schlessler/le Guezec, 287.360 km.
2. Guichet/Behra, 286.563 km.
3. Bandini/Tavano, 284.117 km.
4. L. Bianchi/Abate, 280.918 km.
5. Walter/Müller, 258.214 km.
6. Guido Fossati/Ariberto Francolino (Ferrari 250 GT), 255.262 km.

#### Touring Category

1. Greder/Foulgoc, 254.849 km.
2. Baillie/Jopp, 252.401 km.
3. Rolland/Augias, 245.887 km.
4. Consten/Renel, 244.718 km.
5. Claude Barbier/Jean-François Piot (Jaguar 3.8), 243.438 km.
6. Claude Dubois/Philippe de Montaigu (Jaguar 3.8), 241.520 km.

On Sunday there were two-hour races at Rheims. Tony Ambrose, Aaltonen's co-driver, was seen making a sprint for the control at Rheims, which would have no doubt qualified him for the Olympics! He was successful in getting in with 12 secs. to spare; this was because they had changed the radiator. The two Galaxies of Greder and Baillie lapped the entire field at

Rheims. Refuelling the monsters caused quite a problem because they have vertical filler caps, which means that the funnel has to have almost a right-angled neck. This is in two parts, and balancing a five-gallon churn on this is no easy matter. Sir Gawaine Baillie's car overshot the pits on his refuelling stop and had to complete another lap.

The two Mini-Coopers of Liz Jones and Paddy Hopkirk went round close together for practically the entire two hours—just like a British club meeting! Peter Procter broke a throttle control bracket on his Sunbeam Rapier, which he shared with Peter Harper. After a slow lap the throttle was screwed wide open and Procter then drove on the ignition key: this did not affect his lap times!

#### G.T. Category

1. Guichet/Behra, 383.282 km.
2. L. Bianchi/Abate, 381.402 km.
3. Schlessler/le Guezec, 376.049 km.
4. Bandini/Tavano, 374.740 km.
5. Fossati/Francolino, 355.247 km.
6. Gerard Spinedi/Mlle. Spinedi (Ferrari 250 GT), 341.918 km.

#### Touring Category

1. Baillie/Jopp, 342.450 km.
2. Greder/Foulgoc, 337.144 km.
3. Rolland/Augias, 331.455 km.
4. Consten/Renel, 330.994 km.
5. Barbier/Piot, 328.547 km.
6. Jean-Claude Vidilles/Jean Thepenier (Alfa Romeo 2600), 328.326 km.

Positions in the General Classification after Rheims showed Jean Guichet and José Behra holding a slight lead over Lucien Bianchi and Carlo Abate. A great duel was in progress, and we will not know until Monaco on Sunday who will be the ultimate winner. Leader on handicap was the Abarth-Simca 1300 of Mauro Bianchi and Pascal Ickx. Touring Car leaders were Henri Greder and Maurice Foulgoc in the Ford-France Ford Galaxie. But our own Sir Gawaine Baillie and Peter Jopp were close behind in their similar car. The



PADDY HOPKIRK was, at the time of going to press, leading the handicap section in his Mini-Cooper S, seen here at Rheims.

incredible Paddy Hopkirk/Henry Liddon Mini-Cooper S was heading the handicap section.

#### G.T. Category

1. Guichet/Behra, 878.761 km.
2. L. Bianchi/Abate, 873.151 km.
3. Schlessler/le Guezec, 872.953 km.
4. Bandini/Tavano, 870.330 km.
5. Fossati/Francolino, 790.884 km.
6. Walter/Müller, 785.610 km.

#### Handicap Section

1. M. Bianchi/Ickx, 908.375 km.
2. Guichet/Behra, 878.761 km.
3. L. Bianchi/Abate, 873.151 km.

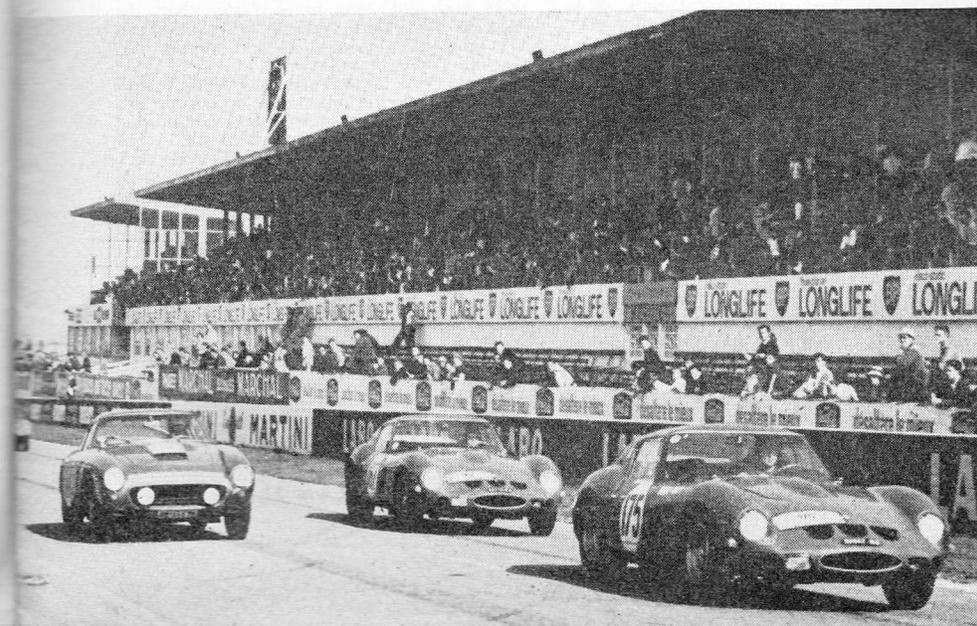
#### Touring Category

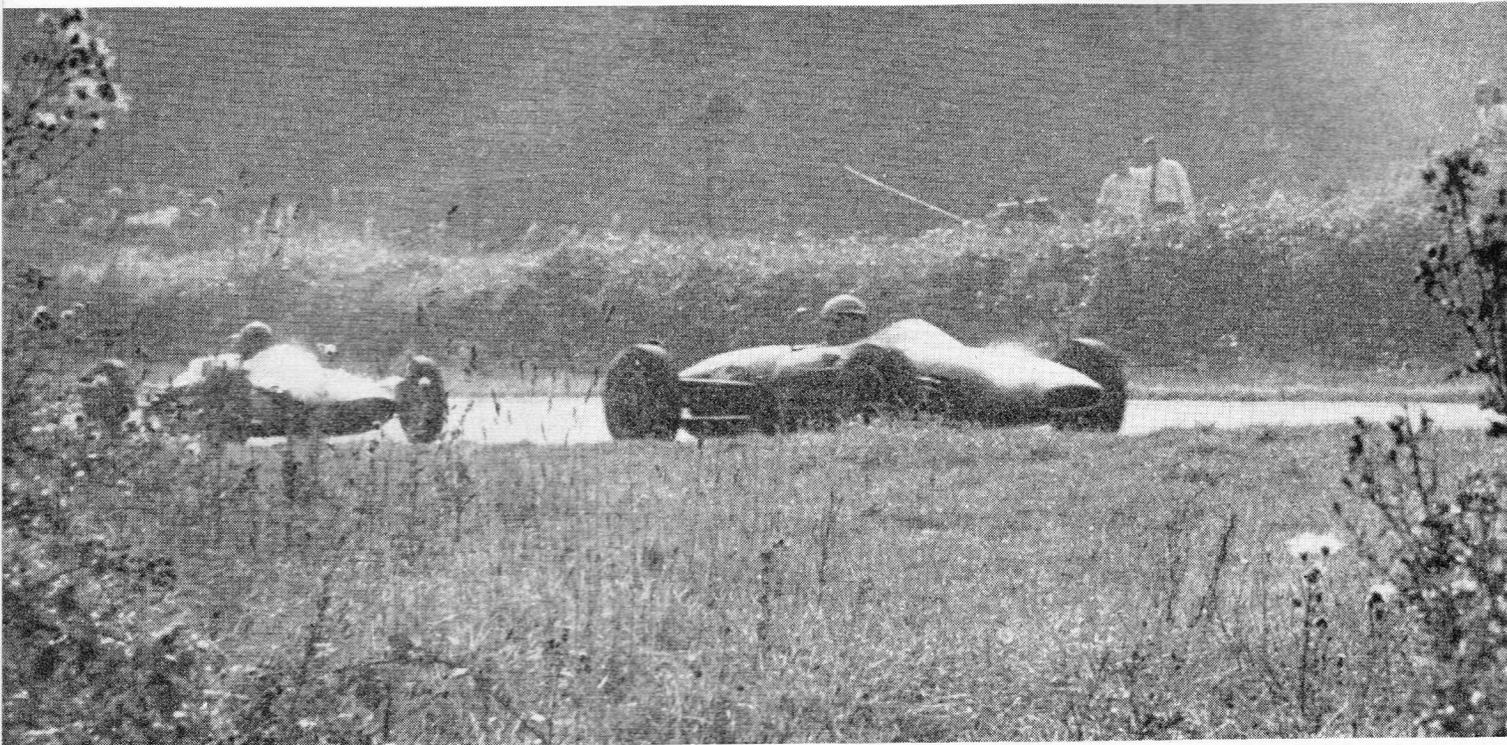
1. Greder/Foulgoc, 781.594 km.
2. Baillie/Jopp, 780.702 km.
3. Consten/Renel, 764.451 km.
4. Rolland/Augias, 762.653 km.
5. Barbier/Piot, 749.360 km.
6. Annie Soisbault/Louise Texier (Jaguar 3.8), 743.142 km.

#### Handicap Section

1. Hopkirk/Liddon, 790.920 km.
2. Rolland/Augias, 787.843 km.
3. Greder/Foulgoc, 781.594 km.

START of the Grand Touring car race at Rheims. Lorenzo Bandini leads Lucien Bianchi and up with their GTOs is Guido Fossati's 250GT Berlinetta Ferrari.





THOSE MASTERS of 1963 Formula Junior racing Denis Hulme and Peter Arundell at Bottom Bend during the first heat.

## ARUNDELL'S ANGLO-EUROPEAN TROPHY

Foreign Challenge Fails to Materialize in B.R.S.C.C.'s Formula Junior "Finale"—Peter Arundell (Lotus) and Denis Hulme (Brabham) Dominate Day's Racing—Bob Olthoff (Ford Galaxie) Saloon Car Victor

By MICHAEL KETTLEWELL

Photography by LYNTON MONEY

SINCE Formula Junior racing started seriously in this country in 1960, this much-criticized form of single-seater racing has been notable for tantalizingly close racing, multiple pile-ups and Peter Arundell benefit matches. Well, we had all three at Brands Hatch last Saturday, when the British Racing and Sports Car Club staged a "grand finale" for Formula Junior, which ceases to exist at the end of the year. The first heat saw some extremely close-fought motor racing guaranteed to keep the most blasé of enthusiasts on his feet, while the final featured a six-car shunt at South Bank Bend on the first lap, this putting Roy Pike in hospital with a broken leg. Peter Arundell led the final from start to finish, driving his Ron Harris-Team Lotus car as only he can, and even Denis Hulme in the works Repco-Brabham couldn't do anything about him—though it wasn't for the lack of trying!

THE entry list for the B.R.S.C.C.'s international meeting was most impressive and quite a few Continentals were down to appear; all the notables were going to come except Kurt Ahrens, Jr., Kurt Bardi-Barry, Jochen Rindt, Jo Schleser, Curt Lincoln and perhaps a few others. Sadly, despite their entries being accepted in good faith, Marc de Boe, Gerhard Mitter, Sven Andersson, Georg Duneborn, "Geki" and Corrado Manfredini never turned up; Mitter and "Geki" were to have been the main "stars" of the Anglo-European Trophy, too.

Practising took place on Friday and on the Saturday morning. Fastest for the first of the two heats for Juniors was Denis Hulme in the green and gold works Brabham: he was timed at 1 min. 43.2 secs. in the Saturday session. Next in order were David Hobbs (Lola-Ford), 1 min. 43.6 secs.; Mike Spence (Lotus-Ford), 1 min. 43.8 secs.; and Peter Arundell (Lotus-Ford), Frank Gardner (Brabham-Ford) and Brian Hart (Lotus-Ford) all did 1 min. 44.0 secs. Arundell tried Hart's Lotus 22 with its very hot and experimental Cosworth-Ford engine and recorded 1 min. 45.4 secs. American Peter Revson took over the second Tyrrell Cooper-B.M.C. and achieved 1 min. 47.0 secs.

Sufficiently recovered from his Goodwood shunt, Tim Mayer in the other Tyrrell Cooper was timed at 1 min. 45.8 secs., this being second best in the second Junior heat behind the young Italian Bruno Deserti, who did 1 min. 45.4 secs. in a Ron Harris Lotus 27.

As his own car was *hors de combat* after it blew up at Albi, Deserti was given the fourth Ron Harris team car in place of John Fenning, who is in hospital after a serious road accident. Also missing was Richard Attwood, who was injured at Albi the Sunday before. Roy Pike in the Crystal Palace-winning Gemini-Ford was third best in the second heat, recording 1 min. 46.4 secs., and star Jim Russell pupil Mike de Udy fourth at 1 min. 46.8 secs. This heat mainly featured the Continental stars and the only Continental car present, Franco Barnabei's de Tomaso, albeit Holbay-Ford-powered and equipped with the wrong gear ratios, was timed at 1 min. 53.6 secs. All the other Continental drivers had brought "coals to Newcastle", so to speak.

Naturally enough Roy James was a non-starter (he entered this meeting before his mysterious disappearance), although this gave many policemen another opportunity of watching a motor race.

DAVID HOBBS in his Midland Racing Partnership Lola-Ford made the best start in the first heat, while Brian Hart from the second row showed that the experimental Cosworth engine certainly did not lack punch by getting in amongst those in front. But it was Denis Hulme from pole position who led into Paddock Bend, followed by Hobbs, Hart and Arundell. Hobbs took the lead along the Bottom Straight, but by the time the cars completed their first lap Arun-

dell sailed by into the lead leaving Clearways.

So after one lap the order was Arundell, Hobbs, Hulme, Hart, Mike Spence (Lotus 27), Frank Gardner (Brabham), Paul Hawkins (Brabham), Peter Revson (Cooper) and Alan Rees (Lola). Right at the back trundled Jack Newton, who towered out of his Emeryson, Gerry Meharey (Cooper) and Charles Crichton-Stuart (Cooper), who was later to retire with a seized gearbox. Hart's run in the red Lotus 22 did not last long, for it blew up in a cloud of smoke, coming to rest after Paddock Bend with two laps completed.

New Zealander Hulme immediately set his sights on Arundell and at the completion of the second lap the pair had opened a slight gap to Hobbs, Spence and Gardner. Rees had overtaken Revson on this lap. Out in the country the Brabham overtook the Lotus for the lead, Hulme setting up a new lap record of 1 min. 42.4 secs. on this, the third lap; this was much faster than the practice times and knocked no fewer than 4.2 secs. off Trevor Taylor's two-year-old record.

John Greene abandoned his ex-1962 Tyrrell team Cooper after four laps, motoring into the paddock. One lap later and Hulme had a three-length lead over Arundell, while Gardner breathed heavily down Hobbs's neck in his efforts to obtain third position, finally succeeding at South Bank Bend. Farther back, John Hine, in tenth place with his Ron Harris Lotus 27, was trying to pass Bill Bradley's M.R.P. Lola on all sides: he did so after eight laps and soon drew away.

Equalling Hulme's lap record, Arundell retook the lead along the Top Straight after seven laps, but Hulme was by again at South Bank Bend with ten laps completed, only to be passed again before the end of the lap; this was Formula Junior at its best!

In eighth place with the B.M.C.-engined Tyrrell Cooper, Peter Revson lost it at Paddock on his 12th circuit; the car hit the bank, but the American driver escaped uninjured. David Hobbs spun at Druids on this lap, but restarted in 12th place.

The pace now hotted up even more and Hulme took command of the race after 13 laps with only two to go. Arundell tried on the inside and the outside on most corners and never gave up trying right until the end, when he finished one length behind Hulme. Fifteen seconds behind came Frank Gardner in the yellow Ian Walker Brabham and then followed Spence, Hawkins, Rees, Hine, Bradley and Sid Fox, who had gone great guns in his Gemini-Ford and just failed to pip Bradley on the line. The unlucky Bob Burnard had a poor run in the Veedol Lotus 27, the engine dying at Pilgrims Drop just before the finish.

The second heat was for "foreigners" and a few British drivers who could not be accommodated in the first. Just before the start Roy Pike's Gemini was enveloped in a cloud of smoke: the starter lead was touching the chassis and when Pike pressed the starter button a short circuit occurred. The car was pushed to the side of the track before the flag dropped, and when it did, Bruno Deserti in the Ron Harris Lotus 27 led Tim Mayer's Tyrrell Cooper and John Pollock's Gemini into Paddock. André Pilette made a poor start in his Merlyn-Ford, but by the end of the lap he was already fourth, way behind Mayer, Deserti and Mike de Udy (Lotus 22). The Irishman, Pollock, retired after one lap with severe gearbox trouble and American John Peterson spun at Clearways, causing Malayan Han Seng Lee to revolve in his Lotus 22.

South African Louis Jacobsz retired his Anglo-Scottish team Cooper with a rod through the side of its Ford engine and then de Udy's Lotus went on to three cylinders with four laps completed. The young Jim Russell pupil changed plugs but the Lotus rejoined still spluttering and then lost its tail section at Paddock Bend, to be black-

Ford-powered Brabham stopped at the pits.

With two laps to go (third man Pilette had been lapped by then) Deserti speeded up and closed on Mayer, to pass him leaving Clearways at the completion of the 14th lap. As in the previous heat, the last lap was full of drama and both cars touched at Druids where Mayer regained the lead. Then at Clearways Deserti tried to pass Mayer but lost it, hit the bank and bent the Lotus badly. He climbed out of the wreck unhurt.

Therefore Mayer had a one-lap victory over Pilette, le Guellec and Lee. Despite his severe handicap Pike secured fifth place, displacing Ponti de Lautour's ex-Ron Harris Lotus 20 and Michel Dagorne's Lotus 22 on the very last lap. Next came Jeremy Bouckley, who had at one stage forced his old front-engined Lola well up amongst the leaders, having attained fifth spot at eleven laps.

Then, to the accompaniment of Scottish music, we all paid tribute to Jim Clark and Colin Chapman for their World Championship wins. The rather sparse, but enthusiastic crowd cheered Clark as he made a slow lap in his Lotus-Climax 25, escorted by three Ron Harris-Team Lotus Juniors and four production cars, a Lotus-Cortina, a Seven, an Elan and an Elite.

There were only three non-starters for the one-hour saloon car race, including the Japanese Isuzu Belle 2000, which had lapped in 2 mins. 16.8 secs. during practising, a pathetically slow time compared even to the slowest of the Mini-Coopers. During practice, Jack Sears lapped the Willment Ford Galaxie in 1 min. 55.0 secs., which compares favourably with Jim Clark's record of 1 min. 54.4 secs. However, Sears drove a Ford Cortina in the race and pole position was held by Roy Salvadori who, in the Alan Brown Galaxie, recorded 1 min. 56.2 secs.

Bob Olthoff took over the Willment "giant" and lapped in 1 min. 57.0 secs.

Mike Salmon made one of his typically storming starts and accelerated into the lead ahead of Olthoff, Albert Powell, who, like Salmon, was in a 3.8 Jaguar, and Salvadori. Olthoff and Salvadori each moved up a place out in the country and "Salvo" passed Salmon along the Top Straight, to move into second position behind Olthoff. Already the field was well strung out, Michaelle Burns-Grieg bringing up the rear in her Mini-Cooper appropriately registered "SEX 1".

The leader of the Jaguar attack, Mike Salmon, lost a wheel at Clearways on the second lap when a half-shaft broke: he brought the car safely to a halt, but the wheel carried on at unabated speed until its progress was arrested by the bank at South Bank Bend. Albert Powell inherited third spot in his smoking 3.8, but Jack Sears and John Whitmore were not far behind in Ford Cortina and Mini-Cooper S respectively. Then came John Adams (Jaguar 3.8), John Fitzpatrick (Mini-Cooper S), Chris McLaren (Jaguar 3.8) and Edward Lewis (Mini-Cooper S). Fitzpatrick was going extraordinarily well in the Broadspeed S-type, even finding it quicker than the works cars along the straights, but after even passing Adams' 3.8, Fitzpatrick retired after 16 laps with clouds of steam pouring from his gallant little car. Several other Minis were in and out of the pits with various ailments.

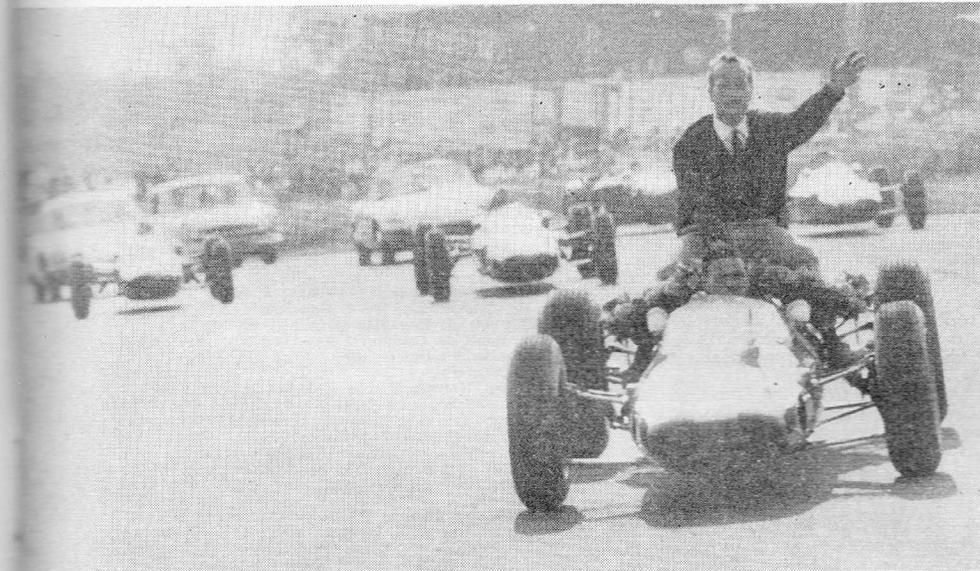
Salvadori in the drum-braked Galaxie drew alongside Olthoff's car along Top Straight after five laps—and what a sight this was!—and slipped by the South African at Paddock. Once in the lead Salvadori drew away and the gap opened out slightly each lap until the tenth when Olthoff spun the front disc brake-equipped Galaxie at Druids, to continue several seconds in arrears.

After 18 laps Roy Salvadori had his 7-litre Galaxie practically die under him when the throttle linkage broke; he struggled to the pits at a much reduced pace and rejoined the race after repairs in 16th place. Bob Olthoff now had victory easily within his grasp, being well ahead of Powell's Jaguar, which had now given up its earlier smoking habits and was followed by Sears and Whitmore, who were very, very close together.

Bob Olthoff's last laps were not without anxiety; commentator Peter Scott-Russell reported that revs. went sky-high when Bob missed a gear changing down for Westfield and then scrutineers and officials were seen to be squatting down beside the track when the Galaxie passed as it had been reported that the exhaust pipe was trailing. However, all was well and Bob gained a most deserved

*VICTORY PARADE to celebrate the World Championship for Jim Clark, with Colin Chapman astride the Lotus 25 (left). Three Ron Harris Juniors and four Lotus production cars follow.*

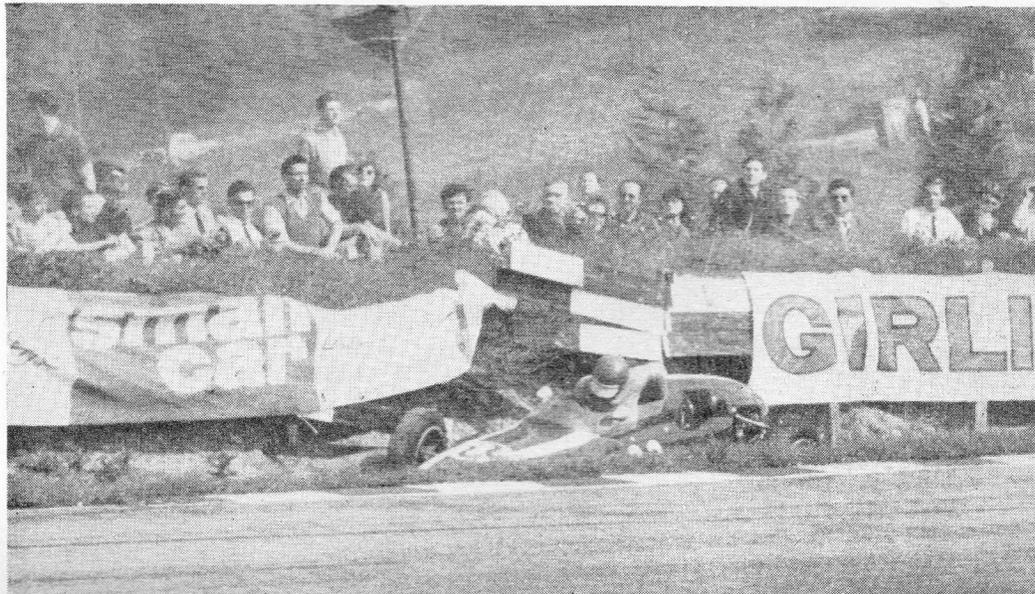
*UNFAMILIAR in a Ken Tyrrell-entered Cooper, Peter Revson unfortunately spun and hit the bank at Paddock Bend when well placed (below).*



flagged as a portion of it was being dragged along the track.

Tim Mayer had taken the lead going up to Paddock on the second lap and young Bruno Deserti thereafter remained behind the American, biding his time. Following de Udy's visit to the pits Franco Bernabei in the pencil-slim, blue de Tomaso took over third position, followed by Pilette, Jacques Bernusset (Lola-Ford), Alain le Guellec (Lotus 22) and Jorgen Ellekaer (Lotus 22), although all five were well behind the leading pair. Roy Pike had joined the race after 1½ laps and was pressing on in the effective-looking white Gemini, although all chances of a place seemed lost.

Ellekaer abandoned his red Lotus at the bottom of the hill after Druids, Paul Poty retired his 1961 Cooper-B.M.C. with gearbox trouble and then Bernabei stopped the beautifully made de Tomaso after eight laps with "fuel trouble". As the leaders sped on their merry way, so the backmarkers ran into more trouble; Bernusset's ex-Ron Harris Lola slowed considerably, but continued so to qualify for the final, and Peterson's



victory, his handling of the big brute having been masterful, despite its having run short of anchors towards the end.

John Whitmore's efforts to get by Jack Sears on the last lap resulted not in a gain of place but a new class lap record of 2 mins. 0.4 sec., a speed of 79.23 m.p.h.; Sears, in keeping ahead, equalled this time!

Olthoff, of course, won the over 3,000 c.c. class, beating Powell, Adams and McLaren in their Jaguars, while Sears took the 2-litre division from the similar Ford Cortina G.T.s of David Haynes and Mick Donegan. The 1,300 c.c. class was Whitmore's right from the start, but the many scraps down the field enlivened things no end. Mick Clare's Alexander-entered Mini-Cooper S was second while Harry Martin's "ordinary" Mini-Cooper once again proved itself to be an S-eater and just failed to conquer third man Peter Clarke's Mini-Cooper S, which had returned the remarkable fuel consumption figure of 21.9 m.p.g.

After this race Jimmy Clark "demonstrated" the Monza-winning Lotus-Climax 25, having said beforehand that he would endeavour to break the circuit lap record set up in 1961 by Bruce McLaren in a 2½-litre Cooper-Climax at 1 min. 40.2 secs., 95.20 m.p.h. His first flying lap was achieved in 1 min. 41.6 secs., the second took 0.4 sec. longer and then came a magnificent 1 min. 40.2 secs. to equal the record. Colin Chapman thought that the rear shock absorbers were perhaps a little suspect, while a bit of popping and banging suggested that the 25 was running a little low on fuel, but a terrific 1 min. 39.6 secs., 95.79 m.p.h., received a loud cheer from the crowd. After another lap in 1 min. 40.0 secs. Clark called it a day.

Now to the Anglo-European Trophy final. The cars lined up as follows on the starting grid, where Peter Arundell chatted with Denis Hulme until the "1 MIN" signal:

#### STARTING GRID

M. Spence (Lotus-F.)	F. Gardner (Brabham-F.)	P. Arundell (Lotus-F.)	D. Hulme (Brabham-F.)
T. Mayer (Cooper-B.M.C.)	A. Rees (Lola-F.)	P. Hawkins (Brabham-F.)	
D. O'Sullivan (Lotus-F.)	S. Fox (Gemini-F.)	W. Bradley (Lola-F.)	J. Hine (Lotus-F.)
J. Mastin (Lotus-F.)	D. Hobbs (Lola-F.)	D. Prophet (Brabham-F.)	
A. Pilette (Merlyn-F.)	G. Meharey (Cooper-F.)	A. Newton (Emeryson-F.)	A. Wyllie (Lotus-F.)
R. Pike (Gemini-F.)	H. S. Lee (Lotus-F.)	A. Je Guellec (Lotus-F.)	
J. Bernusset (Lola-F.)	J. Bouckley (Lola-F.)	M. Dagorne (Lotus-F.)	S. de Lautour (Lotus-F.)
	J. Peterson (Brabham-F.)	R. Burnard (Lotus-F.)	

From pole position, Denis Hulme made a poor getaway and was swamped by Peter Arundell, Frank Gardner and Mike Spence as the closely packed field rushed through

**SALOONS AT BOTTOM BEND.** Jack Sears, who was hounded by John Whitmore throughout, heads the bunch in his John Willment-entered Ford Cortina G.T.

Paddock. Sid Fox made up several places as he took his Gemini round on a less crowded outside line at Druids and Bottom Bend, but disaster came at South Bank Bend.

Working his way up from the back of the grid, David Hobbs spun his M.R.P. Lola after South Bank Bend and was shunted by team-mate Bill Bradley. Both cars came to rest on the nearside of the circuit. Dennis O'Sullivan had to take sudden avoiding action in his Lotus 22 and he also spun. Sid Fox braked hard in his Gemini, but it was hit from behind by Bob Burnard's Veedol Lotus 27; Fox continued, but Burnard's race finished against the bank. It all happened very quickly and several cars went through safely. Jeremy Bouckley spun his old Lola and stopped, retiring forthwith. Poor Roy Pike in his Gemini lost control and struck the bank on the nearside. The car was badly damaged and the unfortunate American was taken to hospital with a broken leg.

This reduced the field from 27 to 21, but at Stirling's Bend John Mastin went off and damaged the rear of his Lotus 22; apparently there were three cars where there was only room for two—and Mastin was the unlucky one!

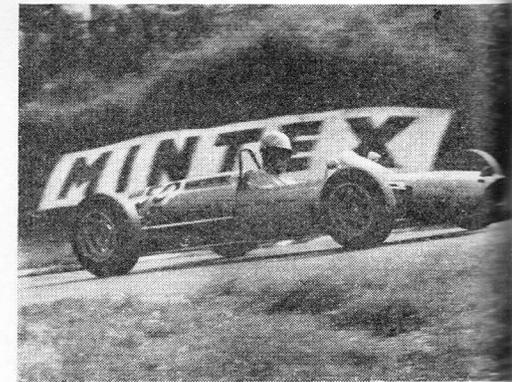
When the much-depleted field completed the first lap Arundell led Gardner, Spence, Hulme, Hawkins, Mayer and Rees. Then there was a gap to Sid Fox, the bodywork of his Gemini having come unfastened after its prod from behind. Behind Fox were Prophet, Hine, Wyllie and the rest. The flag marshal at South Bank Bend stood on the track to warn oncoming cars of the danger—this helped a great deal.

Sid Fox received the black flag because of the loose bodywork, but after another two laps the Gemini driver called it a day as the rear suspension had been damaged in the collision. Denis Hulme, anxious to keep Arundell in his sights, moved into third place on the second lap and then took Gardner at Hawthorns to be second by lap three. In actual fact, the first five positions remained unchanged in the order Arundell, Hulme, Gardner, Spence and Hawkins from lap three onwards, but all put up a splendid show on a now very slippery track. Arundell and Hulme were seen to be trying their hardest so, in spite of their positions remaining static, it was a pleasure to watch five men hard at work, controlling their racing cars impeccably. After a dice with Alan Rees's Winkelmann-entered Lola, Tim Mayer moved his Tyrrell Cooper into sixth place and remained there until the end. Behind, John Hine (Lotus) mercilessly tailed David Prophet (Brabham) and it was not until the Brabham driver stopped briefly to deal with a dangling exhaust pipe that the position changed.

Down the field the position changed frequently, although John Peterson had to retire his blue and white Brabham at the pits after 11 laps. Only other retirement was Han Seng Lee, whose red Lotus 22 disappeared on the very last lap.

A relieved Peter Arundell received the chequered flag after 25 laps of ten-tenths motor racing. Hulme was only 2.4 secs. behind after a determined drive and then, some way behind, were Frank Gardner, Mike Spence, Paul Hawkins, Tim Mayer and Alan Rees. John Hine and David Prophet were a lap behind. The first "foreigner" I suppose was Mayer, but he is a regular member of a British team so we have to look to André Pilette, who regularly attends British meetings, for our first visitor from abroad. It can be truthfully said that the Continental challenge failed even before racing started.

After Arundell, Hulme, and Gardner had completed a lap of honour in one of those delightful Crayford Minisprints so the disappointingly few spectators left, having witnessed the last really important Formula Junior race ever.



ONLY foreign car entered was the Italian Franco Bernabei's de Tomaso-Ford, which retired in the second heat.

#### RESULTS

**Anglo-European Trophy.—Heat 1 (15 laps—39.8 miles):** 1, Denis Hulme (Reeco-Brabham-Ford), 25 m. 57.6 s., 91.87 m.p.h.; 2, Peter Arundell (Lotus-Ford 27), 25 m. 57.8 s.; 3, Frank Gardner (Brabham-Ford), 26 m. 12.6 s.; 4, Mike Spence (Lotus-Ford 27), 26 m. 18.6 s.; 5, Paul Hawkins (Brabham-Ford), 26 m. 29.4 s.; 6, Alan Rees (Lola-Ford Mk. 5A), 26 m. 33 s. **Fastest lap:** Arundell and Hulme, 1 m. 42.4 s., 93.16 m.p.h.

**Anglo-European Trophy.—Heat 2 (15 laps—39.8 miles):** 1, Tim Mayer (Cooper-B.M.C. Mk. 3A), 26 m. 45 s., 89.16 m.p.h.; 2, André Pilette (Merlyn-Ford Mk. 5), 14 laps; 3, Alain le Guellec (Lotus-Ford 22), 14; 4, Han Seng Lee (Lotus-Ford 22), 14; 5, Roy Pike (Gemini-Ford Mk. 4A), 14; 6, Ponti de Lautour (Lotus-Ford 20), 14. **Fastest lap:** Bruno Deserti (Lotus-Ford 27), 1 m. 45.2 s., 90.68 m.p.h.

**Slip Molybdenum Trophy (One hour):** 1, Bob Olthoff (Ford Galaxie), 31 laps in 1 h. 1 m. 34.6 s., 80.05 m.p.h.; 2, Albert Powell (Jaguar 3.8), 30 laps; 3, Jack Sears (Ford Cortina G.T.), 30; 4, John Whitmore (Austin Mini-Cooper S), 30; 5, John Adams (Jaguar 3.8), 30; 6, Chris McLaren (Jaguar 3.8), 30. **Fastest lap:** Roy Salvadori (Ford Galaxie), 1 m. 56.4 s., 81.95 m.p.h. **Up to 1,300 c.c. Class:** 1, John Whitmore (Austin Mini-Cooper S), 30 laps in 1 h. 0 m. 55.2 s., 78.30 m.p.h.; 2, Mick Clare (Morris Mini-Cooper S), 29 laps; 3, Peter Clarke (Morris Mini-Cooper S), 29; 4, Harry Martin (Austin Mini-Cooper), 29. **Fastest lap:** Whitmore, 2 m. 0.4 s., 79.23 m.p.h. **1,301-2,000 c.c. Class:** 1, Jack Sears (Ford Cortina G.T.), 30 laps in 1 h. 0 m. 55 s., 78.30 m.p.h.; 2, David Haynes (Ford Cortina G.T.), 29 laps; 3, Mick Donegan (Ford Cortina G.T.), 28. **Fastest lap:** Sears, 2 m. 0.4 s., 79.23 m.p.h. **Over 3,000 c.c. Class:** 1, Bob Olthoff (Ford Galaxie), 31 laps in 1 h. 1 m. 34.6 s., 80.05 m.p.h.; 2, Albert Powell (Jaguar 3.8), 30 laps; 3, John Adams (Jaguar 3.8), 30; 4, Chris McLaren (Jaguar 3.8), 30. **Fastest lap:** Roy Salvadori (Ford Galaxie), 1 m. 56.4 s., 81.95 m.p.h.

**Anglo-European Trophy.—Final (25 laps—66.3 miles):** 1, Peter Arundell (Lotus-Ford 27), 43 m. 19.8 s., 91.74 m.p.h.; 2, Denis Hulme (Reeco-Brabham-Ford), 43 m. 22.2 s.; 3, Frank Gardner (Brabham-Ford), 43 m. 43.8 s.; 4, Mike Spence (Lotus-Ford 27), 44 m. 1.6 s.; 5, Paul Hawkins (Brabham-Ford), 44 m. 18 s.; 6, Tim Mayer (Cooper-B.M.C. Mk. 3A), 44 m. 25 s.; 7, Alan Rees (Lola-Ford Mk. 5A), 44 m. 36.4 s.; 8, John Hine (Lotus-Ford 27), 24 laps; 9, David Prophet (Brabham-Ford), 24; 10, Adam Wyllie (Lotus-Ford 27), 23; 11, André Pilette (Merlyn-Ford Mk. 5), 23; 12, Alain le Guellec (Lotus-Ford 22), 23; 13, Ponti de Lautour (Lotus-Ford 20), 23; 14, Jacques Bernusset (Lola-Ford Mk. 5), 23; 15, Jack Newton (Emeryson-Ford), 23; 16, Gerry Meharey (Cooper-Ford Mk. 2), 22; 17, Michel Dagorne (Lotus-Ford 22), 21. **Fastest lap:** Hulme, 1 m. 42.6 s., 92.98 m.p.h.





## Peterborough M.C. Silverstone

By ROBERT GRANT

LAST Saturday saw a varied and enjoyable day's motor sport at the Peterborough M.C.'s Silverstone meeting. The main event of the day was a 15-lap Formula Junior race for the Beckett Johnson Trophy and it was won by Cliff Ward (Brabham). There were 11 events of either the scratch or handicap variety, the latter being cleverly allotted into races of lower, medium or higher speed potential, which provided some very close racing. The organization was very slick, though the chap with the chequered flag really had the bit between his teeth; in the first race the first two cars did a couple of extra laps, and sometimes a back marker would be credited as the winner. But not to worry, much fun was had by all and at the end of each race the winner went on a lap of honour complete with crumpet, laurel wreath and award!

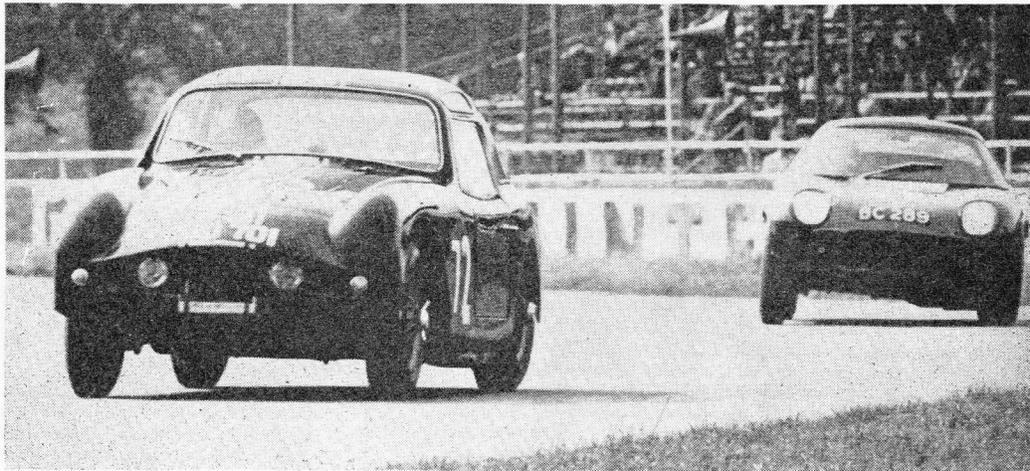
The first event was a five-lap handicap race. S. Benton chalked up the Hillman Imp's first win on the circuits, although the car was not as absolutely standard as was claimed, if the performance and exhaust note were anything to go by; Phil Morris came a creditable second on the first outing in his Jaguar 3.4. Charles Tudge soon wiped the grins off various people's faces when he fairly rocketed round in his Willment-tuned Ford Estate car.

The first of the seven-lap scratch events followed and it was for sports cars of lower speed potential. Mr. and Mrs. Bond-Smith filled the first two places on the grid and at the fall of the flag it was hubby who was left behind! The Hon. Basil Feilding's great chase of John Quemby's Cooper-Bristol was not quite quick enough to catch him for first spot, but Rollo Feilding upheld family honour by finishing third after a fierce scrap with Tibor Herbert's Lotus 7.

The sports cars of medium speed potential were next. After a delayed start owing to a latecomer on the grid, Peter Brayshaw (Marcos) nipped off ahead of John Miles's Classic-engined Turner and there ensued a great battle between these two with the Turner getting in front on the braking at Woodcote on the fifth lap. Last time round David Porter (Lotus 7) went sideways and D. Sim took to the grass, emphasizing just how quickly they had been motoring for third spot, with the issue going to the G.T. car.

Not surprisingly, the next race was for sports cars of higher speed potential over the same distance. Jack Pearce (Lotus 23B) led into Copse on his way to an unchallenged victory. However, the sight of Rob Beck's maroon XK 120 in front of Roger Mac's Jaguar E at first looked promising, but unfortunately the 120 spun at Becketts and at the end of the lap came through at the tail end of the field, leaving Mac to finish second and Geoff Oliver (D.R.W.) third.

The Formula Junior race, over 15 laps, had a comparatively small grid of a similar number of cars. Rodney Banting (Brabham) was in pole position but it was Cliff



JOHN MILES (Turner-Ford) leads Peter Brayshaw (Marcos-Ford) at Woodcote Corner during their exciting scrap for victory in one of the sports car races. They eventually finished in this order.

Ward, also in a Brabham, who simply scorched off the line to lead the field. Ward then proceeded to keep in front of the more experienced Banting. Len Gibbs (Lotus 20) spun in the earlier stages and thereafter his foot never left the floorboards, bringing him back into fifth place. On the last lap Banting slipped past Ward, but at Woodcote Corner he went sideways, leaving Ward, who had driven a very fine race, to take a well-deserved first place. Banting managed to sort things out in time to be credited with second spot in front of third placeman Michael Davies (Lotus 20).

The best of the handicap races was the one for sports cars of lower speed potential. R. Armstrong (M.G.B) won but only by a hair's breadth from Stuart Lane (Lotus 7), who had rapidly worked his way through the field, and D. Sim's Diva. This was perfect handicapping with the first three cars finishing within a couple of seconds.

In the 10-lap *Formule Libre* event Chris Summers's Cooper-Chevrolet was a sight to behold. The car was on the front row, thus leaving a much-needed clear track to the Cooper which, after burning much rubber on the line, thundered off, the driver sawing hard at the wheel. Obviously it was a race as to who would come second and this was won by Jack Pearce (Lotus 22), who finished in front of Cliff Ward's Brabham.

Barry Wood, who had been going really well in the Shapecraft Elan, had a drive shaft break—it happens to the best of them, to wit Jim Clark at Solitude!

Tony Goodwin doctored his Pegasus to score a long-deserved victory in the handicap race for cars of a higher speed potential from Jeff Edmonds's T.V.R. Since the first two cars in this race are for sale, their performances should help sales negotiations.

Race nine was the turn of the 750s, and

R. J. C. ARMSTRONG (M.G.B) accelerates away from Becketts, leaving his rival G. D. Evans (Triumph TR3A) enveloped in a cloud of dust. Armstrong was the winner of two of the day's 11 races.

anyone who thinks this type of racing is unexciting would have changed his mind after watching this race. R. Westcott (Austin), D. Hollister (Austin), John Bishop (Austin) and D. Abbott (Jerboa) all rushed round either side by side or in line astern with Westcott in front at the end of five laps.

The 1172 race, again of five laps, saw some more close racing among some of the leading 1172 Championship contenders. Arthur Mallock (U2) was first into Copse but was passed by Bryan Small (Milmor). The inside line proved to be the quickest at Woodcote, putting Mallock in front again. But Small eventually got in front of Mallock and stayed there, with Howard Milborrow (Milmor) waiting for a mistake which never came.

The final event of the day was a five-lap

handicap and R. Armstrong (M.G.B) scored his second win of the day in front of the very well-driven Austin-Healey 3000 of Corinne Charnell.

Thus ended an exciting day's racing with no incidents of any consequence, in spite of the driver who performed a wall-of-death act on the banking at Woodcote, but luckily did not hurt himself, even though he did think it must have looked spectacular.

### RESULTS

**Closed Car Handicap (5 laps):** 1, S. Benton (Hillman Imp), 65.64 m.p.h.; 2, P. Morris (Jaguar 3.4); 3, C. Malkin (Austin-Cooper). **Sports Cars of Lower Speed Potential (7 laps):** 1, J. Quemby (Cooper-Bristol), 72.43 m.p.h.; 2, Hon. B. Feilding (Daimler SP250); 3, Viscount Feilding (Lotus-Ford 7). **Sports Cars of Medium Speed Potential (7 laps):** 1, J. E. Miles (Turner-Ford), 80.78 m.p.h.; 2, P. Brayshaw (Marcos-Ford); 3, D. Sim (Diva-Ford G.T.). **Sports Cars of Higher Speed Potential (7 laps):** 1, J. R. Pearce (Lotus-Ford 23B), 85.34 m.p.h.; 2, R. S. Mac (Jaguar E); 3, G. Oliver (D.R.W.-Ford Mk. 5). **Formula Junior (15 laps):** 1, F. C. Ward (Brabham-Ford), 85.36 m.p.h.; 2, R. Banting (Brabham-Ford); 3, M. W. Davies (Lotus-Ford). **Sports Car Handicap (5 laps):** 1, A. M. Foley (Jaguar XK 120), 68.33 m.p.h.; 2, C. Lane (Triumph TR2); 3, B. Myers (Spridget G.T.). **Sports Car Handicap (5 laps):** 1, R. J. C. Armstrong (M.G.B), 68.98 m.p.h.; 2, S. P. Lane (Lotus-Ford 7); 3, D. Sim (Diva-Ford G.T.). **Formule Libre (10 laps):** 1, C. G. Summers (Cooper-Chevrolet), 90.45 m.p.h.; 2, J. R. Pearce (Lotus-Ford 22); 3, F. C. Ward (Brabham-Ford). **Sports Car Handicap (5 laps):** 1, Dr. S. A. Goodwin (Pegasus-Ford), 77.93 m.p.h.; 2, J. Edmonds (T.V.R. Grantura); 3, P. L. Hovenden (Elva-Cimax Mk. 6). **750 Formula (5 laps):** 1, R. Westcott (Austin), 66.48 m.p.h.; 2, D. Hollister (Austin); 3, J. F. Bishop (Austin). **1172 Formula (5 laps):** 1, B. A. M. Small (Milmor Mk. 5), 77.68 m.p.h.; 2, A. M. R. Mallock (U2 Mk. 3); 3, H. J. Milborrow (Milmor Mk. 3). **Austin-Healey, M.G. and Triumph Handicap (5 laps):** 1, R. J. C. Armstrong (M.G.B), 68.71 m.p.h.; 2, Mrs. C. M. Charnell (Austin-Healey 3000); 3, J. G. Sharp (M.G.A.).

*HOLDING a brief lead over last year's World Champion is this year's title holder, while Dan Gurney watches from behind. All three are fighting for the lead.*

Cooper contingent with John Cooper as director of operations. Amidships were the Brabham équipe.

The evening before, Signor "Mimo" Dei entertained many guests at the somewhat palatial new home of Centro-Sud practically at the gates of Monza. During race-day, Dunlop, B.P. and Shell distributed much hospitality to drivers, entrants, pressmen and trade folk.

It is interesting to note that in the Grand Prix the lead changed no fewer than 27 times (see appended tables) and that Clark's race average of 127.738

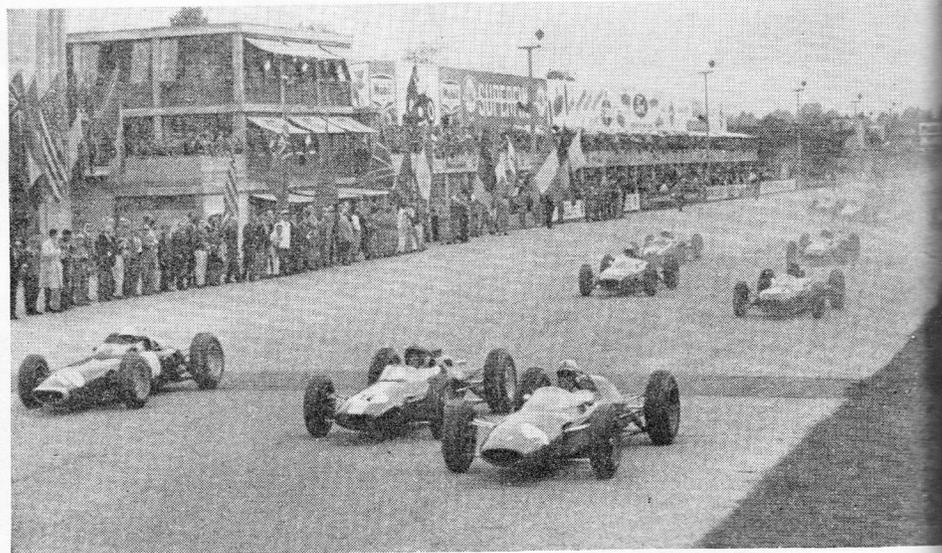
# Monza Postscript

By GREGOR GRANT

JIM CLARK will not forget the 1963 Italian Grand Prix in a hurry. Jubilant at winning the World Championship, he was propelled a few minutes after the race by the police for an interview regarding the 1961 accident. This was believed to have been settled once and for all, but apparently there is a civil action still in being. Year after year there is bother at Monza and I can assure readers that all foreign participants in races there are getting heartily sick of the treatment handed out to them, mainly at the instigation of the police, although certain officials are none too co-operative. This also goes for Ferrari, who also object strongly to the air of officialdom and bureaucracy which seems to prevail during the Italian G.P. meeting. I would, however, hasten to absolve Signor Gabbaluchi from any blame: we have always found the Monza director to be most affable and helpful.

That stirring Salvadori-Parkes duel in the G.T. race will long be remembered.

*FANTASTIC DRIVE was put up by Roy Salvadori in the works DB4GT Aston Martin. He beat the Ferrari GTOs on their home ground, defeating even the redoubtable Mike Parkes in the T.T.-winning car.*



*THE START and seconds after the flag has dropped both Richie Ginther (B.R.M.) and Jim Clark (Lotus-Climax), from the second row, have caught up John Surtees, who made a cautious start in his Ferrari.*

It seems that the sustained cheering for Salvadori when he took the lead, was not prompted by the large British contingent in the stands, but from the crowd itself who believed that they were watching an Italian driver in a British car defeat a British driver in an Italian car!

Post-race celebrations mainly took place in the Hotel de Ville, Monza, where Signor Nardi turned a blind eye on the bread-roll battle which developed between Team Lotus led by Jim Clark and Colin Chapman and the large

#### RACE LEADERS LAP BY LAP

1-3, G. Hill (B.R.M.); 4-16, J. Surtees (Ferrari); 17-22, J. Clark (Lotus-Climax); 23, D. Gurney (Brabham-Climax); 24-26, Hill; 27, Gurney; 28, Clark; 29-30, Hill; 31, Clark; 32, Hill; 33, Gurney; 34-35, Hill; 36, Clark; 37, Hill; 38, Gurney; 39, Hill; 40, Clark; 41, Hill; 42-43, Clark; 44, Gurney; 45, Clark; 46, Gurney; 47-51, Clark; 52, Gurney; 53-54, Clark; 55, Gurney; 56-86, Clark.

#### LAP RECORD PROGRESS

Lap 2: Surtees (Ferrari), 1 m. 40.8 s. (First new 1,500 c.c. record).  
Lap 4: Surtees, 1 m. 40.3 s. (First new absolute record).  
Lap 7: Surtees and Clark (Lotus-Climax), 1 m. 39.7 s.  
Lap 16: Gurney (Brabham-Climax), 1 m. 39.2 s.  
Lap 28: Clark, 1 m. 39 s.  
Lap 60: Clark, 1 m. 38.9 s., 209.302 k.p.h. (absolute record).

#### AVERAGE SPEED PROGRESS

Lap 5: 202.553 k.p.h.\*  
Lap 10: 204.585 k.p.h.  
Lap 20: 205.723 "  
Lap 30: 206.030 "  
Lap 40: 206.206 "  
Lap 50: 206.273 "  
Lap 60: 206.410 "  
Lap 70: 206.301 "  
Lap 86: 205.575 " (Road circuit race record).  
\* Higher than any previous race on road circuit.

m.p.h. was almost 2 m.p.h. faster than the 1½-litre lap record, and 3.5 m.p.h. quicker than any previous race on the road circuit. His new lap record, 1 min. 38.9 secs., 130.054 m.p.h., beats Phil Hill's old 2½-litre record by 1.5 secs. and 1.9 m.p.h.!

Salvadori's average in the Coppa Inter-Europa was the highest ever recorded by a G.T. car on the Monza road circuit during a race—and that was three hours of motoring!

I WAS beginning to think that my luck hadn't changed when, on the second practice lap on the banking at Monza, a rear wheel bearing disintegrated and gave me an exciting few sideways seconds.

Bob Anderson, Innes Ireland, and Masten Gregory all had breakages of some kind on the banking, ex-motorcyclist Anderson's probably being the most frightening when a rear wheel detached itself from his Lola and flew high in the air as he spun off the banking.

But then sensibly and mercifully, with just a little pressure from the entrants, the Grand Prix Drivers' Association and the Italian police, the organizers decided to delete the banking and revert to the road circuit only. I'm sure every driver in the Grand Prix slept better on the Friday night, knowing that he wouldn't have to pound around the bumpy, dangerous bankings.

Modern G.P. cars have been designed and developed to handle particularly well on the average G.P. road circuit, and the suspension and steering have been designed to have reasonable safety factors with the sort of loads generated by normal cornering. You can't loop or stunt-fly with the average light aircraft because it isn't designed for such stresses and you'd tear the wings off. In the same way the small, light Formula

the usual air of tension as everyone tried to motor as quickly as one particular car and driver—but this time it wasn't Jimmy Clark's Lotus we were trying to match; it was John Surtees with the new Ferrari. This car was comfortably the fastest on the circuit, and the Italian crowds, suddenly finding that they were on the winning side again, turned up in their thousands to watch Surtees lapping a clear second faster than anyone else. Enzo Ferrari was in the pits feeling justifiably proud. It was virtually impossible to get near the beautifully made, Lotus-like new red car. The team that is on top in motor racing always seems to be the most efficient, and during practice Ferraris were certainly on top. Watching the team working reminded me of the "Prancing Horse" boys as they were in their 1961 hey day. Or should it be "hay" day?

When the Ferrari was wheeled into the paddock there were the usual scores of people photographing, climbing over, and peering under, but this time there were several G.P. drivers and designers taking a keen interest.

Ferrari has in a way shown his hand for next year, and I'm hoping from a British point of view that we have been warned. Remember what happened in 1961 . . . !

Their engine is still only a V6, as although their V8 is giving more peak



ENZO FERRARI, on one of his rare visits to a motor race, checks practice laps with Pat Surtees on her "throne", these being a feature of the new pits at Monza.

## BRUCE McLAREN:

# From the Cockpit

I cars just don't stand up to the extra stresses of a high speed banking.

Any banking, depending on its angle and the speed at which it is taken, increases the effective weight of the car, and therefore increases the load on all components.

And now congratulations to Jimmy Clark, Colin Chapman, and all the boys in Team Lotus—they are world champions in our sport this year, and with five wins from seven *grandes épreuves* they deserve to be. Not forgetting also the Coventry Climax V8 engine which played a major part in the achievement.

During practice at Monza there was

*REG PARNELL has a few terse words with the inevitable Italian police who stand between the concrete pit wall and the steel safety fence.*

power, its power curve is not so usable yet. Someone (John Surtees?) has breathed new life into Ferraris, and a successful V8 or V12 car will only be a matter of time.

But race day was a bad one for the Italians. First of all Roy Salvadori won the 3-hour G.T. race in one of the works Aston Martins, beating the GTO Ferraris on their home ground. Then at 3.30 p.m., when the Italian tri-colour finally dropped, we were in business with wheels spinning—the only safe and sure way of getting a 1,500 c.c. V8 off the line in a hurry. I was back on the fourth row, but I could see that Surtees

wasn't pulling away, and in fact Graham's B.R.M. led the field in the opening laps.

The race soon settled down into a series of exciting scraps between groups of cars. Surtees, Clark, Hill and Gurney were scorching along in front, while Bandini, Ginther, Brabham, and myself were shortly joined by Jo Bonnier and Innes Ireland who was really going places in a hurry with the B.R.P.-B.R.M. on full noise.

My Cooper wasn't particularly fast, but 300 miles at around 130 m.p.h. is a long hard grind and a lot of weary travellers were falling by the wayside. Both Ferraris were in the pits to retire before half distance, and Hill's B.R.M. also made a stop for fuel and clutch adjustment before retiring. Both Brabhams were in fuel bothers again, and I learned from the signal boards that I was slowly moving up the lap chart.

In the closing laps Jimmy had caught Richie's B.R.M. to lap it, then he sat back to keep the Californian in sight and make sure of his comfortable 3-mile lead. Innes had been temporarily slowed with gearbox bothers, but he soon recovered and the extra B.R.M. steam had taken him well out of my reach into third place until on the last lap his car came to a juddering halt with the engine seized solid!

Fellow New Zealander, young Chris Amon, was fortunate to escape serious injury when his Lola spun and crashed on the tricky Lesmo Corner during practice. He fractured four ribs, but he was otherwise in good spirits, and was back in England on Monday evening.

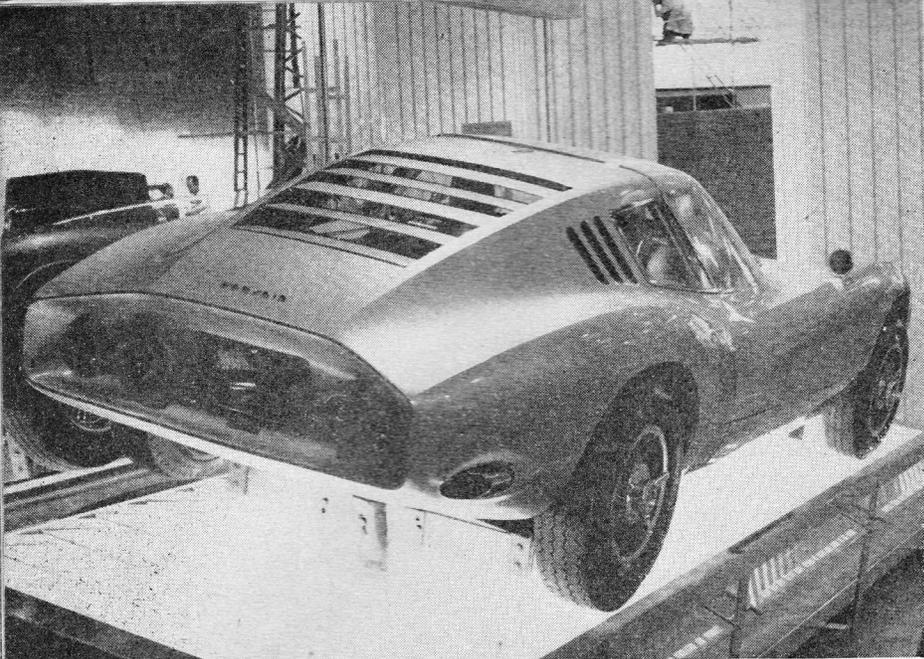
The next race for me will probably be the Gold Cup at Oulton Park on 21st September, and then we start making plans for the American and Mexican G.P.s in October, but some of the sparkle will inevitably be lost from these championship races now that Jimmy has so successfully sewn up the title.



# AUTOMOBILE AUSSTELLUNG FRANKFURT 1963

By JOHN BOLSTER

Photography by GÜNTHER MOLTER



*VERY DRAMATIC* in appearance was the experimental Chevrolet Corvair Monza SS. This is a rear view of the coupe version of this exciting car.

THE Frankfurt Show is not the most important automobile exhibition and it only takes place on alternate years. Nevertheless, it gives a good cross-section of the German motor industry and in this presentation there are several important new models.

Pride of place must be given to the Mercedes-Benz 600, both by virtue of its size and the name it bears. Limousines for V.I.P.s have tended in the past to be old-fashioned in design. The new big Mercedes is extremely advanced and is endowed with every possible accessory for the comfort and luxury of the passengers, yet its price is quite reasonable.

This very large car comes in two wheelbase lengths, as a saloon and as a pullman limousine. It is remarkably low and though it is not good looking it has a strong, purposeful appearance. The air suspension permits the car to be raised



*VERY BEAUTIFUL* is the Glas 1300. The car has a 75 b.h.p. engine and the body, designed by Frua of Turin, looks a little like the new six-cylinder Porsche. . . .

for travelling rough roads and as it is powered with a 300 b.h.p. engine it is capable of 130 m.p.h. The V8 engine has a bore and stroke of 103 mm. x 95 mm. (6,329 c.c.). It has fuel injection into the ports, the two inlet tracts being led together for control by one butterfly.

The 4-speed automatic gearbox is quite compact, bearing in mind the power which it must handle. The propeller shaft has cush drives at both ends, two intermediate steady bearings and six universal joints. The Mercedes-Benz low-pivot swing axle system is rather surprisingly reinforced by a thick anti-roll torsion bar. The steering has a built-in telescopic damper and the disc brakes are by Dunlop. The large 9.00-15 ins. wheels and tyres add greatly to the appearance of the car as well as being practical.

Another important new car at Frankfurt is British. This is the DB5 Aston Martin. Having an over-square 6-cylinder 4-litre engine, it develops 282 b.h.p. with three SU carburettors or 314 b.h.p. with three twin-choke Webers. A 4-speed all-synchromesh gearbox is used, an overdrive being optional, or a 5-speed box, with all ratios synchronized, may be specified. The tubular-framed magnesium alloy body is a built-in unit

with the steel platform chassis. A rear axle is retained, being located by parallel radius arms with a lateral Watts linkage. Girling disc brakes are used all round, the knock-on wire wheels carrying 6.70-15 ins. tyres. This extremely fast car is an important addition to the high-performance market.

A most exciting new car is the 6-cylinder Porsche, though curiously enough it is being shown before production has actually begun. The horizontally opposed air-cooled engine has eight main crankshaft bearings and an overhead chain-driven camshaft for each cylinder block. A 5-speed gearbox is used, naturally being endowed with the famous Porsche synchromesh.

At last the traditional trailing-arm front suspension has given way to wishbones, with longitudinal torsion bars. The independent rear suspension is by trailing arms with the torsion bars across the chassis. A new 2 + 2 body has less rounded lines than previous Porsches and though slightly narrower in outside width is longer and has more seating and luggage room. As the car is capable of over 120 m.p.h., the standardization of disc brakes is wise.

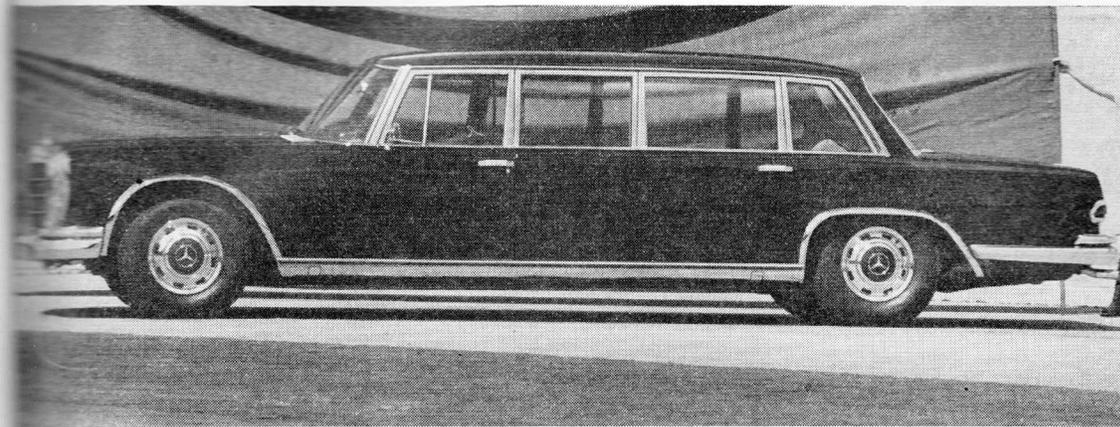
Also disc-equipped, a new "C" series model replaces the previous 4-cylinder Porsche. Improved in many details, this model has Teves brakes, constructed under Dunlop licence, the rear discs having small drum brakes built into their centres, for hand application. This type is already in production.

Originally a Porsche design, the VW continues as before, the production being enormous. The 1500 type has sometimes been criticized for lack of performance, and this model can now be bought with a more powerful twin-carburettor engine.

Very beautiful are the new Glas (late Goggomobil) cars. Styled by Pietro Frua of Turin, the basic engine comes as an over-square sports 1300 or as a longer-stroke 1,500 c.c. touring unit, the bore being 75 mm. in both cases. The speed model is a pretty G.T. coupé and the family car has four doors, still with nice lines. A single overhead camshaft operates valves with an inclination of 30°, the drive being by cogged



. . . WHICH was one of the stars of the Frankfurt Show. The 2+2 bodywork is very attractive and the car has a claimed top speed of 120 m.p.h.



*PRIDE OF PLACE* must go to the Mercedes-Benz 600 (left). The long-wheelbase pullman limousine is depicted—just imagine racing this!

*ATTRACTIVE N.S.U. Spyder* (below) is powered by the Wankel engine, which is situated at the rear. The 500 c.c. engine is said to develop 50 b.h.p.

*ANOTHER* good looker from N.S.U. is the 1000 (bottom). This car has a four-cylinder air-cooled engine which develops 43 b.h.p. The car is very light and has great potential.

belt, which gives long life and silent running, no adjustment ever being needed.

In twin-carburettor form, the Glas engine gives 75 b.h.p. from 1,289 c.c. at 5,800 r.p.m. on a compression ratio of 9.2 to 1. A Porsche-type gearbox is used and the chassis design is conventional.

It is extremely interesting that N.S.U. are showing the Wankel engine in a small Spyder 2-seater. The power unit is mounted at the rear and as its overall height is no greater than that of the bell-housing, luggage may be stored above it. This 500 c.c. engine is claimed to develop 50 b.h.p. at only 5,000 r.p.m. A single horizontal Solex carburettor feeds into the side of the unit, which is cooled by a radiator in the nose of the car, connected by very long pipes.

Also extremely interesting is the 1,000 c.c. 4-cylinder N.S.U. Prinz. This has an air-cooled overhead-camshaft engine mounted across the rear of the chassis and developing 43 b.h.p. As the car is light, the performance must be lively, and the engine could be developed very much further.

B.M.W. still market their 700, 1,500 and 3,200 c.c. models but an 1,800 c.c. car is now listed. This develops 90 b.h.p. in single-carburettor form or 110 b.h.p. with two twin-choke carburettors. A five-speed gearbox is available for this efficient overhead camshaft power unit.

A new Ford Taunus model was unveiled before the Press. This is an attractive coupé on the 12 M front-drive chassis. The bore of the V4 engine has been increased from 80 mm. to 90 mm. resulting in a capacity of 1,498 c.c. With a raised compression ratio for premium fuel, this engine develops 62 b.h.p. at 5,000 r.p.m. and is also found in the "TS" version of the saloon.

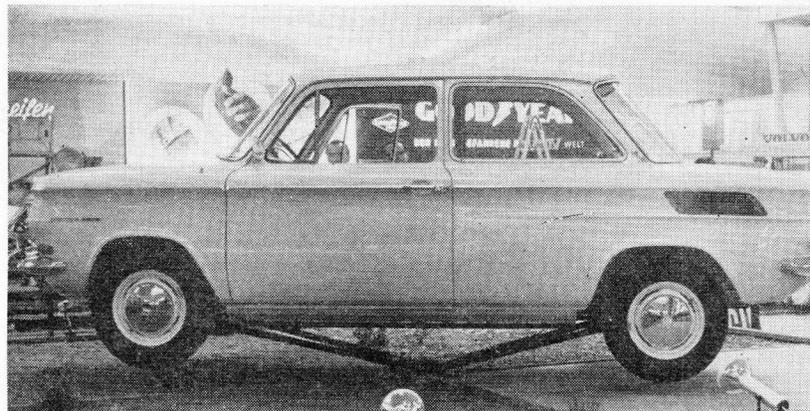
Very good news is the re-thinking that has taken place at the Lancia works. The Flavia, with its beautifully made flat-four engine and front wheel drive, was always an interesting car, but it tended to lack torque for acceleration and the gear ratios were very widely spaced. Now, the 1,500 c.c. engine is still available for the saloon, but all the emphasis is placed on an engine of 1,800 c.c. which develops 92 b.h.p. and has much more "punch" in the middle ranges.

This engine replaces the sports unit that used to be fitted to the coupé and drophead, but a tuned version is available for the Zagato-bodied speed model only. All Flavias now have much closer gear ratios, which must be a great improvement, and a maximum speed of 99 m.p.h. is claimed for the standard saloon.

The Flaminia has undergone similar changes, the engine rising from 2,458 c.c. to 2,775 c.c. There is a power increase, such as the step from 140 to 150 b.h.p. in the G.T. version, and the maximum torque is now developed at a lower rotational speed, which is 2,500 r.p.m. instead of 3,000 r.p.m. in the case of the saloon. Two sets of gearbox ratios are available, the closer relationship being intended for sports models.

A new "razor-edged" roof line has been adopted for the D.A.F., giving more head room, and interior body improvements have been made. The excellence of the D.A.F. transmission has made this car popular all over Europe, but the rumoured larger model has not materialized. The Auto Union 1000 has been replaced by the D.K.W. F102, a 3-cylinder 1,200 c.c. two-stroke car.

From the point of view of appearance, perhaps the Chevrolet Corvair Monza SS is the most dramatic car on view. This is shown as an open rear-engined "racer" and as a spectacular coupé, developed from the car we saw at Geneva. The screen and the front half of the roof tip forwards in one piece with the two doors, the "door handle" being in the centre of the very low roof. These cars have independent suspension all round, really hefty disc brakes, and knock-on light alloy wheels.



Among the expensive sports cars, there is a good display of the Maserati 3500 G.T. and the Ferrari is shown as a Berlinetta with full luxury equipment—I want one! The Rolls-Royce and Bentley have lost their radiator mascots, which are alleged to puncture continental pedestrians, though one can hardly believe this. The Iso-Rivolta, an American-engined Italian car, is being examined with interest by many people who did not see it at Turin.

Popular British sports cars sell at highly competitive prices in Germany, and are justly admired. The Lotus Elan is not spectacular as a static exhibit, but those who have ridden in it are drooling!

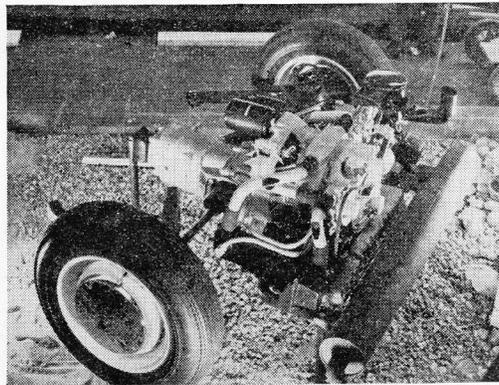
Very important as a prestige exhibit is the Rover-B.R.M., complete with its double zero Le Mans numbers. The Rover has a reputation in this part of Europe, derived from many years of producing high-quality cars. The association of the company with this successful Le Mans car must benefit sales,

especially if new models lay an emphasis on performance.

Technically, the German motor show underlines the future supremacy of the overhead-camshaft engine. There is no doubt that the pushrod is following the side-valve into its grave, long-wearing qualities and maintained performance being the greatest advantages of the "cammy" engine, rather than an appreciable power increase. The disc brake, developed in Britain, is invading the Continent, and it is splendid that the five-speed all-synchromesh gearbox has gained a little ground. Everywhere, there is a trend towards larger engines with better torque characteristics. It is often found that such a "stretching" of the power unit may actually improve the fuel consumption figures.

The Frankfurt Show is an excuse for many parties and social functions. Of these, the introduction of the big Mercedes-Benz was perhaps the most brilliant and it was splendid to see Juan Manuel Fangio looking as fit as ever. How we applauded when the greatest driver of them all was asked to stand up at the front of the hall!

*THE D.K.W. F102 is a very attractive German number (right). NICE TO SEE was the Rover-B.R.M., which performed so well for Britain at Le Mans (below, left). LITTLE WANKEL ENGINE fitted to the N.S.U. Spyder develops 50 b.h.p. at only 5,000 r.p.m. (below, centre). ANOTHER good-looker is the Opel Rekord coupé (below, right).*



## CORRESPONDENCE

### Keeping Out the Karts

WE would like through the columns of your paper to obtain views of other motor sportsmen about the subject of karts partaking in motor car events. In this respect, we hasten to add that we are not referring to vehicles such as the Tico Martini, the Rudeani and other such vehicles, but to the Tiger-Shrike of Mr. Samuel and the like.

We are interested in and race karts; therefore, we consider Mr. Samuel a very brave man indeed and likewise the scrutineers who pass such vehicles, but we also consider them "out of place" in sprints and hill-climbs designed for the motor car.

Clubs organizing events can debar any vehicle resembling a kart, but unless they specifically state so, as long as the kart complies with the R.A.C. vehicle regulations, their entry will have to be accepted. In this respect, as far as we are able to understand, there is no mention that a vehicle has to have a suspension system, which means if a kart has four-wheeled brakes, a suitable body and fire protection between engine and driver, it can be entered.

Being the entrant of two cars in sprint and hill-climb events, we are naturally very concerned about this "invasion" of the 500 c.c. and over racing car classes, and would be pleased to have the opinions of other drivers and/or entrants on the matter of karts partaking in motor car events, with a view to approaching the R.A.C. to introduce some control in next year's regulations.

EQUIPE BRUTONI, NEAR SALISBURY, WILTS.

F. BRUCE WHITE.

### Fastest Formula Junior Lap

DURING last Saturday's meeting at Brands Hatch one of the commentators, Mr. Anthony Marsh, said over the loudspeakers that he had just been advised by Mr. Gregor Grant, Managing Editor of AUTOSPORT, that the American driver Tim Mayer could claim the distinction of being the fastest ever Formula Junior driver with his record lap in the Grand Prix of Pergusa for F.J. cars near Enna, Sicily, on 11th August.

Fastest lap of the race was in 1 min. 22.4 secs. at the speed of 128.5 m.p.h. and it was set by an American. But without being discourteous to that talented driver Tim Mayer (who won Heat 2 last Saturday), it should be pointed out that the record lap at Pergusa was made by 24-year-old New Yorker Peter Revson. Revson was second to Frenchman Jo Schlesser after a brilliant race and won the Junior race at Copenhagen the following weekend.

LONDON, S.W.3.

PETER MILLER.

[Apologies to Mr. Marsh: I agree it was Revson who set up the record, and not Mayer.—Ed.]

### British Racing Green

WITH reference to Ken Gregory's letter asking for information as to the official colour of British Racing Green, I think he will find that there is no such specification. Mr. Boddy's criticism was levelled against the E.R.A.s some 30 years ago, when they appeared in a pale leaf green.

It would seem that the traditional colour is that used on the racing Bentleys, which was known as dark Napier green and was presumably inherited from the racing Napiers. Some information as to the manufacturers of this particular paint appeared in an early issue of the B.D.C. Review, but I am unable to locate it.

Mr. Gregory may or may not be encouraged by the fact that "German racing white" always turns out to be silver and "French blue" ranges from the pale Bugatti blue to the navy blue of pre-war Delahayes.

It is to be hoped that with only two countries taking part in G.P. racing, that all British cars are not to be finished in a uniform shade; recognition is already difficult enough.

CHESHAM, BUCKS.

G. HOWARD-SORRELL.

OF course Ken Gregory is right in his remarks on British Racing Green; there is no such colour. Why anyone should see fit to object to B.R.P.'s attractive shade I cannot imagine. It is a perfectly good green and certainly preferable to B.R.M.'s "British Racing Black" and Aston Martin's "British Racing Grey". Since all racing cars look exactly the same anyway now, do we have to have them all the same shade of green as well? Stick to your individual shade B.R.P., it's genuinely and unashamedly British—and good luck to you!

FARNHAM, SURREY.

T. V. BRETTELL.

### Postscript by Mister Motor Racing

I AM sorry I was not able to write before I left home, but as I was off for a few weeks and only returned hours before my last departure, I did not have the opportunity.

May I thank Mr. Winder for pointing out that I am not dead and at the same time say how touched I am by the suggestion that No. 7 could be kept open. I cannot pass a remark concerning the latter, for obvious reasons, but to know that someone had the idea is quite something. Motor racing has given me a wonderful life, many friends and a contented mind; what else could anyone ask?

May I take this opportunity to thank your magazine for its support of the "Greatest Sport", and your readers for helping to make it just that.

LONDON, W.1.

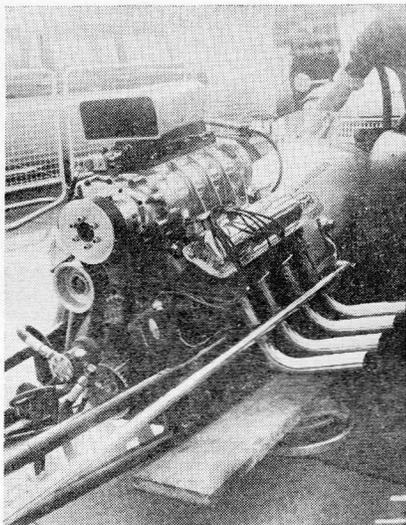
STIRLING MOSS.

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

# Brighton Speed Trials

**Dragsters from the States  
Shown in Public for the  
First Time in England**

BY BRIAN SPARROW



*ENGINE and blower of Mickey Thompson's Dragster. It is a Ford Galaxie unit restocked and bored to 8,000 c.c., and uses methanol fuel.*

WONDERFUL weather and the prospect of the visitors from the United States showing us their machinery's capabilities combined to make a very pleasant day out, despite the regimentation which one has come to expect from the Brighton organizers. Unfortunately, whilst making her run in the Ladies' Class, Mrs. Lewis crashed fatally in her Tojeiro-Jaguar, the car coming to rest in the children's playground just before the finishing line after touching the curb and tearing through the steel barrier on the sea side.

Careful arrangements had been made to demonstrate the supercharged 5-litre Chevrolet-powered Dragster owned and sponsored by Revells together with Sydney Allard's well-known machine. Dean Moon, the speedshop owner and builder of the device, together with his driver Dante Duce, were in attendance with their mechanics, or "handlers", and proved to be most friendly. However, not to be outdone, Mickey Thompson flew over the day before after telephoning the organizers the Tuesday before. Thompson's car is powered by an 8-litre Ford engine, basically the same as that in the Galaxie with the addition of a supercharger. Harvey Aluminium are sponsoring this car. Mobil provided the fuel for both machines, pump "gas" in the case of "Mooneyes" and "jungle juice" in the case of the Harvey Aluminium car.

Traditionally, the Brighton and Hove Motor Club run a Handicap class for members first, which is an excellent plan in view of the fact that the locals have to run at 9.15 a.m. whilst many competitors are still journeying south. B. J. Simpson's Alvis Silver Eagle was first on corrected time from

the M.G. TC used by both I. C. and C. Richardson, who secured second and third handicap places. Dan Richmond's class record for the under 1,600 c.c. saloons was broken by Ron Fry in his Austin-Cooper with a grand time of 31.87 secs..

The all-Jaguar 3.8 class for over 1,600 c.c. saloons was closely won by M. S. Runham, who took 29.21 secs., from Peter Woodroffe, who required a further .05 sec. In a Lotus battle in the 1,101 to 1,600 Sports and G.T. class the Elan driven by H. Jones proved a trifle quicker than the Elite of Adrian Chambers by taking 28.45 secs. to win. The first three in this class all beat last year's class record set up by Rose's Elite. Donald Duncan's Ace-Bristol clocked 29.3 secs. to take his class and to break Ray Meredith's class record established last year in a Morgan.

The next record to suffer was that for the largest Sports and G.T. class when Eric Brown's 3.8-powered XK 120 required 25.07 secs. to break Playford's E-type time of last year. Mrs. Pat Coundley had a field day by easily winning the Ladies' class in her well-known D-type, taking a mere 24.94 secs. and also narrowly pipping David Beckett's Lister-Jaguar to win the largest sports-racing class with a time of 24.90 secs.; this was quite enough to at last break Josh Randles's class record which has stood since 1958. Mrs. Coundley's best time was also the fourth fastest car time of the day; these D-types just go on for ever it seems.

George Burton's well-known 4½ Bentley won the Bentley D.C. class from the 8-litre examples of Morley and Sowden with a time of 30.20 secs., the late Forrest Lycett's record remaining unscathed.

Unfortunately the racing car classes were poorly supported, Prescott the next day being the reason no doubt, or could it be that the Brighton atmosphere is not quite right?

The 500 c.c. class was won by G. Powell's Norton-powered special from the amazing Triumph-powered Tiger Shrike. David Hitches's Lola won the F.J. class with a time of 27.27 secs., closely followed by M. Braby's Cooper Junior, which was to go even faster in another class to amaze us all.

Patsy Burt's 1½-litre Cooper-Climax won the 1,101 to 1,500 c.c. racing class from Tony Densham's Worden Dragster, which is powered by a Shorrocks-"blown" Classic, and is still in its early development stages. Mike Eyre won the Unlimited Racing Car class with a time of 24.42 secs. from the 4-litre Darracq of Ron Smith and Nigel Arnold-Foster's Delage driven, on this occasion, by George Burton.

Braby's Cooper surprised us all with a magnificent time of 23.34 secs. to win the 501 c.c. to 1,100 c.c. racing class and make second best car time, clocking 23.34: this was enough to break Rupert Instone's class record established in 1957 in the famous Djinn.

Ken Wilson's newly acquired ex-Tony Marsh 2½-litre B.R.M. running in the 1,501 c.c. to 3,000 c.c. racing class made best car time, taking 23.10 secs. for the standing kilo—a very creditable time. Not surprisingly, Chris Summers's car course record of 21.69 secs., established last year, remains for another year.

George Brown shattered us all once more with a time of 19.29 secs. to break his own

course record established last year in the same machine, "Super Nero", the supercharged 998 c.c. Vincent special. George's average speed over the kilo was 115.96 m.p.h. which is even faster than his world standing start kilo record established with his unblown machine on a perfect course that was dead straight and without the worry of the traffic lights and hockey stick that prevent the rider starting in his own time.

The Dragster demonstrations were given at the completion of the first class runs in the afternoon at the end of the programme. The first runs were spurts from rest for about 200 yards up the course, any longer use of the "loud pedal" being positively suicidal.

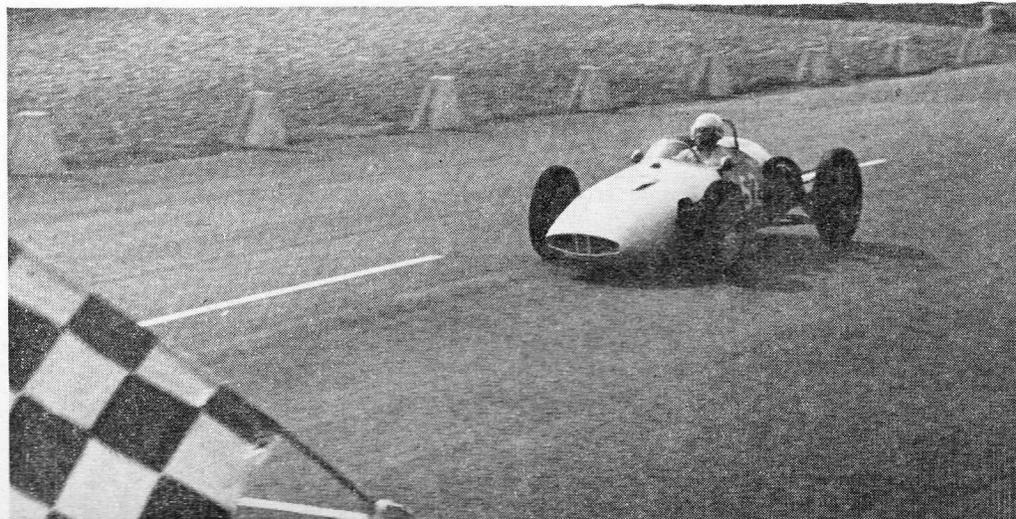
It is sadly apparent that Brighton is unsafe for such full throttle running over even the quarter mile, but at least those present who have not had the chance to see the other demonstrations at Church Lawford and Debden on the 21st and 22nd will have seen and heard these fabulous machines which are even more stirring than the V16 B.R.M. and pre-war Mercs.

The meeting was scheduled to end at 5 p.m. and, sure enough, it did so on the dot, despite the presence of several high-ranking officers of the law who at 4.30 issued a moronic request that all competitors' cars and equipment on the sea side of the paddock be moved to the already crammed North side, thus having to cross the line of competitors awaiting their second runs before time ran out. Shades of Monza I feel.

## RESULTS

**B.T.D.:** K. Wilson (B.R.M.), 23.10 s. **Saloons up to 1,600 c.c.:** 1, R. Fry (Austin-Cooper S), 31.87 s.; 2, P. Martin (Austin-Cooper), 33.0 s.; 3, K. Kemsley (Austin-Cooper), 33.9 s. **Over 1,600 c.c.:** 1, M. Runham (Jaguar 3.8), 29.21 s.; 2, P. Woodroffe (Jaguar 3.8), 29.26 s.; 3, N. Watt (Jaguar 3.8), 30.19 s. **Sports and G.T. up to 1,100 c.c.:** 1, C. R. M. Boote (Morris-Cooper), 32.21 s.; 2, D. Wynne (Morris-Cooper), 33.11 s.; 3, K. Ayers (Austin-Cooper), 33.30 s. **1,101 to 1,600 c.c.:** 1, H. Jones (Lotus Elan), 28.45 s.; 2, A. Chambers (Lotus Elite), 28.50 s.; 3, N. Porter (Austin-Cooper S), 30.06 s. **1,601 to 2,500 c.c.:** 1, D. Duncan (Ace Bristol), 29.30 s.; 2, C. Smith (TR3), 30.68 s.; 3, J. Spurrell (TR3), 31.26 s. **Over 2,500 c.c.:** 1, E. Brown (Jaguar XK 120), 25.07 s.; 2, R. Farquharson (Allard J2X), 26.12 s.; 3, R. Fry (Ferrari), 26.49 s. **Ladies' Class:** 1, Mrs. P. Coundley (Jaguar D), 24.94 s.; 2, Miss P. Porter (Jaguar E), 28.66 s.; 3, Miss M. Wheeler (Jaguar XK 120), 29.80 s. **Sports-Racing up to 1,100 c.c.:** 1, M. Beard (Lotus 17), 27.76 s.; 2, C. Hill (Lotus 7), 29.56 s.; 3, J. Barnes (Elva Mk. 7), 29.77 s. **1,101 to 1,600 c.c.:** 1, E. W. Brailey (Terrier), 27.30 s.; 2, R. Peel (Elva), 27.30 s.; 3, S. Digby (Gemini), 29.02 s. **Over 1,600 c.c.:** 1, Mrs. P. Coundley (Jaguar D), 24.90 s.; 2, D. A. Beckett (Lister Jaguar), 24.98 s.; 3, S. Richardson (Ace-Jaguar), 25.19 s. **Bentley D.C. Class:** 1, G. Burton (3/4-litre), 30.25 s.; 2, F. Morley (8-litre), 30.68 s.; 3, F. Sowden (8-litre), 31.20 s. **Racing Cars up to 500 c.c.:** 1, G. Powell (S.P.E.-Norton), 30.20 s.; 2, I. Bracey (Tiger Shrike), 31.35 s.; 3, J. Bailey (B.J.R.-J.A.P.), 32.10 s. **Formula Junior:** 1, D. Hitches (Lola), 27.27 s.; 2, M. Braby (Cooper), 27.46 s.; 3, M. Thomas (Lotus 18), 29.61 s. **1,101 to 1,500 c.c.:** 1, Miss P. Burt (Cooper-Climax), 25.59 s.; 2, A. Densham (Worden-Dragster), 27.86 s.; 3, R. Salvage (Connaught), 32.96 s. **Unlimited:** 1, M. Eyre (Cooper-Buick), 24.42 s.; 2, G. Burton (Delage), 30.20 s.; 3, R. Smith (Darracq), 31.09 s. **501 to 1,100 c.c.:** 1, M. Braby (Cooper F.J.), 23.34 s.; 2, A. Prince (Lotus 18), 18.09 s.; 3, M. Horton (Cooper-Climax), 29.52 s. **1,501 to 3,000 c.c.:** 1, K. Wilson (B.R.M.), 23.10 s.; 2, Miss P. Burt (Cooper-Climax), 25.81 s.

*BEST TIME OF DAY was put up by Ken Wilson's B.R.M. in 23.10 secs. He is about to cross the finish line in the ex-Tony Marsh car.*



# Peter Westbury Leads Championship

## Felday-Daimler Sets B.T.D. at Prescott

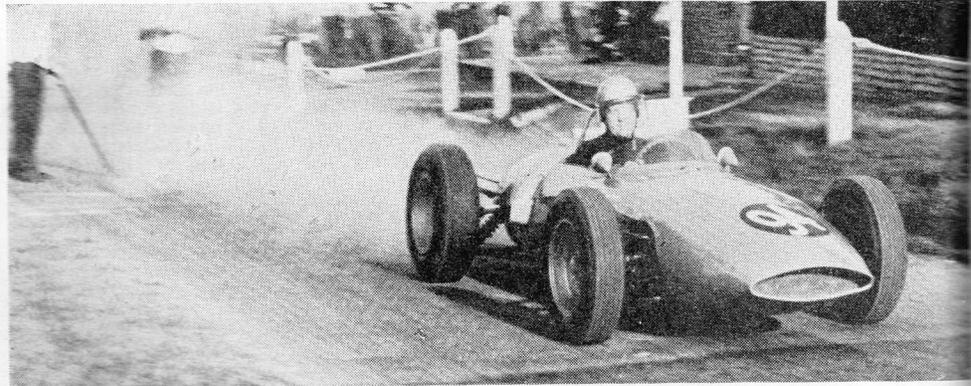
By PAUL WATSON

WITH this year's R.A.C. Hill-Climb Championship now absolutely neck and neck, Peter Westbury and Tony Marsh came to glorious sunny Prescott last Sunday to decide who was to take the lead in this, the penultimate round in the competition. As it turned out Peter finished second and Tony's car was off form; this left the road clear for Peter Boshier-Jones to take premier place, although Westbury's second position was good enough to give him a one-point lead in the Championship. Marsh's course record of 48.68 secs. remained intact all day, best time going to Westbury in 48.95 secs. recorded during his class runs. Although the outright record remained unbroken, the ladies' record fell to Agnes Mickel, who broke Betty Haig's record of 55.14 secs., leaving it at 53.71 secs. Four other class records fell.

WITH blue skies and not a cloud in sight, class one cars (up to 1,000 c.c. Touring and G.T.) came to the line. This was not a very exciting affair, with M. R. Evans's Austin-Cooper winning comfortably from two similar cars and a motley collection of also-rans. In the 1,600 c.c. section things hotted up with Warwick Banks tearing up the hill in 54.52 secs. to take over two seconds off Bob Rose's class record, only to be disqualified as the result of an objection lodged because Banks turned up with his Turner on a trailer instead of having driven to the circuit. Technically the objection was quite just, but in view of Banks' fantastic effort it seemed rather a shame; he was, however, credited with a new class record.

In the over 1,600 c.c. Touring and G.T. class Phil Scragg had an easy time with his E-type, scoring a comfortable win over Ray Meredith's indecently fast "Moggy" and Tom Cunane's red A.C. Ace.

The small sports-racing car class was the usual dog-fight, with at least half a dozen cars and drivers capable of taking first place. After a stern battle Tom Clapham (Lotus-Climax 7) came out on top with a new class record of 52.71 secs., and a useful win over the previous record holder, Ray Terry, who this time had to be content with second in 52.75 secs. Geoff Breakell's Lotus 23B was third, ahead of Graeme



son's single-seater Frazer-Nash won comfortably on handicap, with John Horton's A-type Connaught making individual fastest time.

The one- two- and three-cylinder racing class was, as usual, full of a doubtful selection of ancient ex-Formula 3 cars, some very old and some not quite so old. It was one of the not-so-old ones that won the section driven by the intrepid Miss Isobel Robinson. The class was, of course, mainly contested by the "Twin" 1100s, that superb Jersey driver Mac Daghorn leading throughout to set a new class record of 49.60 secs., an improvement of 1.2 secs. on Bryan Eccles's previous record. Second place was hotly contested by McLaughlin's similar car and MacCartney-Filgate with a blown 1,142 c.c. version, McLaughlin just coming out on top. Trials exponent Malcolm Eaves won the F.J. Class with his nice Lotus 20, beating Austen May's ex-M.R.P. Cooper, and a D.K.W.-engined Elva.

The 1,500 c.c. racing class was a gift to Peter Boshier-Jones with no real opposition of any note. This, however, did not prevent the Welshman from setting up a new class record of 49.73 secs., the previous record having stood to David Good in 50.60 secs.

The over 1,500 c.c. class had all the big monsters with a total of no fewer than four American multi-cylinder V8s taking part. Peter Westbury was quickest on his first run and then on his second made sure by recording B.T.D. in 48.95 secs., the only driver last Sunday able to break into the 48s, Tony Marsh, in spite of a rather "off" engine, managed to hold off Ray Fielding for second place, but David Good spun after the bridge on his first run and on his second could not better 51.13 secs. A particularly meritorious effort was put up by John Macklin with the ex-Keylock Cooper-Buick V8 who, on his first official appearance with the car, clocked 50.65 secs. The other V8 taking part was Mike Eyre's Buick-engined car, but this was not fast and could do no better than 57.35 secs. The Chaparral driven by Phil Scragg was having teething troubles and only managed one run, but Scragg's old mount, the blue 2½-litre B.R.M., was settling down well in its new owner's hands, Tony Griffiths managing 50.70 secs. on his first attempt with this car on the hill.

The meeting drew to a close with the championship runs. Peter Westbury made a superb first climb to lead at the end of the first attempts, but a spin at the esses

on the second cost him the class and maximum championship points, Peter Boshier-Jones taking that honour with a time of 49.17 secs. on his second attempt. This was extremely galling for Westbury, but as it turned out Tony Marsh's car, which had been steadily degenerating throughout the day, was, by the time the championship runs were reached, so sick that he finished last and failed to score points. Of the rest Ray Fielding came in second and David Good, who was fourth at the end of the first runs, nearly spun at Ettore's bend, losing over two seconds in the process and letting Mac Daghorn into fourth spot. Poor Ian McLaughlin only moved two yards before stopping, so only nine cars actually took part.

Only criticism of the meeting was the

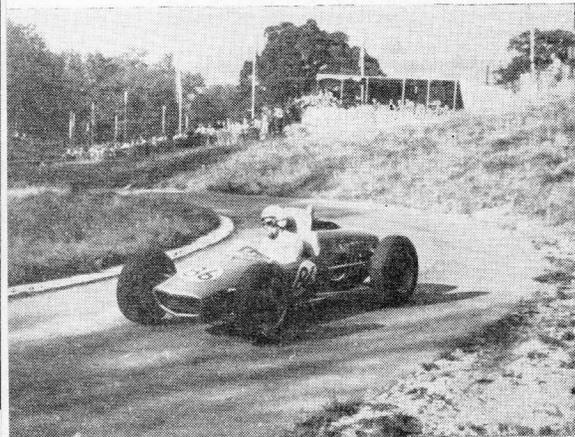
**TONY GRIFFITHS** in the ex-Phil Scragg 2½-litre rear-engined B.R.M. seems to have got the hang of his new acquisition quite quickly. Griffiths was sixth in the championship runs.

commentary: while Austen May was speaking it was excellent, but the other commentators were indifferent and most erratic in their announcement of times—a pity, as this tends to lessen interest when at a hill-climb one relies entirely on an informative commentary to make it possible to follow the meeting closely.

### RESULTS

**B.T.D.:** P. Westbury (2.5 s/c Felday-Daimler), 48.95 s. **Touring and Grand Touring up to 1,000 c.c.:** 1, M. R. Evans (Austin-Cooper), 60.89 s.; 2, R. D. Blackidge (Morris-Cooper), 61.45 s.; 3, J. F. May (Austin-Cooper), 61.96 s. **1,001-1,600 c.c.:** 1, R. Rose (1.5 Lotus Elite), 55.66 s.\*; 2, N. Porter (Austin-Cooper), 57.04 s.; 3, C. R. M. Boote (Morris-Cooper), 59.03 s. **Over 1,600 c.c.:** 1, P. Scragg (Jaguar E-type), 55.86 s.; 2, R. E. Meredith (Morgan Plus 4), 56.75 s.; 3, T. G. Cunane (A.C. Ace-Ford), 58.50 s. **Sports-Racing up to 1,600 c.c.:** 1, T. R. Clapham (1.2 Lotus-Climax 7), 52.71 s.\*; 2, R. M. Terry (1.5 Lotus-Climax 7), 52.75 s.; 3, G. H. Breakell (1.6 Lotus-Ford 23B), 52.97 s. **Over 1,600 c.c.:** 1, D. A. Beckett (3.8 Lister-Jaguar), 53.86 s.; 2, J. Randles (3.0 Cooper-Maserati Monaco), 55.05 s.; 3, J. P. Chapman (5.4 Chapman-Mercury), 55.70 s. **Bugatti Handicap:** 1, Lt. Col. P. E. L. Carmichael (Bugatti T.37), 55.90 s. (actual time 63.40 s.); 2, J. Boulton (Bugatti T.49), 56.46 s. (80.46 s.); 3, J. Horton (Bugatti T.35), 56.85 s. (66.85 s.). **Historic Racing Car Handicap:** 1, A. J. Gibson (1.5 s/c Frazer-Nash), 53.88 s. (actual time 57.13 s.); 2, H. S. Clifford (1.5 s/c Alta), 54.59 s. (59.59 s.); 3, J. Horton (2.0 Connaught), 54.89 s. (55.39 s.). **Formula Junior:** 1, M. J. Eaves (Lotus-Ford 20), 54.18 s.; 2, C. A. N. May (Cooper-Ford Mk. 3), 54.80 s.; 3, P. B. Bailey (Elva-D.K.W.), 56.81 s. **Racing Cars 1, 2 and 3 cylinders unlimited:** 1, M. E. Daghorn (Cooper-J.A.P. 1100), 49.60 s.\*; 2, I. B. McLaughlin (Cooper-J.A.P. 1100), 52.15 s.; 3, J. D. MacCartney-Filgate (Cooper-J.A.P. 1142 s/c), 53.29 s. **Up to 1,500 c.c.:** 1, P. Boshier-Jones (1.2 s/c Lotus-Climax 22), 49.73 s.\*; 2, G. Parker (1.5 Cooper-Climax), 53.29 s. **Over 1,500 c.c.:** 1, P. Westbury (2.5 s/c Felday-Daimler), 48.95 s.; 2, A. E. Marsh (2.0 Marsh-Climax), 49.96 s.; 3, R. Fielding (2.2 Lotus-Climax 21), 50.37 s. **R.A.C. Hill-Climb Championship:** 1, P. Boshier-Jones (1.2 s/c Lotus-Climax 22), 49.17 s.; 2, P. Westbury (2.5 s/c Felday-Daimler), 49.42 s.; 3, R. Fielding (2.2 Lotus-Climax 21), 49.51 s.; 4, M. E. Daghorn (Cooper-J.A.P. 1100), 49.59 s.; 5, D. R. Good (2.5 Cooper-Daimler), 50.64 s.; 6, A. B. Griffiths (2.5 B.R.M.), 50.95 s.; 7, R. G. Mickel (2.5 Cooper-Climax), 51.74 s.; 8, A. E. Terry (1.5 Lotus-Ford 7), 51.88 s.; 9, A. E. Marsh (2.0 Marsh-Climax), 52.61 s. **Fastest Lady:** Mrs. A. Mickel (2.5 Cooper-Climax), 53.71 s.\*

\*denotes new class record.



**THE MAESTRO:** Peter Westbury takes his powerful Felday-Daimler through the new loop. Westbury now stands an excellent chance of pulling off the R.A.C. Hill-Climb Championship, which will be decided on Saturday at Dyrham Park.

Austin's Emeryson, which is not used to finishing as low as fourth.

In the big sports-racing class Josh Randles was in for a big surprise, being soundly thrashed by David Beckett's Costin-bodied 3.8 Lister-Jaguar. Scragg's class record remained intact, but Beckett's time of 53.86 secs. was a fantastic effort for such a big car.

As usual the Bugatti Handicap saw a large number of delectable Molsheim products making all the right noises and looking simply splendid. Carmichael's Type 37A won while other G.P. cars were driven by Frank Wall, John Horton, and "Doc" Taylor with the glorious ex-Hindle 3.3 straight-eight car. Individually, Taylor's car was easily fastest in 58.54 secs. In the Historic Racing Car handicap Arthur Gib-

# CLUB NEWS

By ROBERT GRANT

**T**HE M.G.C.C. (S.E. Centre) are promoting a restricted sprint meeting at Brands Hatch on 20th October. Invitation is open to the Sevenoaks and D.M.C., Tunbridge Wells M.C., B.A.R.C., West Essex C.C., Romford E.C.C., Circle C.C., Maidstone and Mid-Kent M.C., London M.C., Herts County A. and Ae. C. and the Austin-Healey Club. There are a generous number of awards and several classes are catered for, but there are no classes for racing cars. Entries close on 15th October and forms are available from Mrs. E. Cobban, 6/10 Birkbeck Road, Ilford, Essex. . . . Entries close on 25th September for the **Ulster A.C.'s** closed Knockagh hill-climb meeting on 5th October. There are 14 classes including a handicap class open to all cars. Regs. are available from the Honorary Secretary, Ulster Automobile Club, 16 Bedford Street, Belfast, 2. . . . The **London M.C.** are organizing the Norwester Night Rally on 26th/27th October. It is a restricted event and is also a B.T.R.D.A. Silver Star, *Motoring News* and A.S.E.M.C. Championship event. Invited clubs are the British Army Motoring Association, B.A.R.C., Brighton and Hove M.C., Circle C.C., Hants and Berks M.C., Harrow C.C., Southsea M.C., West Hants and Dorset C.C. and all entrants for the aforementioned championships. Further details and entry forms can be obtained from Miss Wanda Williams, 96 Seymour Place, London, W.1. . . . The **Shenstone and D.C.C.** are promoting the Buxton Trophy Rally on 12th October. The event is open to all registered entrants in the B.T.R.D.A. Silver Star Rally Championship and members of member clubs of the Midland Association of Motor Clubs. The rally will start near Lichfield and finish at Llandudno with a route of approximately 200 miles in length, including two or more no-stop hills on non-damaging surfaces, special stages and a high-speed regularity trial at Oulton Park. Entries for this event close on 30th September and are available from M. F. Finemore, 3 High Street, Sutton Coldfield, Warwick. . . . Regs. are now available for the **Severn Valley M.C.'s** third national speed hill-climb at Loton Park, Shrewsbury, on 20th October. This is the last of the big national speed hill-climbs of the year. There are 13 classes, including ones for touring, G.T., racing, sports-racing, F.J., Frazer-Nash, Vintage and P.V.T.s. Entries, for which the limit is 150, can be obtained from G. B. Corser, 8 Swan Hill, Shrewsbury. Closing date for entries is 8th October. . . . The Scarborough Hill-Climb on 13th October, represents the third time that the **B.A.R.C.** (Yorkshire Centre), the **East Yorkshire C.C.** and the

**Jaguar D.C.** (Northern Branch) have combined to promote a hill-climb at the Oliver's Mount motor-cycle racing circuit at Scarborough. This year the event will be sponsored by the Scarborough Corporation and will be televised by A.B.C. TV. There are 20 classes for competitors in the main hill-climb as well and nine classes for J.D.C. members only. Entries open on 23rd September and close on 5th October, and they should all be sent to Miss P. J. Steele, 10 Wormalds Yard, Boar Lane, Leeds, 1. Members of the J.D.C. may enter for both the main section of the event and an additional competition for Jaguar cars only, or they may enter for the Jaguar car classes only. . . . The **Sussex C.C.**, in co-promotion with the **Southsea M.C., Eastbourne and D.M.C., Sporting VW O.C., Sevenoaks and D.M.C.**, and the **Winchester and D.M.C.** will run a production car trial at Weavers Down on 13th October. The event will be open to members of the co-promoting clubs only. Champs, Gypsies, Land-Rovers and Jeeps are not eligible for this event. The entry list closes on 10th October and application should be made to W. H. Edwards, 11 Chatsworth Road, Worthing. . . . The **B.R.S.C.C.** are organizing a closed race meeting on the long Brands Hatch circuit on 6th October. This promises to be a really exciting meeting with a total of six races, but it should be pointed out that as this meeting constitutes the penultimate qualifying event for the Guards, John Davy and Slip Moyslip Championships, entries which close on 23rd September, will not necessarily be accepted in order of receipt of completed entry forms but may be selected on merit by the organizers. Secretary of the Meeting is Mike Beuttler, B.R.S.C.C., 6 Buckingham Street, London, W.C.2. . . . Entries close on 31st September for **SUNBAC's** restricted Vesey Cup production car trial at Prestbury on 6th October. Invited clubs are the Shenstone and D.C.C., Hagley and D.L.C.C., M.G.C.C. (Midland Centre), Dudley M.C., 432 M.C., Leicestershire C.C., Midlands M.E.C., Lincs and Cheshire C.C. and the Sheffield and Hallamshire M.C. Regs are available from J. Woodhouse, 106 Jockey Road, Sutton Coldfield, Warwick. . . . The **Oxford M.C.** are promoting a restricted sprint meeting at Chipping Norton Aerodrome on 29th September which is open to the Bournemouth M.C., Godiva C.C., Seven-Fifty M.C., Midland A.C., M.G.C.C. (S.E. Centre), B.A.R.C., Bristol M.C. and L.C.C., Combined Universities M.C., Evesham A.C. and the Mini-Se7en C. There are nine classes, including ones for racing and G.T. cars. Entries close on 21st September and forms are available from E. O. Goodman, Barters Hill, Chadlington, Oxford. . . . The **London M.C.** will run the fifth London Slalom at Blackbushe Airport on 6th October. This is a closed event and entries are available from René Boucher, 29 Barn Hill, Wembley Park, Middlesex, not later than 1st October.

. . . The **Liverpool M.C.** are holding their Burns autocross meeting on 29th September at Thurston, Cheshire. It is a restricted event and the invited clubs are the B.A.R.C. (N.W. Centre), B.T.R.D.A., Chorley A.C., Knowdale C.C., Lincs and Cheshire C.C., Mid-Cheshire M.C., Southport M.C. and the West Lincs M.C. There are seven classes but G.T. cars will be classed as open cars. Entries close on 25th September and should be sent to C. M. Lawrenson, 6 Hinderton Drive, West Kirby, Wirral, Cheshire. . . . The **West Essex C.C.** are promoting a National British hill-climb on 6th October at Stapleford Airfield, Nr. Abridge, Essex. The length of the course is three-quarters of a mile, on a good surface, with a maximum gradient of 1 in 12. There are classes for touring, G.T., sports and racing cars. Entry list closes on 23rd September and regs. are available from E. E. Davis, 12 Graysham Avenue, Gants Hill, Ilford, Essex. . . . The **Southsea M.C.** are organizing the Southsea AUTOSPORT Driving Tests meeting at Clarence Pier Coach Park, Southsea, on 6th October. This is a A.C.S.M.C. Championship qualifying event and is, therefore, open to any member club of the association. Classes range from those for Goggos, N.S.U.s and Messerschmitts to specials in any state of tune. The entry list closes on 30th September and S. Taylor, White Acre, Pound Lane, Meonstoke, Southampton, has the forms. . . . The **Seven-Fifty M.C.** are promoting the AUTOSPORT Driving Tests Championship meeting at Stanford Hall, Stratford-upon-Avon, on 29th September. Classes will be formed by the organizers into groups of cars that as far as possible will be of like performance. In addition there will be classes for standard pre-war Austin Sevens and for 750 and 1172 specials. Included in these latter classes will be entrants who have qualified for the AUTOSPORT Championships at previously nominated events. This is a closed event and regs. are available from T. Deadman, 133 Longhill Road, Catford, London, S.E.6, with closing date for entries 25th September. . . . The **Leicestershire C.C.** are co-promoting with the **Loughborough C.C.** and the **Soar Valley M.C.** the Lonsdale Trophy rally, which is a closed event, on 28th/29th September. The route is approximately 130 miles in Leicestershire and Rutland, finishing between Uppingham and Leicester at 0330 a.m. on the Sunday. Entries close on 23rd September and are available from R. F. Leversedge, 69 Gainsborough Road, Knighton, Leicester.

## DUDLEY & D.C.C. WOLVERHAMPTON & SOUTH STAFFS C.C. LUCAS M.C.

### DRIVING TESTS

**T**HIRTY-FIVE competitors turned up for this meeting held at a newly found venue at the premises of Tarmac, Ltd., at Ettingshall, Wolverhampton, and enjoyed an afternoon's motor sport in unusually pleasant weather conditions, which even the proximity of a huge blast furnace did not diminish!

The B.T.D. was put up by Peter Hawthorne in his Mini-Cooper, a good performance for one who is not a regular driving test competitor, especially when the entry list contains such names as Tim Baker and Malcolm Hazlewood! These last-named both collected penalties, but despite this Baker won the sports class by a wide margin.

A feature of the meeting was the driving of J. Gwilliam in his VW 1500 Estate car—he was a clear winner of the large saloon class, and also beat all the small saloons, apart from the class-winning Minor 1000 of A. Parkin.

The ladies' award was won by Mrs. J. Hazlewood, whose handling of her Sprite is quite as good as that of many male competitors. A. R. PARKIN.

#### Results

**B.T.D.:** P. Hawthorne (Mini-Cooper), 251.4 s.  
**Minis:** 1. P. Hawthorne (Mini-Cooper), 251.4 s.; 2. B. Mills-Taylor (Mini-Cooper), 254.7 s.; 3. P. Darbyshire (Mini), 264.2 s. **Small Saloons:** 1. A. Parkin (Minor 1000), 302 s.; 2. P. Birchley (VW), 350.2 s.; 3. P. Stanton (Herald), 366.6 s. **Large Saloons:** 1. J. Gwilliam (VW 1500), 323.1 s.; 2. J. Dudley (Wolseley 1500), 343.6 s. **Sports Cars:** 1. T. Baker (M.G. Midget), 254.2 s.; 2. M. Harrison (Sprite), 272.3 s.; 3. B. Ainge (Sprite), 275.1 s.

## COMING ATTRACTIONS

### FOREIGN EVENTS

- 22nd September.** COUPES DE PARIS, Montlhéry, France (F.J.).  
TRFNTON, U.S.A. (F.L.).  
**28th September.** CANADIAN GRAND PRIX, Mosport Park, Canada (S.).  
**29th September.** PACIFIC RACEWAYS, U.S.A. (S., F.J.).  
EIFEL CUP, Nürburgring, Germany (F.J.).

### BRITISH EVENTS

- 21st September.** MID-CHESHIRE M.C. INTERNATIONAL RACE MEETING, Oulton Park, near Tarporley, Cheshire (F.I., S., T.). Starts 11.30 a.m.  
B.A.R.C. Race Meeting, Goodwood, near Chichester, Sussex. Starts 2 p.m.  
Ulster A.C. Race Meeting, Bishopscourt Airfield, near Ballyhorney Bay, Co. Down, Northern Ireland. Starts 2 p.m.  
Bristol M.C. and L.C.C. National Hill-Climb, Dyrham Park, near Bath, Glos.  
Midlands M.E.C. Sprint, Wellesbourne, near Stratford-upon-Avon, Warwickshire.  
B.A.R.C. (East Midlands Group) Sprint, Church Lawford, near Rugby, Warwickshire.  
East Surrey M.C. Driving Tests. Starts Brentford Market Place, Middlesex.  
**21st-22nd September.** Swansea M.C. Rally of the Vales. Starts Bulth Wells, Breconshire, at 10.30 p.m.  
Hants and Berks M.C. and Forces M.C. Rally. Starts near Woodcote, near Reading, Berks, at 9 p.m.

- 22nd September.** London M.C. Race Meeting, Maltby Park, near Hinckley, Leics. Starts 2 p.m.  
South Wales A.C. Hill-Climb, Castel Farm, Llanywdd, near Bridgend, Glamorgan. Starts 2.30 p.m.  
Thames Estuary A.C. Sprint, Debden, near Saffron Walden, Essex. Starts 1 p.m.  
Cumberland S.C.C. Sprint, Kirkbride, Cumberland.  
Shenstone and D.C.C. Sprint, Curborough Farm, near Lichfield, Staffs. Starts 1.30 p.m.  
Walsall and D.C.C. Sprint, Church Lawford, near Rugby, Warwickshire.  
Yorkshire S.C.C. and B.A.R.C. (Yorkshire Centre) Stone Trough Trial. Starts Wharfedale, Yorks.  
Glossop and D.C.C. Autocross. Starts Pott House Farm, Matley Lane, Hyde, Cheshire, at 1 p.m.  
West Lancashire M.C. Autocross. Starts Sport House Farm, Ormskirk, Lancs, at 1 p.m.  
Lincs and Cheshire C.C. Production Car Trial. Starts Rose and Crown Hotel, Allgreave, near Macclesfield, Cheshire.  
Brighton and Hove M.C. Production Car Trial. Starts Home Farm, Stapleford, Sussex, at 2 p.m.  
Hants and Berks M.C. Driving Tests. Starts A.W.R.E., near Aldermaston, Berks, at 2.15 p.m.  
Cambridge C.C. Driving Tests. Starts Milton, near Cambridge, at 1.30 p.m.

## B.A.R.C. (Yorkshire Centre) NATIONAL HAREWOOD HILL-CLIMB

It was a tussle for victory between the experienced hill-climb specialists and the contenders relying on sheer litrage and power for advantage in the first National British hill-climb to be held by the Yorkshire Centre of the B.A.R.C. at Stockton Farm, Harewood, on 8th September.

Experience paid off, and out of an entry of 116 competitors from as far afield as Scotland and Jersey it was those drivers with light, specialized cars who came out on top with B.T.D. going to Peter Boshier-Jones in his supercharged 1,220 c.c. Lotus 22 in a time of 46.72 secs. This is a new record for the hill, more than three seconds faster than Keith Schellenberg's former record.

In second position came Mac Daghorn from Jersey with his 1,100 c.c. Cooper-J.A.P. with a climb in 47.22 secs, which was faster than Boshier-Jones's first climb. For his second run Boshier-Jones drove a beautifully controlled smooth run without looking to be pressing too hard through the bends to record a time which was instantly applauded by the record crowd present. The seconds of the record-breaking climb were counted out over the public address system by a time-keeper to give an up-to-the-second commentary on the climb.

The event was the third to be held on the Centre's magnificent new course at Harewood and the first since it was resurfaced. The time and money spent by Centre members on the resurfacing has been well repaid as new records were set in all but one of the 20 classes. Other improvements have also been made to the general amenities and for the first time spectators were allowed further down the hill to Orchard corner.

A very large crowd took advantage of

these improvements to see first-class sport in ideal weather on one of the most picturesque hill-climb courses in the country and had a day's entertainment which was only marred by the difficulty in getting away afterwards. The difficulty lay in the main with outside traffic into which it was difficult to infiltrate cars leaving the meeting.

Throughout the classes the standard was excellent. The smallest B.M.C. Mini class went to Bob Soper's supercharged Morris by only 0.2 sec. from Bill Fargus's well-prepared 850 Mini. Ken Lee's well-prepared Mini-Cooper S took the class for larger-engined Minis from Allan Staniforth's 997 c.c. Mini-Cooper.

Tony Carr had a well-deserved win in the class for saloons, up to 3,000 c.c. in his 1200 Anglia, winning in a time of 58.87 secs., from a field which included such potent machines as Edgar Wadsworth's Lotus Cortina, several Volvos, Cortina G.T.s and Rileys. Henry Holliday's Riley 1.5 was second, only slightly slower. Four 3.8 Jaguars contested the class for the biggest saloons and Greg Wood won by a clear 2 secs. from J. R. Kennerley.

The *Formule Libre* saloon class was composed of Cooper-Minis which had been developed outside the permitted limits for the class, and the little cars sounded more like the racing car class as they rounded the bends and screamed up the long straight. Nick Porter's was fastest, in 54.41 secs.—by half a second the fastest saloon of the meeting.

Amie Lefevre's M.G. Midget looked outstanding as it won the smallest marque sports car class, the little car being nearly three seconds faster than the M.G.A of R. K. Austin which won the next largest marque sports car class.

The biggest marque sports class was a tussle between TR4s and M.G.Bs. R. Sanderson's Triumph took the honours by half a second from L. le Vesconte's M.G.

G. Durham's Porsche Carrera made typically Stuttgart sounds from its huge, long exhaust pipe as it won the class for sports cars up to 1,900 c.c. from Peter Smith's Speedwell G.T. Peter Sutcliffe, still without his lightweight E-type, took another sports car class in a nice DB3S Aston Martin, and Brian Waddilove won the largest sports class.

Keith Schellenberg was unable to get to the meeting from his second place in the off-shore powerboat race, and so was unable to defend his class and course record. In his absence Josh Randles took the class for sports racing cars, over 1,600 c.c., in his Maserati-engined Cooper Monaco and Phil Chapman's Mercury Special was again second.

The real excitement commenced with the racing classes and it was soon obvious that the struggle for B.T.D. lay between Mac

Daghorn and Peter Boshier-Jones—although they were in different classes.

Daghorn shone in the smaller racing class with a first run in 47.39 secs.—the only one in the class to break 50 secs. although Austen May managed 52.35 secs. in his Cooper Junior. Daghorn improved to 47.22 secs. on his second run and young Geoff Gartside, in his Garford Junior, clinched second spot from May with an excellent time of 49.73 secs.

Brian Waddilove had his first single-seater experience in the B.R.M. entered by B. Waterhouse and Sons, Ltd., and got a creditable sixth place in the big racing car class. Another B.R.M.—that of Griffiths—took fourth place and second to Boshier-Jones's B.T.D. and class winner was S. P. Neal (Arden).

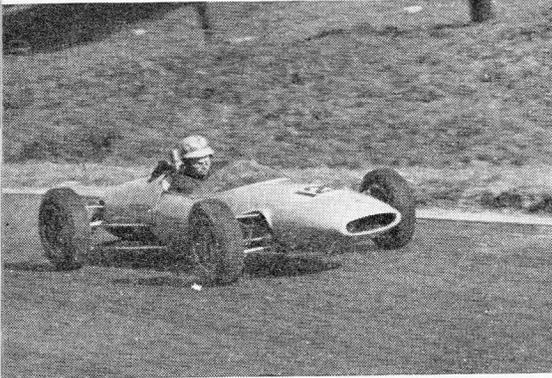
Chris Summers took third place in his Cooper-Chevrolet, best of the really big-engined cars. Geoffrey Gartside's new Cooper-Daimler supercharged car sounded beautiful and recorded 50.96 secs. in spite of a sticking brake. Another local hopeful was eliminated with the crash of David Harrison's Cooper-Buick. On his first run he slid on the last bend after a very fast run and hit the safety fence. The car was badly damaged, losing a wheel, but the driver was unhurt.

With venue, entries and course all of a first-class order the meeting was a definite success, and now the club are looking forward to the possibility of the Harewood hill-climb being a championship event in 1964.

PETER CRAVEN.

### RESULTS

**B.T.D.:** P. Boshier-Jones (Lotus-Climax 22), 46.72 s. **Touring Cars, B.M.C. Minis up to 850 c.c.:** R. Soper (Morris), 60.70 s. **Over 850 c.c.:** K. N. Leeds (Morris-Cooper S), 56.74 s. **Up to 3,000 c.c.:** 1. A. Carr (Anglia), 58.87 s.; 2. H. O. Holliday (Riley 1.5), 59.10 s.; 3. F. P. Kaye (Morris 1100), 59.13 s. **Over 3,000 c.c.:** G. Wood (Jaguar 3.8), 54.93 s. **Formule Libre:** 1. N. Porter (Austin-Cooper), 54.41 s.; 2. H. W. Ratcliffe (Morris-Cooper), 55.01 s. **Marque Sports Cars, Up to 1,300 c.c.:** A. F. Lefevre (M.G. Midget), 55.51 s. **1,301-1,650 c.c.:** 1. R. K. Austin (M.G.A), 58.22 s.; 2. B. Newton (M.G.A), 58.4 s. **1,651-2,500 c.c.:** R. Sanderson (TR4), 57.26 s. **Sports Cars, Up to 1,900 c.c.:** 1. G. Durham (Porsche Carrera), 53.59 s.; 2. P. J. Smith (Speedwell G.T.), 53.91 s. **1,901-3,000 c.c.:** 1. P. H. Sutcliffe (Aston Martin DB3S), 53.83 s.; 2. J. A. McEwan (Morgan Plus 4), 54.67 s. **Over 3,000 c.c.:** 1. B. R. Waddilove (Jaguar E-type), 51.47 s.; 2. E. P. Scragg (Jaguar E-type), 52.55 s. **Sports-Racing Cars, Up to 1,000 c.c.:** 1. P. J. Finney (Beacon U2), 50.60 s.; 2. J. Thornton (Lotus 7), 54.54 s. **1,001-1,300 c.c.:** T. R. Clapham (Lotus-Climax 7), 50 s. **1,301-1,600 c.c.:** G. R. Austin (Emeryson-Climax), 49.83 s.; 2. R. G. Cowley (Lotus-Ford 7), 53.91 s. **Over 1,600 c.c.:** 1. J. Randles (Cooper-Maserati Monaco), 50.59 s.; 2. J. P. Chapman (Chapman-Mercury), 51.74 s. **Racing Cars, Up to 1,150 c.c.:** 1. M. Daghorn (Cooper-J.A.P.), 47.22 s.; 2. G. Gartside (Garford-Ford), 49.73 s. **Over 1,150 c.c.:** 1. S. P. Neal (Arden-Ford), 48.29 s.; 2. C. Summers (Cooper-Chevrolet), 48.45 s. **Ladies' Award:** Miss J. Hutchinson (Terrier), 53.92 s.



PETER BOSHIER-JONES gets well down in the cockpit leaving Orchard Corner while setting B.T.D. in his yellow Lotus-Climax 22.

## BRENT VALE M.C. MINI-SEVEN C. AMERICAN D.C. DRIVING TESTS

A CO-PROMOTION by the Brent Vale Motor Club, Mini-7 Club and the American Drivers' Club was held in the new driving tests venue of Brentford Market in very wet conditions, but certainly with no dampening of the enthusiasm.

One unusual feature of the tests was that all lines had to be crossed fully by the whole car (including the bumper) instead of the "stop astride" more commonly used—in view of the slippery conditions, maybe this helped the "hairier" drivers, of whom there were quite a few.

All the tests were of the usual pattern with the pylon rotation favouring the Minis. The Taurus-tuned Mini driven by Ken Pacey was the comfortable winner in its class, despite being three years old and having 67,000 miles to its credit.

The Mini-Coopers were in a class of their own and provided the overall winner in Kennedy, who drove extremely economically and was obviously well versed in the art. Far too many drivers took spectacular, but waste precious seconds in tail slides and rubber-consuming wheel spin.

The sports cars were put together, but the

usually invincible Sprites were not happy in the wet and a light foot was necessary to ration the power. The saloon cars were dominated by a formidable newcomer to the driving test sport—a Simca 1000, again driven by Ken Pacey and also Taurus-tuned, but not modified. This car was well able to spin à la Mini and indeed returned similar overall times.

### RESULTS

**Super Accessories Trophy:** Kennedy, 188.6 s. **President's Trophy:** Pacey, 196.6 s. **Class Winners:** Kennedy, 204.4 s.; Sillenge, 204.5 s.; Perkins, 218.4 s.; Pacey, 222.4 s.

## HIGHLAND C and M.C.C. EVANTON RACE AND SPRINT MEETING, 31st August

### RESULTS

**Formule Libre Race (15 laps):** 1. W. Forbes (Lotus-Ford 22), 75.2 m.p.h.; 2. J. Mackay (Shannon Lotus-Climax 11); 3. W. J. Stein (Lotus-Ford 23). **Fastest Lap:** Forbes, 76.4 m.p.h. **Saloon Cars (12 laps):** 1. M. White (Jaguar 3.8), 63.4 m.p.h.; 2. S. McCracken (Ford Cortina G.T.); 3. H. Martin (Austin Mini-Cooper). **Fastest lap:** Martin, 66.6 m.p.h. **Sports-Racing and G.T. Cars (15 laps):** 1. W. J. Stein (Lotus-Ford 23), 75.0 m.p.h.; 2. J. L. Romanes (Lotus-Ford 23); 3. W. Carmichael (Lotus-Ford 7). **Fastest lap:** Stein, 79.2 m.p.h. **Sprint Class Winners:** S. Moodie (Saab); H. Martin (Austin Mini-Cooper); C. Burgess-Lumsden (Jaguar); J. MacWilliam (Sprite); W. Forbes (Lotus Elite); E. Liddell (Jaguar E); W. Forbes (Lotus-Ford 22); W. J. Stein (Lotus-Ford 23).

## B.A.R.C. (S.E. CENTRE) and M.G.C.C. (S.E. CENTRE) FIRLE HILL-CLIMB, 1st September

### RESULTS

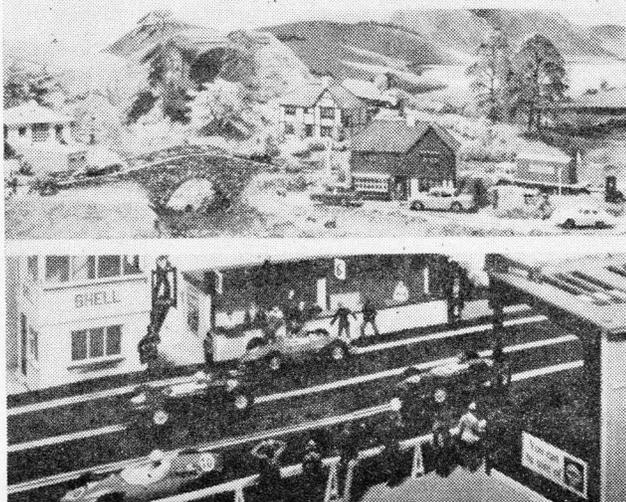
**B.T.D.:** D. R. Good (Cooper-Daimler), 24.53 s. **Touring Cars 851-1,300 c.c.:** P. H. S. Martin (Austin-Cooper), 31.81 s. **G. T. Cars up to 1,000 c.c.:** C. N. Ramus (Austin-Healey Sprite), 30.77 s. **1,001-1,300 c.c.:** R. Machlachlan (Morris-Cooper), 32.37 s. **1,301-1,600 c.c.:** A. B. Waring (Lotus Elan), 29.90 s. **1,601-2,000 c.c.:** J. R. M. Boothby (T.V.R. Grantura), 29.05 s. **Over 2,000 c.c.:** M. A. Knights (Aston Martin DB4GT), 28.04 s. **Sports-Racing Cars up to 1,000 c.c.:** J. F. Barnes (Elva Mk. 7), 27.27 s. **1,001-1,600 c.c.:** D. S. Price (Lotus-Climax 7), 27.73 s. **Over 1,600 c.c.:** M. H. Barker (Alton-Jaguar), 27.36 s. **Racing Cars up to 500 c.c.:** Miss I. Robinson (Cooper-Norton), 27.80 s. **Over 500 c.c.:** D. R. Good (Cooper-Daimler), 24.53 s. **Ladies' Award:** Miss P. Burt (Cooper-Climax), 25.54 s.

## HARROW C.C. COTTINGHAM MEMORIAL AUTOCROSS, 1st September

### RESULTS

**B.T.D.:** H. Parkin (Lotus Cannonball), 1 m. 27 s. **B.T.D. by Member:** Mrs. M. Parkin (Lotus Cannonball), 1 m. 31 s. **Class Winners:** S. Temple-Cox (Austin-Cooper), 1 m. 36.2 s.; P. Noad (Volks-wagen), 1 m. 38 s.; K. C. Truscott (Ford Anglia), 1 m. 36 s.; P. E. Butt (Fairthorpe), 1 m. 38.8 s.; P. B. Kerridge (Morgan), 1 m. 32.8 s.; B. Ellice (Iris Mk. 2 s/c), 1 m. 29 s. **Team Event:** East Anglian (Mrs. M. Parkin, K. C. Truscott and P. Kerridge).

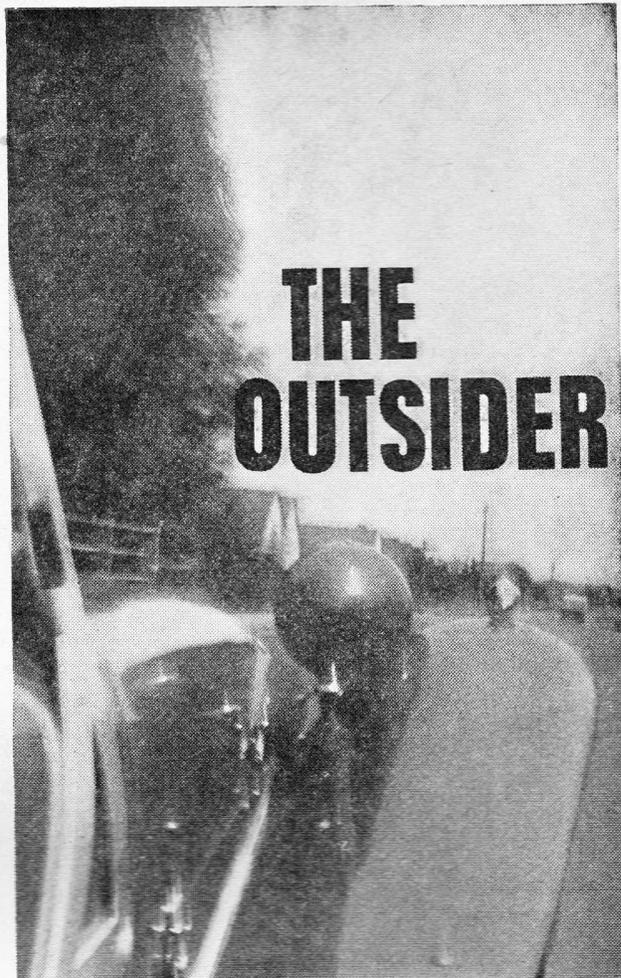
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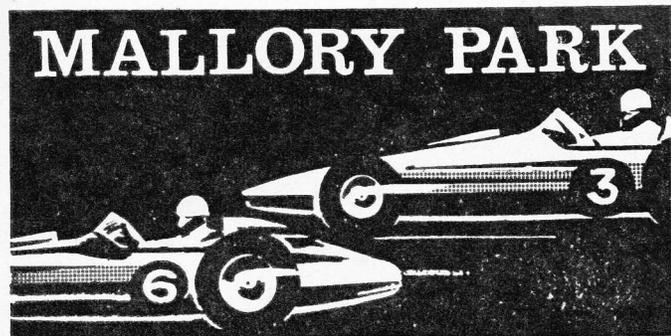
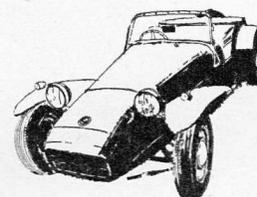
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SUNDAY, 22nd SEPTEMBER, 2 p.m.

## CAR RACING

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

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

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

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

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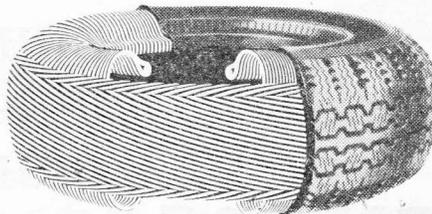
# Bengry goes continental -on Cinturas!



Design: Derek Biedal; photography: Robert

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

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# President's Trophy for Lol Hurt

Winter's Coming—  
The Trials Cars Are Out!

By COLIN TAYLOR

**L**OL HURT continued his winning ways by taking the premier award in a hotly contested President's Trophy Trial, beating Sid Seely into second place by only one point. This trial, organized by the Southsea Motor Club last Sunday, was the first R.A.C. and B.T.R.D.A. qualifying event since the summer recess, taking place on the W.D. wasteland at Longmore Camp, near Liphook, Hampshire.

The 24 starters, having passed the formality of scrutiny and signing on, lined up for the 12 morning sections. Ron Kemp in his new Cannon trials car, still in the naked state of shining aluminium, was first away, getting to the number 1 marker on the tight and sandy section. Percy Barden followed, but a tree with stubborn roots remained in place, and the score sheet read six. The other contestants generally cleared this hill.

The amazing sight of brilliant sunshine was having an effect on the ground conditions, with the steaming sand drying out. This, however, did not affect the next hill, which was nestled in the shade of the conifers, but, in general, either clears or "ones" were scored, although Geoff Newman was caught at the seven marker. Peter le Couteur was unlucky to break a front spring, and so retired.

The next few hills presented little difficulty, but Hill 6 was a different kettle of fish, consisting of a short start, followed by a tight right-hander, the rest being comparatively easy. The sting at the start was caused by a pronounced root, which caught the rear wheels, and if too heavy a foot was used one had difficulty in fiddle braking round the following corner. However, Percy Barden, Sid Seely, Gordon Jackson, David Render, Lol Hurt and Fred Cole all scored clears. Don Rawlings, using Alexis-type front suspension, found it unsuccessful on this occasion and retired with the front end disarranged.

Hill 7 was a tapey one which caused trouble to half the entry, while the rest cleared it. Hill 8 consisted of a number of curves with the trouble around the four marker, due to a perilous hump on an adverse camber. Here we saw Lol Hurt lose his only four marks of the morning, the clears being scored by Barden, Render, Gordon Holdrup, Bruce Blundell and Bernard Dees.

The remaining four hills produced some interesting driving, with heartaches for some, and joy for others who cleared them. This

brought us up to the lunch-time and a welcome sight of our favourite beverages. The lunch-time scores were soon announced with Lol Hurt leading, 4 marks lost; Sid Seely, 5; Fred Cole, 10; Bernard Dees, 11; David Render and Gordon Jackson, 12.

Thirsts abated, competitors prepared to tackle the same sections as the morning, but the Southsea organizers had cunningly adjusted the sections, and a number 1 section, now 13, was so devised that no one cleaned it, Ken Lindsay being the highest with a fine one.

Hill 14 proved easy for all, but Hill 15 had been altered to include a muddy gully which did not improve with the passage of time, the early number competitors getting away lightly; the ruts deepened so much that the late arrivals found themselves impaled on the middle hump, with Lol Hurt one of the casualties. I also met my Waterloo here and 10 points is never a good acquisition in a low-scoring trial.

The next few hills proved fairly easy including the old Hill 6 with the unobliging root, which was re-routed, and everyone cleaned it to the marshals' disgust.

Hill 19 gave little bother, most people cleaning it. The next hill proved impossible with the combination of adverse camber and a front-wheel-flying hump. Bernard Dees was highest up with a courageous three; the fours included B. Drake, Alan

Robbins, P. Faulkner, Fred Dean, plus a few others already mentioned.

Hill 21 remained the master of all, and the remaining three hills were conquered. Fred Cole had bad luck when being well placed, suffering from differential troubles, but managed to finish. Ernie Chandler and Len Tucker, although enjoying themselves, finished well down the list. Geoff Lindsay in his brand new Cannon mount had a good day for a first outing (car, not driver).

The day finished with a simple tie-deciding driving test, and shortly after the results were announced, Lol Hurt winning and increasing his lead in the Gold Star Championship. Sid Seely was a welcomed second, with Bernard Dees third. Gordon Jackson, the ex-motor-cycle champion, now appears to have mastered the four-wheel variety with a well-earned fourth place. Gordon Holdrup was next, with the sixth place being shared by Fred Cole and Bruce Blundell.

So ended a good trial with full marks to the Southsea Motor Club, officials and marshals.

## RESULTS

1, L. Hurt (Ford), 26; 2, S. R. Seely (V.G. Special), 27; 3, B. Dees (Cannon de Luxe), 30; 4, G. L. Jackson (Cannon), 37; 5, G. L. Holdrup (Cannon), 38; 6, B. Blundell (Cannon) and F. Cole (Cannon), 40; 8, G. Newman (Cannon), 41; 9, C. Taylor (Cannon), 42; 10, G. R. Lindsay (Cannon), 47. **Team Award:** Hurt, Dees and Taylor.



*PICKING HIS WAY through the marker tapes, Bernard Dees goes on his merry way in his Cannon de Luxe. Bernard was third overall, gaining the Ansell Trophy for his efforts.*



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**CHELMSFORD M.C.  
AUTOCROSS**

THE venue for the Chelmsford Motor Club Autocross was Montpelier Farm, just south of Writtle, near Chelmsford. The course itself was certainly one of the most interesting that has been seen this season, comprising a useful straight, a chicane, several hairpin bends and, to complete the mixture, a deep grass-covered depression that was the aftermath of a hefty war-time bomb.

The skirting of this particular hazard presented an added interest for the spectators, it being responsible for the momentary disappearance of competing cars and their subsequent emergence seemingly from the very earth itself delighting the crowd. It was even more exhilarating for the drivers and a lot of hard work was necessary to execute a fast exit from the last turn.

B.T.D. was set very early in the meeting by Robin Shearn (Mini), a fine spirited drive that promised to set the pace for the heavy machinery that was to follow, but unfortunately the weather took a hand in the pro-

in the vehicle performing the appropriate gyrations much too readily and a wary course was the only one to follow.

Spectator appeal was enormous, of course, and the hardy crowd that thronged the sidelines were oblivious of the rain in witnessing some extremely close finishes. Although the cars were started in groups of four and at ten-second intervals, such were the difficulties of keeping a straight course that after the first of the two laps it was often the case that a wheel-to-wheel struggle ensued. On one occasion the Minis of McCrae and Ian Terry and the M.G. 1100 of Geoff Davies all began to negotiate the bend leading into the final straight side by side, the order of finishing being determined by the traction available at their respective portions of the course for no driver was willing to lift his right foot until he had crossed the line. A fact that became obvious very early to all the drivers was that their first runs were going to be their fastest and for some there was a difference of well over a minute between their runs.

Ian Terry took his class with the Allardette after a sliding full-throttle effort that proved

that the car had recovered from its inflammatory experiences of a week or so earlier. Brother Keith drove the same car into second place with a time only two-fifths slower than Ian. This class was close fought in so far as Robin Richards in his bald-tyred G.T. Cortina was but a second behind Keith.

Shortly before the conclusion of the meeting the weather had turned full cycle and bright blue skies had ousted the dark clouds so that the closing was on a suitably bright note. All who took part voted the event an unreserved success with a course of outstanding quality. From all the signs there is every indication that this will be a most popular fixture next season and it was hard to believe that this was Chelmsford's first autocross. They are to be congratulated on finding just the right formula for spectators and competitors alike. One can only hope that the clerk of the weather will smile on them next year. D.A.D.

**RESULTS**

**B.T.D.:** R. Shearn (Mini). **Class Winners:** S. Vanhinsberg (Mini); R. Harkness (Mini-Cooper S); B. Withers (Anglia); I. Terry (Allardette); G. C. Davies (Richards Special); Sir John Whitmore (M.G.B.).

**MINI-SEVEN C. (LONDON CENTRE)  
RALLY**

THIS was the first closed rally to be organized by the London Centre of the Mini-Seven Club, and it attracted 33 cars to compete over a course of approximately 100 miles on O.S. Maps 161 and 148.

Although the rally was organized for the novice and beginner, it nevertheless produced an entertaining evening with some very exciting motoring, which included manually lifting the Clerk of the Course's Mini out of a ditch after the finish of the event.

From the general atmosphere of the crews at the finish, it appeared that all had enjoyed their evening's sport and as a result many new rally enthusiasts can be expected to participate in future events.

Due to the nature of the rally, the average speed did not exceed 25 m.p.h., and there were rather more route checks than time controls. As the organizers and marshals were "experts" the event was very well run. Compliments may be directed to the organizers on the excellent choice of route. R. A. WESTON.

**RESULTS**

1, Millican/Millican, Beginner, 160 pts.; 2, Veale/Willey, Novice, 180; 3, Botten/Lansdown, Beginner, 200.

**LIVERPOOL M.C. JEANS GOLD CUP  
RALLY**

7th-8th September

**RESULTS**

1, G. W. Halliwell/J. M. Wood (Mini-Cooper S), 3 marks lost; 2, D. S. Friswell/R. A. Binns (Mini-Cooper S), 4; 3, R. McBride/D. Barrow (Allardette), 6; 4, P. Simister/G. Robson (Ford Cortina G.T.), 7; 5, D. H. Ray/A. J. Straker (Allardette), 8; 6, A. Fisher/J. Brown (Mini-Cooper S), 8; 7, R. H. Lamb/T. Mason (Humber Sceptre), 13; 8, D. J. Thistlethwaite/J. Youd (Mini-Cooper), 14; 9, G. Benson/R. Heaton (Triumph TR4), 25; 10, T. E. Rowland/F. Trickett (Mini), 27. **Non-Championship Category:** 1, M. Sutcliffe/Miss Hilton (Morris 1100), 30; 2, A. W. Farnell/M. A. Tarbatt (Reliant Sabre), 31; 3, H. Clarke/A. Parkin (Triumph Vitesse), 41; 4, J. W. Wharton/C. Jackson (Mini-Cooper), 47. **Best Lady Driver:** Miss Oakden/B. Hughes (Volkswagen).

**KENTISH BORDER C.C.  
SEVEN-FIFTY M.C.  
(TUNBRIDGE WELLS CENTRE)  
STAFFORD CLARK TRIAL**

A CO-PROMOTED trial run by the Kentish Border Car Club and the Seven-Fifty Motor Club (Tunbridge Wells Centre), attracted a variety of machinery, which assembled in the Sussex countryside at Cross-in-Hand on Sunday, 8th September.

Barrie Wright and Bud Smith had laid out an interesting course of nine hills, which were circulated twice. Some of the sections were long enough to call for the bouncers need of navigation. This trial also brought forth a few more new and welcome faces, some of whom found out that there is an art in coming down a hill at a reasonable speed, as well as getting up.

The entry was split into three classes: 750 Formula and R.A.C. Trials formula, the latter being sub-divided into "A", the Experts and "B". Competitors that have not won their class previously. The 750 class saw Bill Meade in his Special, beating Rod Mansfield, with the other 750s, including Susan Eyre, King, and a much overworked machine shared by Lendbetter and Townsend, battling in the mud for the honour of beating their rivals.

Class "A" and the Stafford Clark Cup went to Sid Seely, who managed to get momentum at a greater rate of knots than his adversaries on the sticky ground, and so secured a well deserved outright win, leading home Bernard Dees, Colin Taylor, Fred Cole and Gordon Jackson (Cannons).

Class "B" proved a close affair with Peter le Couteur being pipped by one point by Mike Eyre in his newly acquired ex-George Simpson Cannon, but in turn they could not catch Fred Dean in his own brand new Special, who, besides winning the opposite class, joins the ranks of the Experts.

COLIN TAYLOR.

**RESULTS**

**Stafford Clark Cup:** S. Seelley; 2, B. Dees; 3, C. Taylor. **750 Class:** W. Meade. **Class B:** F. Dean.



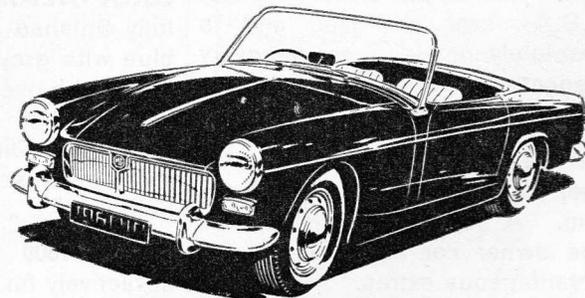
KEITH TERRY negotiates the hairpin in his Sebring Sprite.

ceedings and the little 850's time proved just a little too good for the opposition on a rain-soaked circuit.

Barry Withers, driving a much-modified Anglia, circulated very smoothly to head his class, his first time being equal to Robin Shearn's, and shortly after this, when the sports cars were due to commence their runs, the heavens opened and drenching rain swept the course. Subsequent times reflected the adversity of the conditions but nonetheless some very creditable times were recorded. John Whitmore in his M.G.B had a fantastic run, holding the car with a substantial amount of corrective lock all the way round and seemingly on the verge of a threatened spin that somehow never materialized. Robin Richards had an exciting spell in the works Reliant Sabre, just returned from the Liège Rally, and remarked that although the course was slippery it was M1 in comparison to his Continental caper. B. Patience, driving his immaculate E-type Jaguar, discovered that an abundance of power was an embarrassment on the streaming wet grass. The slightest weight on the throttle pedal resulted

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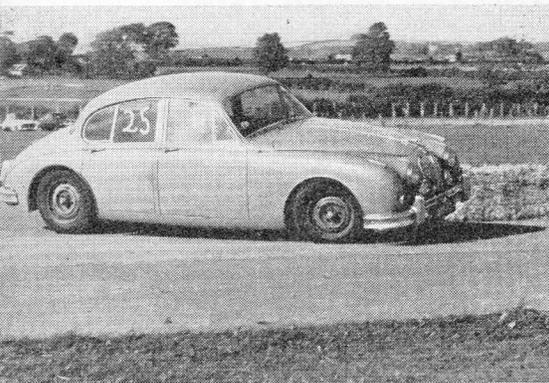
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## B.A.R.C. (SOUTH WALES GROUP) ST. ATHAN SPRINT

THE September Sprint staged by the South Wales Group of the B.A.R.C. at St. Athan airfield recently produced the biggest and most diverse entry yet assembled by this club for a restricted status event and, of the invited clubs, Bristol was particularly well represented. The weather remained fine and sunny throughout and even if things did get a little behind schedule nobody seemed to mind very much. Not unexpectedly, B.T.D. went, in 36.85 secs., to the 2½-litre B.R.M., which now appears in the familiar red-and-white colours of Ken Wilson's *équipe*; Ken already appears to have the measure of his new mount and, after some temperament from the clutch in practice, got to grips with it to great effect in the afternoon. Second B.T.D. and the honours in the small racing class went to Ted Williams, whose F.J. Elva, the nose of which is still, apparently, held together with adhesive tape, went round the difficult three-quarter mile course in 37.70 secs., which was quick enough to snatch the major award

**CLASS WINNER** Arthur Bassett gets near the limit in his Jaguar 3.8, clocking 42.58 secs. on his winning run.



from Tom Jones's F.J. Envoy, in turn in excellent form with 38.03 secs. for second place.

After a certain amount of discussion as to who was eligible for which group, the final entry list for the small marque sports car class seemed to indicate a foregone conclusion; however, even the most confident predictions can be upset and, as Roy Ashford's remarkably fast Midget left the line, there came a most expensive noise and the car rolled to a standstill. It subsequently transpired that the diff. had given up trying to cope with all that power, but the major award was to go "across the water" to the West Country anyway, for Arnold Cook, with his well-known Sprite, returned 41.74 secs. to take the class by a comfortable margin from Gordon Kitsell and Tony Knowles. The larger marque class provided little opposition for Brian Parsons's Morgan, which returned 43.83 secs., and the small sports car class was dominated by Ted Williams's vivid Mini-Cooper which, in circus livery, made the most un-Mini-like noises and clocked 41.50 secs. despite being handicapped with an audibly slipping clutch.

Among the heavier metal Waldo Edwards got his Alfa Giulietta in contact with the bales but finished fourth in this heavily subscribed class, and Dennis Moran, in his immaculate "Spare Moments" Elva Courier, was one of the very few competitors to get under 40 secs. with his controlled and class-winning run in 39.08 secs.

As usual, the club wisely avoided the

invocation of an imperfectly understood Appendix J in their touring car classes and, equally as usual, Arthur Bassett gave a characteristically hirsute and awe-inspiring display in every direction with his 3.8 Jaguar, to take the unlimited class in 42.58 secs.; D. Harris brought his Riley 1.5 from Somerset to contest the smaller class but broke a half-shaft in practice, letting John Churchill into a comfortable class win in 45.63 secs. with his Hartwell-tuned Rapier, from Bill Clifton's similar machine, which could not improve on 46.89 secs. for the place. The other touring classes were, of course, Mini-dominated. Norman Harvey had his name written on the side of his class-winning Cooper, presumably indicating that this was the car that he took on the Marathon, and rocketed round in 43.76 secs., while M. R. Taylor's 850 Mini, suffering from a progressively deteriorating clutch, managed 45.82 secs. on its last run to snatch the class.

Finally came the sports-racing cars, with Bill Elmes and John Morgan sharing their centre-seat Cooper-Climax but offering no real challenge on this occasion to Tony van Moyland's Manx-tailed ex-Ray Fielding version, which returned 39.83 secs. for the 1,300 c.c. class; Brian Field's Lotus Super Seven took the next larger class with 38.46 secs., but the premier attraction was, as ever, Charles Sgonina's ex-Jim Clark Aston Martin DBR1/300, blaring round in a determined 40.59 secs. to annex the unlimited class unopposed. HOWARD BILEY.

### RESULTS

**B.T.D.:** K. Wilson (B.R.M.), 36.85 s. **Saloons up to 850 c.c.:** 1, M. R. Taylor (Mini-Minor), 45.82 s.; 2, T. Bassett (Mini-Minor), 45.95 s.; 3, J. K. Dickinson (Mini-Minor), 48.74 s. **851 to 1,300 c.c.:** 1, N. Harvey (Austin-Cooper), 43.76 s.; 2, R. Vaughan (Morris-Cooper), 44.67 s.; 3, D. Evans (Austin-Cooper), 46.39 s. **1,301 to 2,000 c.c.:** 1, J. Churchill (Sunbeam Rapier), 45.63 s.; 2, W. Clifton (Sunbeam Rapier), 46.89 s.; 3, R. Aspinwall (Riley 1.5), 48.63 s. **Over 3,000 c.c.:** 1, A. Bassett (Jaguar 3.8), 42.58 s.; 2, M. Evans (Jaguar 3.4), 43.45 s. **Marque Sports up to 1,300 c.c.:** 1, A. Cook (A.-H. Sprite), 41.74 s.; 2, G. T. Kitsell (A.-H. Sprite), 42.25 s.; 3, J. A. Knowles (A.-H. Sprite), 43.20 s. **1,651 to 2,500 c.c.:** 1, B. Parsons (Morgan), 43.83 s.; 2, K. G. Evans (Triumph TR2), 44.33 s.; 3, P. J. Herbert (Triumph TR4), 45.63 s. **Sports Cars up to 1,150 c.c.:** 1, T. Williams (Morris-Cooper), 41.50 s.; 2, T. K.

Osborne (Morris-Cooper), 42.12 s.; 3, J. Churchill (Mini-Cooper S), 44.51 s. **1,151 to 1,900 c.c.:** 1, D. Morgan (Elva Courier), 39.08 s.; 2, R. Smart (Lotus Elite), 41.33 s.; 3, R. Huxtable (Lotus Elite), 42.56 s. **Over 3,000 c.c.:** 1, J. Bolwell (Jaguar E), 42.78 s.; 2, A. D. Nicklin (Allard), 49.03 s.; 3, J. R. Evans (Allard), 50.24 s. **Sports-Racing up to 1,300 c.c.:** 1, A. H. van Moyland (Cooper-Climax), 39.83 s.; 2, W. Elmes (Cooper-Climax), 40.97 s.; 3, J. Morgan (Cooper-Climax), 41.92 s. **1,301 to 1,600 c.c.:** 1, B. Field (Lotus Super Seven), 38.46 s.; 2, B. Reardon-Smith (Lotus Super Seven), 40.08 s.; 3, R. Fuchs (Lotus Super Seven), 42.77 s. **Over 1,600 c.c.:** 1, C. Sgonina (Aston Martin DBR1), 40.59 s. **Racing Cars up to 1,150 c.c.:** 1, T. Williams (Elva F.J.), 37.70 s.; 2, T. Jones (Envoy F.J.), 38.03 s.; 3, R. Vaughan (Elton), 38.77 s. **Over 1,150 c.c.:** 1, K. Wilson (B.R.M.), 36.85 s.

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**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.

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Tel.: PRImrose 9741.

**FULL** Sebring Sprite. 70 b.h.p. engine. Countless racing spares. Immaculate. £425.—Phone HAMpstead 0832.

**HEALEY, 1957, 100-6, 11,000 miles.** Red/grey. Well maintained and in perfect condition. What offers?—26 Marsh Road, Pinner.

**SPRITE, October 1959.** Excellent condition. Extras. Quick sale. £280.—Sheather, Elstree 5964.

**SPRITE, 1959, Formula Junior engine conversion.** Lotus gearbox and competition clutch, shock absorbers and anti-roll bar, Sebring fibre-glass bonnet, many other extras. £385.—Phone: SLOane 7218.

**1960 SPRITE, red with blue upholstery.** Fitted carpets, roll bar, heater, etc. In immaculate condition. £335.—John Sprinzel Racing Ltd., 32 Lancaster Mews, London, W.2. PADDington 2108/0171.

**1959 SPRITE, green, many extras.** £295.—Benson, 5 Wilsmere Drive, Harrow Weald. Tel.: Grimsdyke 2295. Office: Wembley 8888, ext. 143.

**1958 SPRITE, Sebring bonnet, boot lid, spots,** many extras. £290 o.n.o.—MITcham 2717, evenings.

**1959 EX-WORKS Healey 3000, red with white** hardtop. O/d, c/r gears, discs all round. Brought up to 1961 specification. Good condition. £485.—John Sprinzel Racing Ltd., 32 Lancaster Mews, London, W.2. PADDington 2108/0171.

**£995 AUSTIN-HEALEY 3000 Convertible,** overdrive, extras, one owner, 2,000 miles, reg. 1963, with 6 months' guarantee.—Car Mart Sales, Ltd., 62 High Street, Colchester, Essex. Colchester 6291.

#### BENTLEY

**E.P.I.** CARS offer 1936 Bentley 4½ saloon by Thrupp & Maberly in black, excellent all round. £250.—Eastern Street, St. Leonards, Sussex. Tel.: Hastings 28619.

**1934 3½ BENTLEY Park Ward D.H.C.** Excellent original condition, 85,000 miles. History known. Recent engine work. £450 o.n.o.—Thorpe, Lumford Cottages, Bakewell.

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**BERKELEY SPORTS CAR CENTRE**  
*USED BERKELEYS AVAILABLE*  
COMPREHENSIVE SALES SERVICE  
MANILES GARAGES, LTD.,  
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**1960. NEW hood, brakes, etc., 700 c.c. Royal** Enfield, negligible oil consumption, yellow body, good tyres, very fast. £290.—Phone: Sear, Hove 33439, after 7.30 p.m.

#### B.M.W.

**1962 B.M.W. 700, r.h.d., grey, excellent condition.** £380.—Ring Kirklington (Carlisle) 274.

#### BORGWARD

**1958** (NOV.) Borgward Isabella 60, good condition, two new tyres, 34,000 miles only. £350 o.n.o.—120 Planks Lane, Wombourne, Staffs.

#### COOPER

**EX F3 converted to Junior for sale.** Less engine. Ideal for F3 next season. Snare wheel, tyres, van-type trailer. £150.—C.P.O. Bywater, H.M.S. Heron, Yeovilton, Somerset.

#### D.K.W.

**NERUS ENGINEERING COMPANY, Rye,** Sussex, have in stock a quantity of new D.K.W. 1,000 c.c. engines, crankshaft assemblies, flywheels, dynamos, exhaust manifolds, etc., etc., which are available at one-third normal cost. These parts are obtainable in standard form. Write or phone stating requirements.—Rye 3296.

#### DORETTI

**SWALLOW Doretti, 1957 sports.** Immaculate in opalescent dark green. One owner. TR3 mechanics. Special detachable aluminium hard top, 60-spoke wire wheels, R5s. £390.—D. J. Clarke, 53 Coventry Road, Lutterworth, Rugby. Or tel.: Corby 3561 (business hours).

**1954 SWALLOW Doretti.** Damaged front. Hard top, soft top, screens, tonneau, wire wheels, overdrive, 68,000.—Richardson, Japonica, Wigtoft, Boston, Lincs.

#### ELVA

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

**JUNIOR.** Mint condition, approx. 240 b.h.p./ton. Reliable. Quick. Never pruned. £330. With trailer worth £40 and moulds for replacing body panels in glassfibre. Few spares.—SOUTHall 2669.

#### FERRARI

**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.—Marnello 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 & Bennett, Ltd., Hollingsworth, Hyde, Cheshire. Tel.: Glossop 2902-3.

#### FORD

**VERY** quick L.M.B. Pop. £140 of mods. Ford 10 engine. Highly modified. Xs, 15 ins. wheels, etc., etc. Ideal winter car for enthusiast. £190 o.v.n.o.—Box 9207.

**ZEPHYR** Convertible, 1959 low-line model, fitted with power-operated hood, overdrive, special free wheel in normal drive, power-operated disc brakes, laminated windscreen, "Farnham" spare wheel carrier conversion, Michelin "X" tyres, anti-theft device. One owner car since new and in very good order. A bargain for £375. H.P. terms arranged. Part exchanges.—UPLands 7733 (9 a.m. to 7 p.m.).

*Continued overleaf*



**AUSTIN-HEALEY**

**OFFICIAL STOCKISTS**

**PARADE MOTORS**  
(MITCHAM) LIMITED

<b>1961 M.G. Midget.</b> Red with red upholstery. £345
<b>1960 M.G.A 1600.</b> Red/red. Heater, tonneau, luggage rack, Cintura tyres, one owner, excellent condition. £515
<b>1960 M.G.A 1600.</b> Red/red. In superb condition. £485
<b>1960 M.G.A.</b> Fixed head coupe. Heater. In beautiful condition. £465
<b>1959 M.G.A 1600.</b> Wire wheels, heater, tonneau, luggage carrier and other extras. £425
<b>1956 M.G.A 1500.</b> White, black upholstery. Sliding screens, heater and other extras. £335
<b>1955 M.G. T.F. 1500.</b> Green and beige. Tonneau cover, luggage rack. A specimen car. £375
<b>1953 M.G. T.D.</b> Cream and red. Tonneau. Extras. £275
<b>1953 M.G. T.D.</b> Black and beige. Heater, spotlamps. Another specimen example. £285
<b>1946 M.G. T.C.</b> Black and red. In excellent order. £155

<b>1960 Austin-Healey Sprite.</b> White/red interior. Superb condition. £345
<b>1959 Austin-Healey Sprite.</b> Red/red. In excellent condition. £315

**H.P. TERMS AVAILABLE. ONE-FIFTH DEPOSIT.**

Example: Car price £450, deposit £90, balance £365—

12 monthly instalments of £32	
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36 " " " £12 14s. 0d.	

All secondhand cars three months guaranteed.

**66/67 Monarch Parade, Mitcham**  
Phone: 3392-7188

## Classified Advertisements—continued

## FORD—continued

- 1961** FORD 105E, anti-roll bar, Cosworth head, X tyres, rev. counter, special brakes. £345.—Ring HADLEY Green 1361.
- 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.

## FORMULA JUNIOR

**L**OTUS 22 in good condition with Hewland five-speed box required quickly for New Zealand buyer.—Call KINGston-on-Thames 0836 with particulars and non-comic prices.

## GINETTA

**G**INETTA-LOTUS VI, 1959, quick sale wanted for financial reasons, perfect condition, Ford 933 c.c. engine, twin carbs., hood, etc. £165 o.n.o.—Tel.: ILFord 1268.

## JAGUAR

**F**OR SALE: XK 150, F.H. coupé. Sherwood green. Late 1959. Special equipment. £495. Wanted: 1962, 3.4 Mk. II.—Gillott and Dring, Ltd., Thames Street, Bulwell, Nottingham. Tel.: Nottingham 271120.

**J**AGUAR Mk. 9, 1960. Auto, all extras, grey. One owner, new tyres, immaculate condition. £485.—Phone: Macaulay 1138 mornings.

**J**AGUAR 3.4 Mark II, reg. Aug. 1961, maroon. J.H.M.V. radio, overdrive, Dunlop Road Speed five tyres, 32,665 miles, one-owner motor car.—Gowrings, Ltd., Basingstoke Road, Reading, Berks. Tel.: Reading 84017.



## CARS OF DISTINCTION

## Mark II

**1963 Jaguar 3.8 Automatic Saloon**, finished in opalescent dark blue with red upholstery, fitted with several extras, including push button fully transistorised radio. **Only 6,000 miles. £1,465**

**1963 Jaguar 3.4 Overdrive Saloon**, finished in opalescent maroon with beige upholstery, and fitted with several extras, including a push button transistorised radio. **Only 4,200 miles. £1,445**

**1962 Jaguar 3.4 Overdrive Saloon**, finished in silver blue with dark blue upholstery and fitted with reclining seats. **Only 4,900 miles. £1,295**

**1962 Jaguar 2.4 Overdrive Saloon**, finished in imperial maroon with beige upholstery, and fitted with several extras including radio, seat belts, fire extinguisher, special horns, wing mirrors and badge bar. **Only 11,000 miles. £1,150**

## Mark X

**1963 Jaguar Mark X Automatic Saloon**, finished in golden sand with red upholstery, fitted with push button fully transistorised radio, seat belts and wing mirrors. **8,700 miles only. £1,895**

## Daimler

Temporarily sold out, but one expected by the time this advertisement appears.

## "E" Type

**1963 Series (Nov. 1962 registered) "E" type Roadster**, finished in opalescent silver blue with dark blue upholstery, fitted with push button transistor radio, chrome luggage rack and 3.07 axle ratio. **Only 13,100 miles. £1,465**

**1962 Jaguar "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**

Please telephone Knightsbridge 8456 for a demonstration on any of the above cars either at your home or office.

The Jaguar Division of

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**J**AGUAR XK 140, 1955. Recently resprayed B.R.G. New hood. Almost new Xs. Very good mechanical condition. £275 o.n.o. for quick sale.—"The Gleam", Icknield Way, Luton. Phone: Icknield 605.

**M**ARK VII, 1953. Recent complete overhaul, £80. Excellent mechanical condition. Bodywork shabby (rust, no dents) but not irreparable. Reasonable offers.—KELVIN 4035.

**XK** 150 D.H. coupé, one owner, genuine 24,000 miles, black with beige interior, chrome wire wheels, radio, immaculate condition, nearly new RS55. £825. H.P. possible.—13 Follyfield Road, Banstead, Surrey. Burgh Heath 5161.

**XK** 150. Special equipment 1958 Convertible. White with black hood and leather trim. C.P. w/wheels, grid, b/bar, towbar, heater, etc. Carefully used and maintained in tip top condition. Genuine 19,000 only. A really elegant car, £525 o.n.o.—Brockway, The Hatches, Farnham, Surrey. Phone 3595 or 6633, Sat/Sun.

**1962** SERIES Jaguar "E"-type fixed head coupé, gunmetal with light blue interior, chrome wire wheels, 3.54:1 axle ratio, new tyres, chauffeur maintained, impeccable condition, no competition use or accidents, comprehensive guarantee. £1,395.—Boundary Garage, Aylsham Road, Norwich 46202.

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

**£1,095** JAGUAR 3.8. Overdrive, wire wheels, reclining seats, dark opalescent blue with grey upholstery, Pirelli Cintura tyres, 18,000 miles only. Excellent condition. No competitions.—Timewell Eng. Co., Ltd., Tel.: 51269 or Towcester 568 (evenings).

## JENSEN

**1961** JENSEN 541S. Automatic Saloon finished in British Racing Green, fitted with de luxe 5 push-button radio, other extras include heater, wing mirrors, screenwashers, safety belts, fog lamp, pass light. One owner. This is probably one of the most outstanding examples available today at £1,695. Terms, exchanges.—H. F. Edwards & Co. Ltd., 28/34 Upper High Street, Epsom, Tel. 5611.

**1958** JENSEN 541R. Wire wheels, radio. £750.—Ringles Cross Service Station, Uckfield, Sussex. Telephone: Uckfield 97.

## JOWETT

**R4** JUPITER. This unique vehicle in superb condition with every extra and all spares. £375 (H.P.).—ADDISCOMBE 3291.

## KIEFT

**K**IEFT-J.A.P. "500", spare engine and parts, four spare tyres plus trailer. Sell £145. Made for old sport-racer, F.J. or Ford Special (good condition). Can add little cash.—Jones, 17 Churchill Drive, Mildenhall, Suffolk.

## LAGONDA

**1935** LAGONDA Rapier Tourer, excellent all-round, plus spares. Emigration forces sale. £95 o.n.o.—Mogg, Manor Road, Durlley, Southampton.

## LEA FRANCIS

**M**UST marry, must sell beautiful 1933 1½ litre Leaf. No reasonable offer refused.—Dominion 7760.

## LOTUS

**GO** RACING. 1963 Lotus Seven, with 948 c.c. B.M.C. Junior engine and c/r gears. Fully sorted and very reliable—Brands 61 secs. Host of extras and mods. Ideal first season car. Cost over £850. Also large trailer with lights, brakes and jockey wheel and 1954 Mk. VII Jaguar for towing. Will deliver for best offer over £700 the lot—or will separate. H.P. arranged.—Brian Smith, Mercury House, Waterloo Road, S.E.1. Waterloo 3388.

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

**L**OTUS 6, 1960. Green hood. Never been raced or rallied. £225 or exchange for small car.—Phone: Luton 6883 or write 23 Fair Oak Drive, Luton, Beds.

**L**OTUS 7, 100E. Too numerous mods. to state here. Fantastic performance and condition. £285 to clear.—Pocklington 2162.

**L**OTUS Seven, 105E, Superspeed head, full history, £310.—Pavely, 207 High Street, Hornchurch, Essex.

**L**OTUS Super Seven. Late 1961. Blue. Unraced, 12,000 miles. £440 or exchange 1962 Mini-Brake. Barnet 2585.

**L**OTUS Super Seven 1500, December 1962, dark blue, 6,000 miles, many extras. £490 o.n.o.—Hassocks 2208.

**M**AY 1962, Super Seven Cosworth. Discs front, 6,000 miles, one owner. Sprayed in black. H.P. arranged. £545.—Retail Sales Division, Lotus Cars, Ltd., Delamare Road, Cheshunt. Tel.: Waltham Cross 26188.

**S**ID TAYLOR'S Lotus Elite, Stage V engine, ZF gearbox and many spares. Exactly as raced. Car prepared by Alan Smith.—S. Taylor, Hipkins Street, Tipton, Staffs. Tipton 3196 any time.

**S**UCCESSFUL 1,100 c.c. Lotus-Ford 23. Brand new Cosworth 1963 Junior engine, dry sump, steel crank, etc., Mk. IV Hewland gearbox, right-hand Lotus gearchange, strengthened chassis. Professionally maintained throughout season. Offers.—Alistair Welch, Oak House, Bankhall Lane, Hale, Cheshire. Ringway 5018 evenings, Heaton Moor 4295 day.

**S**UPER 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, Heme Bay, Kent.

**7** SERIES II, 105E, c/r gearbox, 5,000 miles, spares, £375.—Whitehouse, Hill Court, Elmswell, Suffolk.

**1963** SUPER SEVEN. This is the maximum! Professionally built, low mileage, tonneau cover, heater, shattering performance—come and try it, £600 o.n.o.—Day: COLIndale 7837, after 7 p.m. P.R.5. 7471.

**£895** LOTUS ELITE Coupé with Coventry Climax engine, one owner, 14,000 miles, reg. 1962, with six months' guarantee.—Car Mart Sales Ltd., 62 High Street, Colchester, Essex. Colchester 6291.

**W**ANTED.—Lotus Seven B.M.C., Ford 105E. Cash.—Ian Raby (Racing), Ltd., c/o Empire Cars, Ltd., 85 Preston Road, Brighton 681713.

## MARCOS

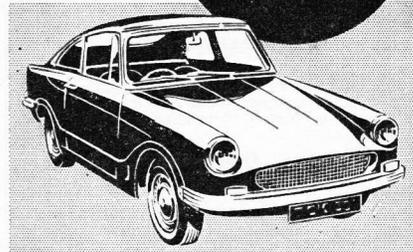
**1962** MARCOS. Less engine and gearbox. £400. Or with any engine at appropriate price.—Ashley Smyth Garage, Altrincham, Cheshire. Altrincham 3112.

## MERCEDES-BENZ

**190** SL L.H.D. First registered U.K. 1961. White with blue leather. Occasional rear seat, Blaupunkt radio, Konis. Unused three years before importation. Full history. Always schedule serviced. Beautiful condition, £845.—Tel.: PRImrose 5168 (day), Bywood 3045 (evenings).

## MERLYN

**N**EW Merlyn Mk. IVT for sale less engine or exchange for Marcos with or without engine.—Box 9208.



- G.T. 2+2 custom built coachwork
- 63 b.h.p. from 1147 c.c. Triumph Spitfire engine
- Double backbone Herald Chassis
- Independent suspension giving superb roadholding
- Disc braked front wheels
- Luxurious seating and pile carpeting
- Large luggage compartment
- Padded walnut fascia—fully instrumented.

PRICE **£822.4.7** INC. P.T.  
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**U.M.** HAVE the largest stock of M.G. spares in the country outside of the M.G. factory.—University Motors, Ltd., 7 Hertford Street, London, W.1. GROsvenor 4141.

**TOULMIN MOTORS (1962), LTD.**  
Proud Members of the Performance Cars Group.  
SPARES—REPAIRS—SERVICE. M.G.s ONLY.  
343 Staines Road, Hounslow, Middlesex.  
HOUNslow 3456.

**DISMANTLING M.G.**, all models including T8, all parts including body parts.—Sports and Specials, 23 Elnathan Mews, London, W.9. CUNningham 5681.

**MARCH 1963**, wire wheels, oil radiator, anti-roll bar, heater, tonneau cover, excellent condition, never raced. Owner going abroad.—Tel.: WESTern (London) 9455 during office hours and week-end: DUNsfold Surrey 367.

**M.G.A.** 1600, 1961, iris blue, engine recent £70 overhaul (4,000), fitted all extras, inc. oil cooler, luggage rack, special pads, etc. Fitted Turbospeeds (3,000). Owner taking delivery of M.G.B. Accept £520 o.n.o.—R. Phillips, 47 Featherstall Road North, Oldham, Lancs. Tel.: Main 9630, 6-8 p.m.; Main 9001 9 a.m.-5.30 p.m.

**M.G.A.** 1959 1500 f.h.c., Lichfield green, 26,000, wheel trims, heater, new C41s, best offer secures, terms.—437 Bromford Lane, Ward End, Birmingham 8. Tel.: Castle Bromwich 2114.

**M.G.B.** SEE wanted column.

**M.G. SPARES M.G. SPARES M.G. SPARES.** The largest stock of used M.G. spares in the country. Dismantling for spares 18/80 M. J2, PA, PB, D, JI, F, I, KI, KN, VA, SA, TA, TB, TC, TD, including body spares, wheels and engine parts.—Please phone or call.—S. H. Richardson & Sons Ltd., Brighton Road, Pease Pottage, Sussex. Crawley 24222 and Moor Lane, Staines, Middlesex. Colnbrook (Bucks) 2258.

**M.G. SPARES.**—Most parts in stock for all models 1930 onwards, including valves, guides, springs, rockers, dynamos, road springs, wheels, hubs, vertical drive assemblies. Prompt postal service, c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, 3 Kingston Road, Wimbledon, S.W.19. LIBerty 3083.

**M.G. SPARES.** New, reconditioned or second-hand for all models 1932 onwards. C.o.d. service. Let us know your requirements.—Archway Engineering, Ltd., Collier Street, Liverpool Road, Manchester 3. Tel.: BLACKfriars 6455.

**M.G. TC, 1947, B.R.G.** Heater, rack, washers, wipers, spots, new hood, engine recent new rings. £150 o.n.o.—96 Springfield Road, Swadlincote, Burton-on-Trent.

**M.G. TD, 1952**, excellent condition, full weather equipment, near new tyres, a bargain at £245 (H.P. available).—Malden 3065.

**TA M.G.** Good condition, sealed beams, telescopic, one big end gone. M.o.T. £50 o.n.o.—LADbroke 7011.

**TC, 1949**, green, average condition. Taxed. M.o.T. Best offer.—Harness, Hundley Springs, Spilsby, Lincs.

**TF 1500**, cream with green hood and wire wheels, excellent condition, maintained by one owner. East Surrey. Offers please.—Box 9209.

**1959 M.G.A 1500**, blue, mileage 32,000. £425.—Arlington Motor Co. Ltd., telephone Waltham Cross 26241.

## MINI CARS

**1963, MAY, Morris Mini-Cooper "S"**, Don Moore tuned engine, folding Restall seats, S.P. tyres, twin fuel tanks, pumps and filters, dashboard, special shock absorbers, etc. In full rally trim. £785.—Frank Taylor Ltd., Hinckley 2478, Leics.

**1960 (DEC.) Mini de Luxe**, blue, v.g.c. £320 o.n.o.—John Sprinzel Racing Ltd., 32 Lancaster Mews, London, W.2. PADDington 2108/0171.

## MINI-COOPER

**S-TYPE Mini-Cooper.** New and unregistered. List price.—Ashley Smithy Garage, Altrincham, Cheshire. Altrincham 3112.

**1962 (JULY)** one owner, 12,000 miles, seat belt. £485.—Chipstead Garage, 174 Upper Richmond Road, S.W.14. PROsperct 4455.

**1962 MINI-COOPER**, 12,000 miles, one owner, Michelin Xs, spots, belts, etc., exceptional. £465. Another at £425.—Motorjune Ltd., 6 Adam & Eve Mews, Kensington High Street, W.8. Western 1166.

## MORGAN

**DROP-HEAD Coupé, 1961 Plus Four** with Laystall 2.2-litre TR4 engine. Genuine specimen car, dark green with grey upholstery, wire wheels, etc. Detailed specification on request. £700.—Box 9204.

**E.P.I. CARS** offer, 1962 Morgan 4/4 in white with red upholstery. A one owner, very well maintained example, offered with every confidence at a sensible price. £510. 1960 4/4 Morgan, in blue. The only one with the drophead body. Very attractive and fitted with many extras, including new "X" tyres. £395.—E.P.I. Cars, Eastern Street, St. Leonards-on-Sea, Sussex. Tel.: Hastings 28619.

**MORGAN 4/4, Nov. 1957, 100E, Elva conversion** Stage III, Scintilla, oil cooler, alloy flywheel, Buckler gears, Engine, brakes, front suspension reconditioned. Heater, tonneau, grid, w/mirrors, immaculate red, no competitors, £295 o.n.o.—Bolton, Warren Cottages, Southfleet, Kent. Tel.: Southflet 592.

**WANTED** Plus 4 58-60, with wire wheels.—Golden Chair Farm, Alton, Hants, 2305.

## PEERLESS

**LIMITED** number of new Peerless cars for sale, completed or in kit form.—Enquiries to: LawrenceTune Engines, Ltd., 69A Avenue Road, W.3. Telephone: ACORn 0129.

**PEERLESS Spares.** Repairs, Service, Modifications, Tuning, Paint and Trim.—LawrenceTune Engines, Ltd., 113 High Street, Staines. Staines 52006.

## PORSCHE

**1956 1600 Coupé.** Top-end engine overhaul by concessionaires, finished in red with black and red interior. Very original car, 58,000 miles. Marriage forces reluctant sale. £475.—Jacobs, 33 Jeymer Avenue, London, N.W.2. Gladstone 7983.

## RACING CARS

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FOR ALL RACING AND SPORTS CARS.

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## PEGASUS-FORD

Winner at Silverstone last Saturday. Built 1963 from all new components. Cosworth-Ford 1.1-litre five-bearing engine, fully modified, twin Webers etc. Close ratio gearbox, beautiful Appendix C bodywork, R6s. Spare axle ratio, wheels, etc. A sure winner in immaculate condition. Price £350.

Contact Dr. Goodwin,  
St. Helier Hospital, Carshalton, Surrey.  
Tel.: FAIRlands 4343.

## TWO FABULOUS RACING CARS FOR SALE

## COOPER MONACO

with 4.7 Chevrolet modded engine. Whole car rebuilt January 1963.

£1,500 (5.3 engine can be supplied at extra cost).

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Single seater. Fitted 5.3 engine.  
£1,500.

These cars hold many all-out records, including: Silverstone and Castle Combe lap records. Brighton and Weston Speed Trial Course records. Shelsley Walsh sports car record. Further details from:

## CHRIS SUMMERS,

Ansty Garage, Ansty, Near Coventry.  
Phone: Walsgrave-on-Sowe 2569.

Road cars may be acceptable in part payment. Cars can be inspected in Birmingham by appointment.

Continued overleaf



(SPORTS CAR SPECIALISTS) LTD.

**AUSTIN-HEALEY SPRITE, 1963.** Iris blue. One owner. Only 3,000 miles. 1100 unit, disc brakes, etc. £545

**LOTUS ELITE, 1963.** One owner, very low mileage. Red with black trim, ZF gearbox, radio, heater. £1,095

**DAIMLER SP250, 1960.** Tartan red with tan interior. One owner. Very low mileage. £565

**M.G.A 1600, 1959/61.** Four very desirable cars, all well appointed with extras, from £495

**AUSTIN-HEALEY 100/6, 1957/58.** A choice of two outstanding cars, both with many extras, from £395

**AUSTIN-HEALEY SPRITE, 1958/61.** Choice of eight hand-picked cars, all with various extras, from £365

**M.G.A 1500, 1957/58.** Two specimen examples of this popular marque, both fully equipped, from £375

**ELVA COURIER, 1962.** Unmarked in flame red with black trim, as new, with many extras. £625

**AUSTIN-HEALEY 3000 Mk. II.** Choice of three superb cars, all with vast array of extras, from £695

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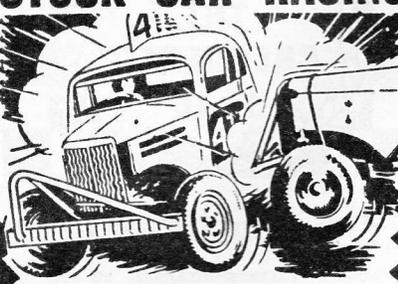
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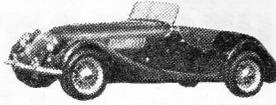
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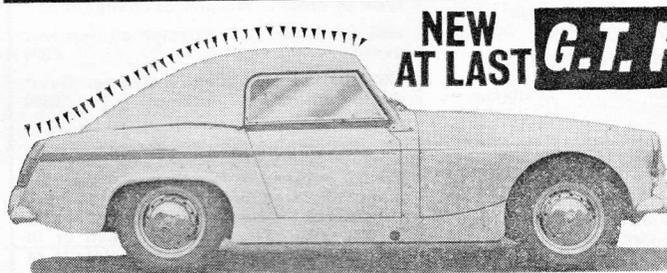
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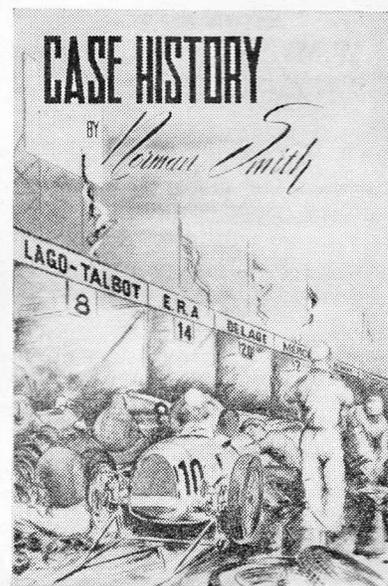
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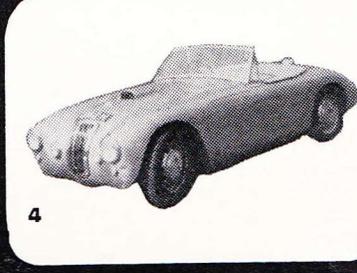
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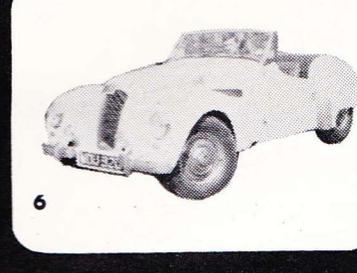
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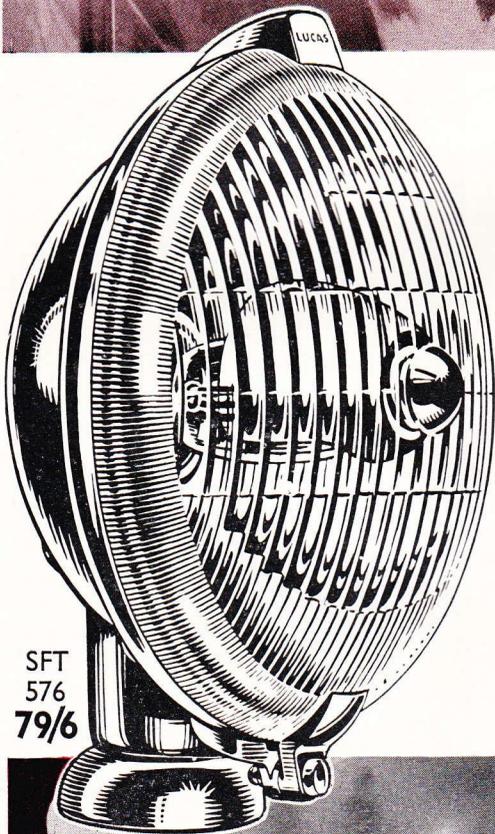


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- £425 ASTON MARTIN DB2. Finished in blue with grey hide interior. Reg. 1961.
- £385 1959 M.G.A FHC. Finished in blue. 1,500 c.c. Usual extras. Excellent throughout.
- £385 AUSTIN-HEALEY 190E. Finished in red/black. Various extras. Above average condition.
- £385 1957 M.G.A ROADSTER. Finished in white. Wire wheels, space behind seat, modified boot. Excellent condition.
- £375 FORMULA JUNIOR. Rear engine B.M.C. Volkswagen gearbox.
- £365 1957 M.G.A ROADSTER. Finished in blue. Wire wheels, radio, X tyres, etc.
- £365 1960 LOTUS VII. 100E engine. Red. Immaculate throughout.
- £365 1960 AUSTIN-HEALEY SPRITE. Finished in green. Supercharged. Heater, etc.
- £345 1959 AUSTIN-HEALEY SPRITE. Finished in red. Radio, heater, luggage rack, twin reversing lamps, etc., etc.
- £345 1956 AUSTIN-HEALEY BN2. Finished in black/ivory. Wire wheels, overdrive. Excellent condition.
- £345 AUSTIN-HEALEY SPRITE. Apple green. Pema bonnet, radio, carpets. Very fast car.
- £345 LESTER M.G. G.T. 1,500 c.c. (PHOTO 5). Built by Toulmin Motors. Very well finished car with excellent history.
- £335 1956 TRIUMPH T.R.3. Finished in white. Wire wheels, overdrive. Thoroughly recommended.
- £335 1958 (Dec.) FORD ZEPHYR CONVERTIBLE. Power discs, overdrive. Very original.
- £335 1955 M.G. T.F. 1500. Finished in grey. Excellent condition throughout.
- £325 1959 AUSTIN-HEALEY SPRITE. Finished in green. Extras.
- £325 1960 AUSTIN-HEALEY SPRITE. Finished in blue. Extras.
- £315 1954 M.G. T.F. 1,250 c.c. Most original in red cellulose.
- £315 1956 Model M.G.A ROADSTER. Radio, etc. Cherry red. Gold Seal engine.
- £295 1956 TRIUMPH T.R.3. Finished in blue with black top. Fitted with 3A front, heater, overdrive. Very good value.
- £285 1953 M.G. T.D. Finished in red. Immaculate. Numerous extras include heater, luggage rack, spot lamps.
- £245 1957 METROPOLITAN, DHC. Radio, heater, etc.
- £245 HEALEY SILVERSTONE. 2½-litre Riley engine. Very rare example.
- £225 NIKRI ALPINE, M.G. Special. Highly modified M.G. X.P.A.G. series engine. Full weather equipment.
- £225 FAIRTHORPE ELECTRON. Herald unit. Independent suspension. All-round very good value.
- £225 1959 LOTUS VI, 1,172 c.c. All usual extras.
- £225 1934 HUMBER PULLMAN. Fabulous condition throughout.
- £225 LEA FRANCIS 2½-litre (PHOTO 6). 100 m.p.h. Finished in cream. Radio.
- £225 1954 AUSTIN-HEALEY BN1, 100/4. Red. Wire wheels, overdrive.
- £195 JOWETT JUPITER. Finished in blue. Recent engine rebuild.
- £195 JOWETT JUPITER. Finished in red with radio. Reconditioned engine by Jowetts. Bills available.
- £145 M.G.T.C. Black.
- £145 DELLOW. 4-seater. Finished in primrose.
- £125 BERKELEY. Four-wheeler.
- £95 1963 Reg. FORD ASHLEY G.T.
- £95 AUSTIN A.40 SOMERSET, DHC.



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