

MEXICAN GRAND PRIX

AUTOSPORT

NOVEMBER 1, 1963

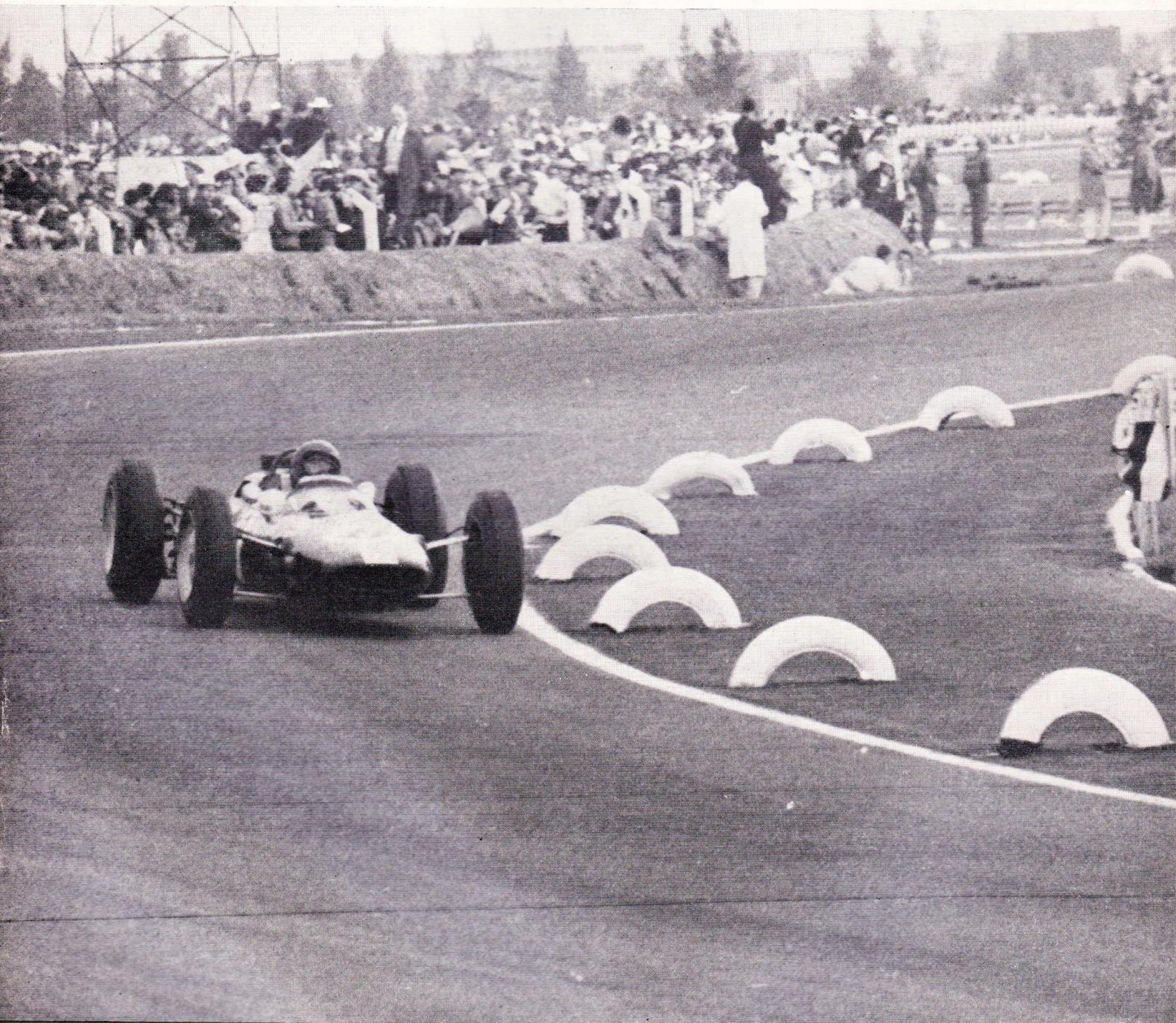
# AUTOSPORT

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EVERY FRIDAY  
Vol. 27 No. 18

BRITAIN'S MOTOR SPORTING WEEKLY

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



## IN THIS ISSUE

PREVIEW OF LONDON TO BRIGHTON VETERAN CAR RUN : TRACK TEST OF LOTUS ELAN "LOV 1"  
MOTOR SHOW ACCESSORY REVIEW : GUILD OF MOTORING WRITERS' GOODWOOD TEST DAY



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BRITAIN'S MOTOR SPORTING WEEKLY

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November 1, 1963 Volume 27 Number 18

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## EDITORIAL

### MOTOR CAR MADNESS

THE thing which strikes foreign visitors to the Earls Court Motor Show is the tremendous enthusiasm of the general public. They cannot comprehend what makes thousands of people, who have no intention of purchasing a new vehicle, come merely to crowd round a series of static exhibits. In other countries a large proportion of visitors to shows arrive with the intention of replacing their existing vehicles, and do not display the sheer enthusiasm which affects the Earls Court crowds. The fact of the matter is that everyone in Great Britain is a potential new car owner, and the average visitor is drawn to the exhibits because one day he or she may be able to order the cars of their choice. Earls Court is a national institution, and provides the opportunity to compare practically every existing car on the world markets. Again, there is undoubted magnetism in the display of costly vehicles, as is evidenced by the huge crowds which surround the latest luxury products, just to admire and behold. Behind this facade of "window-gazing", an enormous amount of business is done, and 1963 will be remembered as one of the most successful as regards orders. Biggest draws were, of course, the new 2-litre Rover and Triumph, the Vauxhall Viva, the latest Fords, the Jaguar "S", the Hillman Imp, and the fascinating Austin 1100 Princess. High-performance and sports cars continue to attract buyers, and it is generally admitted that British-built products in this field far outstrip foreign competitors in the overseas markets. Mercedes-Benz may have produced a serious rival to Rolls-Royce and Bentley in the prestige-car market, but, so far, the Derby products are holding their own. The rise in the number of "prestige" cars is a reflection of the economic situation in the main car-buying countries. The glamour which surrounds the name of cars such as Ferrari, Aston Martin and Maserati—all with a racing background—has produced a crop of soundly constructed and attractive vehicles in the G.T. tradition.

### JIM CLARK'S FEAT

IN winning the Mexican Grand Prix last Sunday, World Champion Jim Clark in his Lotus-Climax, has scored six victories in *grandes épreuves* this season, thus emulating the feats of Alberto Ascari and Juan Manuel Fangio, in 1952 and 1954 respectively. Should the "Flying Scotsman" win at East London, he will have set up a new record of wins in Championship Grands Prix. Jack Brabham's second place with his Brabham-Climax was a fine achievement, and once again, Richie Ginther has displayed the consistency which has been a feature of the 1963 season, by taking third place with his B.R.M. It should also be noted that Clark's latest result gives him the World Championship with the *maximum* possible points scored from six best results, and also gives Lotus-Coventry Climax an 100 per cent record in the Constructors' Championship.

### OUR COVER PICTURE

*SIX TIMES* this year Jim Clark has won a *grande épreuve*, last Sunday's Mexican Grand Prix being the latest of the Lotus-Climax driver's successes. His car is seen at one of the Mexico City track's many types of corners during his victorious drive.

Photo: Bill Gavin



# INTERNATIONAL RALLY TRADERS ASSOCIATION

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**Bill Shepherd**, shown here driving a Works Austin-Healey in the 1958 Alpine Rally, began competitive motoring in 1938. During the war he was a pilot in the R.A.F. after which he returned to competition in 1949, doing the Alpine in an H.R.G. The following year he had his first International Race at Silverstone, again in an H.R.G. Since then he has competed in nearly all the major International Rallies and drove for the B.M.C. Works from 1955 until 1961. He runs a garage in Leven, Scotland, which caters for the many enthusiasts in the area. Being an Austin and Riley retail dealer, he specialises in tuning, competition equipment and accessories for these makes. He also prepares cars for racing and his customers have been successful both in Britain and on the Continent. As a member of the International Rally Traders Association Bill Shepherd's garage offers the highest standards of service common to all members of the Association. Further information on the activities and services of the Association can be obtained from your nearest member.

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## 1964 BRITISH SALOON CAR CHAMPIONSHIP

DURING Motor Show week, the most important meeting ever to be held in connection with British saloon car racing took place in order to discuss the constitution of the 1964 Championship and saloon car racing in general.

The delegates at the meeting, which was convened by the B.R.S.C.C. as organizers of the Saloon Car Championship, voted overwhelmingly in favour of retaining Appendix J Group 2 regulations, only one delegate being in favour of an alteration permitting the participation of more highly modified cars. The meeting also decided that the main championship award at the conclusion of the competition should be for the most successful driver/car combination. It was also stipulated that the driver, whilst being permitted to participate in any number of different cars during the competition, should not be allowed to accumulate points in more than one capacity class, although it would be permitted for a driver to change from one model to another of the same make within the same class. Furthermore, it was decided that an additional award should be made to the most successful entrant during the qualifying rounds on a points system based on the F.I.A. Constructors' Championships point scoring, whereby only the best performance by each contestant is allowed to count. This is to prevent the successful entrant of a team of cars gaining an unfair advantage over the entrant of a single car.

It was also decided to change the class divisions and after considerable discussion, during which the merits of a 1,000 c.c. class were thoroughly investigated, it was decided that for 1964, class divisions would be as follows: up to 1,300 c.c., 1,301 c.c. to 2,000 c.c., 2,001 c.c. to 5,000 c.c., and over 5,000 c.c.

THE West Essex Car Club's Dinner and Dance, to be held at the Park Lane Hotel on Friday, 8th November, promises to be as high-spirited as ever. John Trimble, who organizes the function, tells us that, due to modified seating arrangements this year, he will have about 30 tickets available for non-members. Parties of four or more may have their own separate tables. Contact John at Trafalgar 7811 by day or BUCKhurst 2786 in evenings.



### AUTOSPORTSMAN by Gus No. 25: Roger Penske

NEXT year's Le Mans race will not cater for cars under 1,000 c.c. Also cars with either gas turbine or rotary piston engines will be allowed to compete in the various classes.

WEST COUNTRY spies report that Marcos may be using Volvo engines next year.

MARANELLO CONCESSIONAIRES did record business at Earls Court with the marque Ferrari. This has led to the largest allocation of these cars ever for the British market.

#### LOLA-FORD PROGRESS

LATEST prototype of the V8 Lola-Ford was at Goodwood recently, in the hands of Tony Maggs and Jack Sears, with John Wyer, Roy Lunn and Eric Broadley in close attendance. Best lap time was 1 min. 25 secs., or 0.8 sec. faster than the best of the GTO Ferrari times recorded during a race. However, Wyer and his men have no delusions as to the potentiality of the rear-engined Ferrari Competition GT "250 LM".

Next step in the project is Monza, and it is practically certain that the first appearance of Lola-Ford will be in the Daytona "Continental" 2,000 kilometres race, on 15th February, 1964, to be followed a month later by Sebring.

Ford of Dearborn are treating the Lola project with the utmost seriousness, and are determined to produce a winning car for 1964.

MR. A. R. LOWRY is to retire as General Secretary of the M.G.C.C. and all correspondence should therefore be addressed to F. Wilson McComb, general secretary M.G.C.C., c/o M.G. Car Company, Ltd., Abingdon-on-Thames, Berkshire.

## PIT and PADDOCK

THE "short" circuit under construction at Mallory Park, commented on in a recent issue, will only be used for private practising and private club racing meetings. The existing 1.35-mile course will be used for all other promotions next year.

LATEST rumours from France concern the possibility of the Automobile Club de l'Ouest constructing a "short circuit" at Le Mans. Less than 4 km. long, it would utilize the existing circuit as far as Tertre Rouge from where the track would turn sharp right, to rejoin again just before the pits.



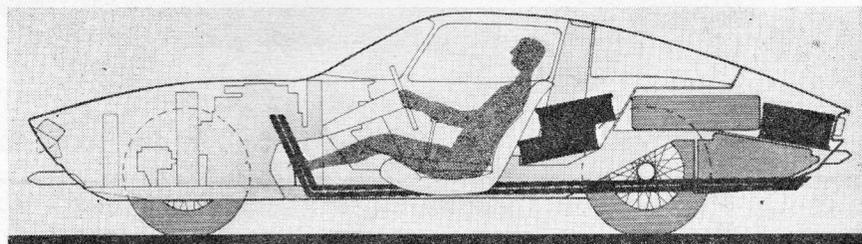
RETRACTABLE headlamps are a feature of the Iso A3 Lusso. One of these will probably be seen at Le Mans.

#### A NEW ISO COUPÉ

KNOWN as the Iso Rivolta A3 Lusso Coupé in Italy, and probably as the Iso Lusso in U.K., the latest V8 from the Italian manufacturers will shortly go into production. It will be fitted with the most powerful engine available from General Motors, and will probably utilize fuel injection.

Bodywork is by Bertone, and a feature is the provision of retractable headlamps, located in the air intake grille.

It is intended to prepare at least one car for Le Mans.



SKETCH of the new Bertone-bodied Iso A3 Lusso Coupé. It will be fitted with the most powerful Chevrolet V8 engine, with fuel-injection.

STIRLING MOSS intends to take part in the 1964 Monte Carlo Rally, in a car entered by the *Sunday Times*. No information as yet regarding his crew, nor the type of car, but it is believed that he may be in the Ogle version of the Ford Cortina, described as "Moss's Dream Car", with John Sprinzel. A Rover 3-litre has also been mentioned.

IAN WALKER, recently returned from across the Atlantic, has stated he is doubtful about supporting Formula 2 next year, but believes the trend will be towards large-capacity sports-racing cars. Negotiations are now in hand to sign up a graded driver for the Ian Walker team.

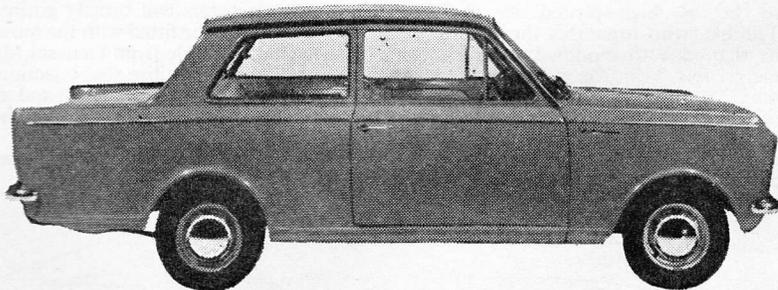
#### PACIFIC GRAND PRIX

Held on 20th October, the Pacific Grand Prix, run on the Californian Laguna Seca circuit, provided another win for Dave MacDonald in his V8 Ford-engined Cooper. Second, and the only other driver to complete the 100 laps, was Indy driver A. J. Foyt in a Scarab-Oldsmobile. Jim Hall (Chaparral-Chevrolet), Dave Ridenour (Genie-Buick), Harry Heuer (Chaparral-Chevrolet) and Tim Mayer (Lotus-Ford 23) filled third to sixth places, all three laps in arrears. Mayer won the 2-litre class.

RALLY KIT, LTD., are moving to new and larger premises at 163 York Road, Hall Green, Birmingham, 28.

# Vauxhall wins top awards at Earls Court

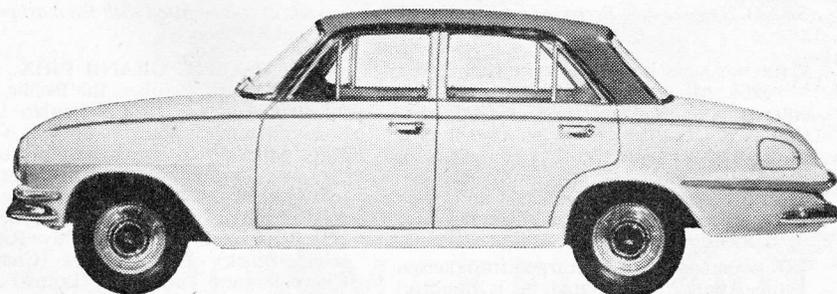
Every one of the eight cars entered by Vauxhall won an award in the coachwork competition organised by the Institute of British Carriage and Automobile Manufacturers at the London Motor Show.



## *GOLD MEDAL*

### **Viva de Luxe**

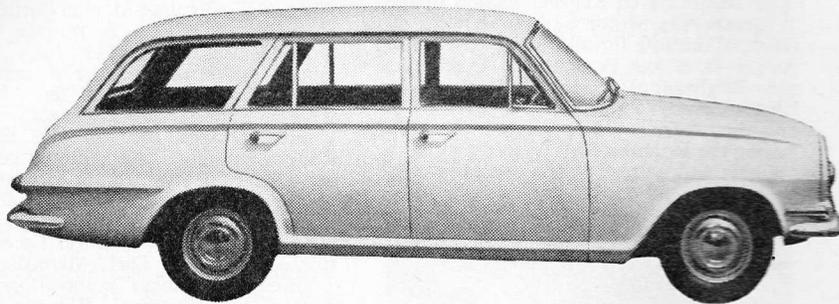
First place in Section 5, for saloon cars between £425 and £500, excluding P.T.



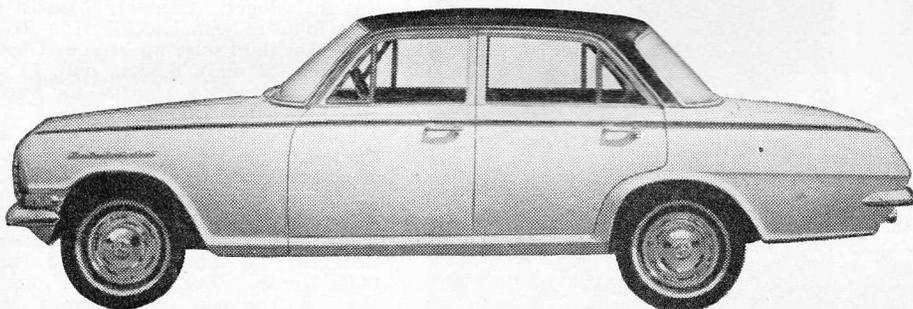
## *GOLD MEDAL*

### **Victor de Luxe**

First place in Section 7, for saloon cars between £575 and £650, excluding P.T.

**GOLD MEDAL****Victor Estate Car**

First place in  
Section 19,  
for utility cars  
between £500  
and £700,  
excluding P.T.

**GOLD MEDAL****Cresta**

First place in  
Section 9,  
for saloon cars  
between £725  
and £825,  
excluding P.T.

**SILVER MEDAL** for *Viva*. Second place in Section 5 for saloon cars between £425 and £500, excluding P.T.

(*Gold medal award in this class to Viva de Luxe.*)

**SILVER MEDAL** for *Victor Super*. Second place in Section 6 for saloon cars between £500 and £575, excluding P.T.

**SILVER MEDAL** for *VX 4/90*. Second place in Section 8 for saloon cars between £650 and £725, excluding P.T.

**BRONZE MEDAL** for *Velox*. Third place in Section 8 for saloon cars between £650 and £725, excluding P.T.

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## Good design speaks for itself

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Viva—£436+£91.7.11 P.T.

Viva de Luxe—£468+£98.1.3 P.T.

Victor Super—£552+£115.11.3 P.T.

Victor de Luxe—£608+£127.4.7 P.T.

Victor Estate Car—£610+£127.12.11 P.T.

VX 4/90—£695+£145.7.1 P.T.

Velox—£695+£145.7.1 P.T.

Cresta—£780+£163.1.3 P.T.

Vauxhall Motors Ltd., Luton, Beds.



*JOHN J. BOHRMICK, President of Prestolite Corporation of America, discusses alternators with the Hon. Gerald Lascelles. The corporation has built a new factory in Northern Ireland for the U.K. market in alternators and transistorized ignition equipment.*

#### MONTE CARLO RALLY—1964 1,418 Kiloms. of Special Stages

THE Monte Carlo Rally starts from Athens, Frankfurt, Glasgow, Lisbon, Minsk, Monte Carlo, Oslo, Paris and Warsaw on 18th January.

Entry fees are fixed at 700 NF, and closing date at single fees is 11th November.

The 1964 Rally will converge on Rheims, and there will be 10 special stages, namely: Rheims-Gerardmer, Gerardmer-Maiche, Maiche-Saint-Claude, Saint-Claude-Chambery, Chambery-Uriage, Uriage-Gap, Gap-Seyne-les-Alpes, Seyne-les-Alpes-Annot, Annot-La Bollne and La Bollne-Monaco; a total of 1,418 kilometres.

Fuller details of routes will be published in subsequent issues of AUTOSPORT.

## SPORTS NEWS

THE Austin Seven Register section of the Seven-Fifty Motor Club are holding an informal meeting for all those interested in Austin 7s at the Plough Inn, Pyecombe, near Brighton, at 7 p.m. on Sunday. As there are always a great number of Austin 7s and their owners either spectating or following the Brighton Run, it was felt that a "noggin and natter" in the evening would be a fitting end to the day.



*"MISS UNIVERSE" did a brisk sale when she visited the AUTOSPORT stand at the Motor Show. Many motor sporting personalities also called in at the stand during the show.*

#### MERCEDES LEAD ARGENTINE ROAD RACE

WINNER, at an average speed of 98.8 m.p.h., of the first leg of the world's toughest road race—the *Gran Premio Argentina*—was Juan Manuel Bordeu (Mercedes-Benz 300SE). A protégé of five-times World Champion Juan Manuel Fangio, who is advising the Mercedes-Benz team, Bordeu completed the 536.5-mile stage in 5 hrs. 25 mins. 19 secs. Second, 3 mins. 21 secs. behind, came European Rally Champion Eugen Böhringer, third was Dieter Glemser, and fourth, last year's winners, the Swedish ladies team, Ewy Rosqvist and Ursula Wirth, all in Mercedes-Benz. Fifth was Carlo Facetti (Alfa Romeo) and sixth Eger (Mercedes-Benz).

Three Argentinian competitors, Francisco Calvo (Peugeot), Ricardo Grieben and his co-driver Oricana were killed on this, the first stage.

Bordeu, although moral winner of the second stage, was penalized after a technical infringement of the regulations, but another Mercedes-Benz driver, Böhringer, was the winner. Glemser, Rosqvist and Eger followed with Facetti's Alfa Romeo fifth. The third stage was won by Glemser in 5 hrs. 42 mins. 8 secs., only 12 secs. ahead of last year's winners—the Swedish girls Ewy Rosqvist/Ursula Wirth.

Latest general classification results after the third stage were: 1, Böhringer (Mercedes-Benz), 17 hrs. 13 mins. 29 secs.; 2, Glemser (Mercedes-Benz), 17 hrs. 22 mins. 53 secs.; 3, Rosqvist (Mercedes-Benz), 18 hrs. 5 mins. 38 secs.; 4, Eger (Mercedes-Benz), 18 hrs. 20 mins. 14 secs.; 5, Facetti (Alfa Romeo 1600), 18 hrs. 36 mins. 11 secs.; 6, Quevedo (Alfa Romeo 2600), 19 hrs. 11 mins. 31 secs.

ANTHONY CROOK sold all the red Abarths on his stand at Earls Court, including the tremendously rapid 2000.



*pininfarina*

The owners of cars with Pininfarina bodies, made in the years 1928-1938, are invited to get in touch with the Company.

It is the wish of Pininfarina Body Works to present a souvenir to their customers who own a car built within the above mentioned period.

CARROZZERIA PININFARINA  
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# LONDON TO BRIGHTON

A **S**PLENDID entry of 244 cars, built between 1895 and 1904, has been received for the annual Commemoration Run this Sunday. This *grande épreuve* attracts more spectators than any other motoring event in the world, and the organization by the R.A.C., ably assisted by the police, is always admirably done.

It is a great pity that, due to bureaucratic nonsense, the oldest entry has been excluded. The 1892 Bremer will be denied to us because it has never been licensed, and so it would count as a 1963 car, requiring a speedometer and modern brakes! So, the oldest runner will be the 1895 Rocket Schneider of Henri Malartre, who is well known as the owner of a superb automobile museum in France.

Another celebrity from France, Serge Pozzoli, is associated with the museum at Monthéry and is a famous historian of the automobile. He will be riding, along with Raymond Baxter and his B.B.C. microphone, in the 1903 Panhard driven by the Technical Editor of AUTOSPORT.

Among the drivers there are many hardy annuals. E. S. Berry and Philip Fotheringham-Parker will, of course, be conducting their two solid-tyred, belt-driven 1896 Lutzmann dog carts, perhaps the most spectacular cars on the run. Tony Bird has deserted the Lanchester for an 1899 Benz, a model of which several examples will be seen steaming down to Brighton—the steam is incidental as they have internal combustion engines! The Arnold of 1896, of basic Benz ancestry but having some British improvements, will be driven by that expert, Capt. Colver. No fewer than five Léon Bollée tricycles will be taking part, among them “Be-elzebub”, the 1897 model that Sammy Davis drives, and Denis Flather will be to the fore in his fast Daimler of the same year. The Midland Motor Museum have entered an 1898 Decauville with independent front suspension and no rear springs, their “works” driver being Bill Boddy.

These are all early primitives, to which the maximum permitted average speed of 20 m.p.h. is unattainable. The later and faster cars may have to dally by the wayside to avoid getting ahead of schedule.

**LONDON TO BRIGHTON.** Two familiar landmarks which should be seen by the competitors in Sunday's annual classic event.

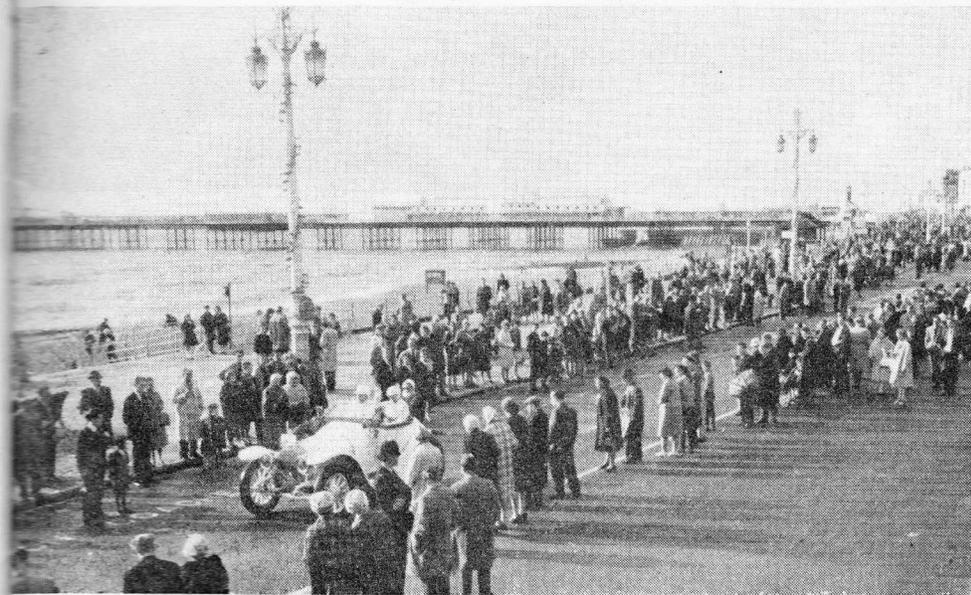
## A Preview of Sunday's Veteran Car Run

By JOHN BOLSTER



The 1901 Mors of Stanley Sears and the Progress of Maurice Davenport are certainly in this category, as are Lightfoot's Mercedes and the racing de Dietrich of the Shuttleworth Trust. Peter Hampton's 60-h.p. 9-litre four-cylinder Mercedes will probably never reach top gear in Sunday's traffic.

It is to be hoped that drivers of modern cars will give the old 'uns a chance. If you are travelling on the Brighton road, please overtake the veterans cleanly and carry on with your journey. If you want to watch, we implore you to park your car. Driving too close to the Veterans is most unfair, and you cannot manage your own car properly while you are watching ours. In past years we have suffered from the people who follow too close behind, risking a lot of damage if we fail on a hill and run back. We have had to put up with the even more thoughtless drivers who brake hard in front of a Veteran, oblivious of the damage that a couple of dumb irons can do to the back panel of a modern car. Please be kind to us this year, chaps, and we hope that you thoroughly enjoy the show.



*ONE of the several cars offered by the manufacturers for testing around the 2.4-mile Sussex circuit was the Ford Corsair. The unusual front-end treatment can be seen to advantage in this picture.*



automatic gearbox has a kick-down which is rather abrupt under slippery conditions, but the sheer performance of the big machine is most inspiring. The controllability is good, and the Armstrong Selecta-ride dampers give four settings, ranging from soft to very hard. Once again, a wide transmission tunnel pushes the driver towards the door even in this big car.

A T.V.R. Grantura, with a B.M.C. 1,800 c.c. engine, impressed me with its obviously high standard of construction and finish as well as for its lively performance. This car is a delight to drive fast on slippery roads, but the driver's right arm is impeded by the door. The test car had a propeller shaft vibration at high speed.

The Triumph 2000 is attractive to behold, thanks to Giovanni Michelotti. The combination of bottom wishbone and extended king pin front suspension with semi-trailing arms at the rear, results in a remarkably

# MOTOR SHOW TEST DAY

"Miss Universe" Visits Annual Guild of Motoring Writers' Occasion at Goodwood

BY JOHN BOLSTER

PHOTOGRAPHY BY GEORGE PHILLIPS

ONCE again, the Guild of Motoring Writers has organized an extremely successful test day at Goodwood. The Sussex circuit normally leaves a good deal to be desired as a test track. On this occasion, however, it was wet and slippery, the foul weather adding greatly to the usefulness of the trials.

In general, the road behaviour of the cars was of a very high order. Many of the machines were fitted with the new high-hystereses rubber tyres, the performance of these being excellent. A few years ago, cars were being built which would have spun off at a fraction of the speed which the latest models were able to sustain. Incredibly, I did not see a single alarming incident.

Some of the cars were less satisfactory from the viewpoint of elbow room. There is a tendency to push the driver and the passenger apart, pressing them hard against the doors. When the driver is wearing an overcoat, this causes his right arm to be seriously impeded, especially when, like me, he has broad shoulders.

Probably due to the bad weather, many of the cars were late in arriving. An early one was the Elva G.T. Coupé, and so I started off with this. The 1,800 c.c. M.G.B engine gives a fine performance in so light a vehicle. The independent suspension of all four wheels results in a very comfortable ride and the interior of the body is pleasing, though rain leaks onto the occupants' feet. The steering, if a little spongy, is very quick, and altogether one was very impressed by the great improvement over previous Elvas.

Collecting a Continental Bentley from Mr. Miller-Williams, I was at once impressed by the very effective power-assisted steering, which gave plenty of "feel". The big V8 engine is smooth and quiet, running up to 4,000 r.p.m. before the automatic gearbox changes up. The whole impression is of superb quality, the interior furnishing being incomparably fine, while the electric window winders were appreciated. A moderate under-steerer, the Bentley is safe on wet roads, and gives a very special sort



"MISS UNIVERSE", AUTOSPORT's guest for the day, prepares to accompany John Bolster in the new Triumph 2000. J.V.B. said that he had to drive most cautiously!

of motoring that cannot be expressed in mere figures.

A Downton-tuned version of the Mini-Cooper S was a very high performance car with remarkable low-speed flexibility. The tyres fitted were not ideal for wet roads, and the change of handling at full, half, and trailing throttle positions was most marked. Nevertheless, this immensely potent little car was almost unbeatable on the Goodwood circuit, and of course there's plenty of elbow room in a Mini.

The Jensen C-V8, with no less than 6 litres of Chrysler engine to propel it, proved to be a most effortless car with a wonderfully long stride. The three-speed

efficient form of four-wheel independent springing. The handling characteristic is substantially neutral and the riding comfort is excellent, particularly in the roomy rear compartment. The six-cylinder engine is deliciously smooth, which delights me as an admirer of small multi-cylinder units. Dunlop SP tyres took the car through corners remarkably quickly, and though the gearbox of the first Triumph I tested was rather unfriendly, a second car proved to have a very pleasant change.

After enjoying excellent roadholding in an all-independent car, I then found a safe and controllable little saloon with a rigid rear axle. This was the Vauxhall Viva,



M.G. 1100 (left) from B.M.C. was there to show off its Hydrolastic suspension, which is, of course, also sported by its three sisters—the Morris, Austin and Princess. T.V.R. GRANTURA (right), now powered by the 1,800 c.c. B.M.C. engine, was a delight to drive on the slippery track.

assisted by Avon New Safety tyres. Only a fairly high noise level reminded one of the low price, the steering and particularly the gear change being worthy of a really expensive vehicle. Four people have plenty of elbow room in this practical family car.

The E-type Jaguar is one of my favourites, and it was with pleasure that I took over a fixed-head coupé. The immense performance is all there still, but the car has become more refined mechanically, the driving position also appearing to have been improved. I was able to use the tremendous acceleration with very little wheelspin on the wet road. Except for the rather slow gear change, the E-type is a very fast car of the greatest refinement.

The Sabre Six G.T. now has orthodox wishbone-type front suspension and a rear axle on Watts linkages. The one I drove had a standard single-carburettor Zodiac engine, which proved powerful enough to give the little two-seater some really flashing acceleration and unusual top-gear flexibility. I soon felt at home, the quick, sensitive steering being ideal for wet roads. What a pity that the narrow body gave me no room to move my right arm, which was pinned against my side!

In some respects, the Rover 2000 was the car of the day. Designed from the outset for the new Pirelli or Dunlop SP tyres, this compact saloon has sheer cornering power on wet roads that is really staggering. It is also very steady during hard braking. The overhead-camshaft engine has not the smoothness of a six-cylinder but it is unobtrusive for a big "four". This 100 m.p.h. car is small enough to nip through traffic and must be as safe as anything on the road. Less elaborately furnished than previous Rover models, the 2000 has an interior which is practical and attractive to the engineer. Well-chosen gear ratios and very comfortable seats make this a car which one could go on and on driving with pleasure.

The Hillman Imp is a rear-engined car that does not feel at all tail-heavy. The pedals are offset to the left to avoid the front wheel arch, but one soon ignores this. The overhead-camshaft engine is smooth and though it is not silent, it makes a pleasant, functional sound. The gearchange is just about perfect, adding to the enjoyment of handling this pleasant little saloon.

As the rain was stopping, I took out another Elva with the hood down. This open sports car has a lively performance, though the low second gear of the B.M.C. box is not ideal. The pedals could be altered with advantage, but the car handles

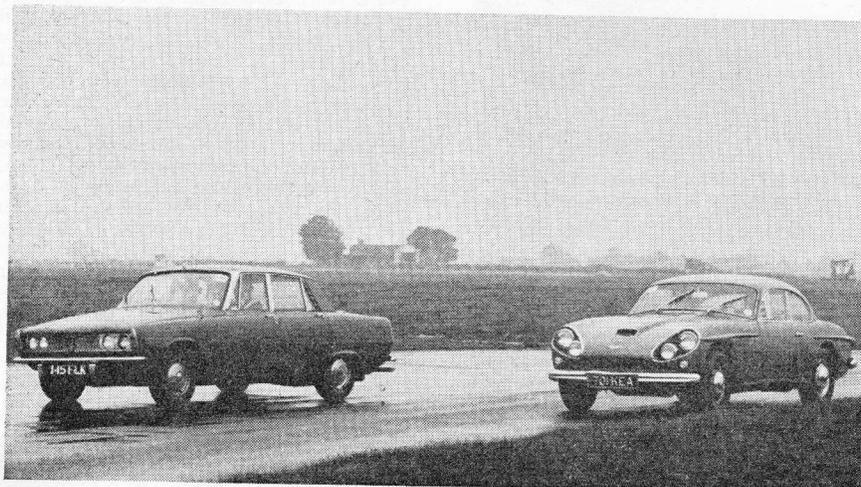
well and is definitely fast. The brakes are very powerful.

Finally, I took out the Morgan Plus 4 Plus coupé. Perhaps it was the most fun of all the cars I drove. The big four-cylinder engine is rough—there is no other word—but the roadholding is uncanny and the car can be placed to an inch. The Moss gearbox handles remarkably well, presumably due to a light clutch plate, for it has

been less effective on other cars. The Morgan inspired me to drive as if I were in a race, spurning the other vehicles on the track. The seats may be a bit crude, and one hits one's knuckles on the ignition key, for the instrument panel is rather close to the steering wheel. Things like that don't matter, because the Morgan is fun, and an ideal car with which to conclude a long and splendid day.



EVEN ROLLS-ROYCE feature the twin headlamps arrangement on their latest models (above). ALSO following this trend are Rover and Jensen (below). The Jensen C-V8's styling looks a little "Chinese" with its slant-eyed effect.



# Along the Galleries

With Patrick McNally

MANY gimmicks as well as good sound pieces of engineering were being exhibited in the galleries at Earls Court this year. There also appeared to be attempts to encourage the Do-it-yourself enthusiasts, especially on the light engineering and tool stands.

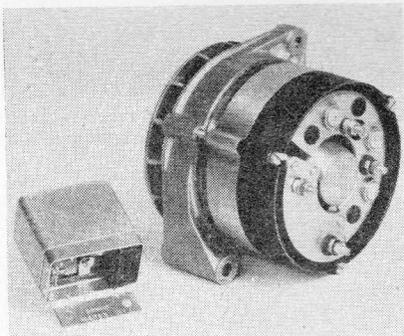
Nothing in the galleries was particularly spectacular, there being no startling revelations, although it was quite obvious that original equipment manufacturers had done much to refine their merchandise, mainly, naturally enough, to make the manufacturers' job of final assembly easier.

Many of the major companies had stands purely to be able to advise the public on their individual needs and their co-operation—even on the 10th day—was most pleasing.

In such a capacity were Ferodo, who took time and care as well as considerable interest in their efforts to solve everybody's braking problems. Upstairs proof of their ability was to be found in their exhibition of the pads used to win every major *grande épreuve* this year—all Ferodo.

On the Dunlop stand was their current range of tyres and it was interesting to see how these have been developed over this past year—in particular the C41, which is original equipment on many British cars and has remarkably good handling characteristics, both in the wet and in the dry. The SP tyre, that has had such favourable comment, is available in short supply, and is still under further development.

Of particular interest to the manufacturer,



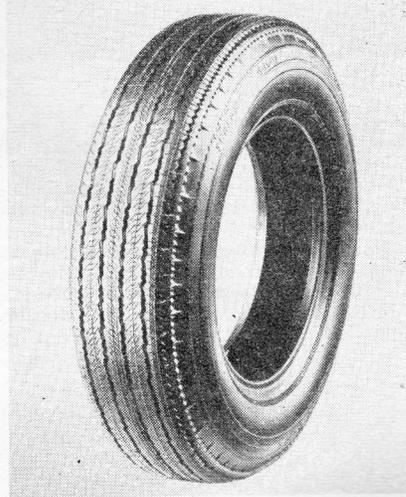
NEW BOSCH K1 alternator, with regulator, as fitted to the Mercedes-Benz 230SL.

rather than to the man in the street, was the new Lockheed disc brake. A steel pressing takes the place of the cast iron caliper and a single operating cylinder actuates the pads in place of the usual opposed pair. Consequently, there is a saving in weight and cost. As the weight of the caliper is unsprung, this is of no small importance, especially to the competition-minded. The caliper is mounted on a carrier by means of a hinge pin at one end and a spring-loaded steady pin at the other. This allows the caliper to float,

so permitting a single operating cylinder, for one pad is applied by direct action on the piston and the other by reaction. Automatic adjustment takes place in conventional manner.

The S.U. Carburetter Company have increased their range of high-pressure fuel pumps with the types A.U.F.300 and the A.U.F.400, the latter having a delivery rate of 22 gallons per hour. These pumps, in common with previous types of S.U. high-pressure electric fuel pumps, are designed to be mounted in the vicinity of the fuel tank and at a level not appreciable above that of the top of the tank. This situation is to ensure freedom from vapour generation troubles, even under the most severe conditions of high ambient temperature and high-altitude operation.

Lucas were showing their transistor assisted contact ignition system. This can



ORIGINAL EQUIPMENT for many British cars are C41 Dunlop tyres, particularly notable for their adhesion on wet roads.

be fitted to any existing vehicle with a 12-volt positive earth installation. The set comprises a transistor and heat sink unit, a ballast resistor, ignition coil and various other cables and connectors. The advantages of this system are claimed to be improved starting, particularly at low temperatures, better performance, and greatly extended contact life. The contact breaker, when operating under conventional coil ignition conditions, imposes limitations on electrical performance for a variety of reasons. The most serious of these is the problem of contact pitting resulting from the extremely rapid making and breaking of a highly inductive circuit. The Lucas special high voltage transistor assists the contact breaker in its work, for it makes and breaks the ignition coil primary circuit while the contacts carry only a small non-inductive pilot current controlling the switching action of the transistor. As the transistor can handle higher currents an ignition coil of reduced primary inductances is employed, resulting in better ignition performance at high r.p.m.

This firm were also exhibiting an electronic alternator control box for use on cars fitted with Lucas alternators in place of dynamos. It incorporates two transistors and two diodes and is the first alternator incorporating silicon semi-conductor devices on the market. In addition to being lighter and smaller, it has the advantages of operating satisfactorily in high temperatures.

Bosch had on show their 35 amp. alternator and regulator as fitted to the Mercedes 230SL. This will shortly be available as a replacement for conventional systems.

Of the carburetters on view, the most interesting was the new twin-choke Solex. Effectively two carburetters together, the first part of the twin caters for normal driving where economy and flexibility are paramount, whilst the second comes in automatically when the throttle is opened wide. A main body houses both carburetters and a single air intake and float chamber is employed.

That progressive firm Wipac were in attendance with a new battery charger as well as many other more gimmicky pieces of equipment. The 4 amp. charger comes complete with battery leads and connectors and has a safety eye which lights up when the unit is connected to the mains. It is a very small compact piece of equipment which is suitable for all batteries, both 6 and 12 volt. It has the advantage of not overcharging, for it has a special compensated circuit which decreases the output as the battery charge increases.

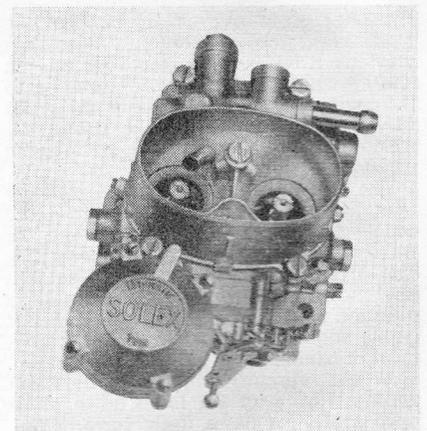
They have also developed their Charge-mobile. This unit is actually installed in the car permanently and only needs connecting to the mains for the battery to receive a slow and even charge of 1-1½ amps. There are no dials or regulators and it will fit in any convenient position under the bonnet, and the two charging leads may be permanently connected to the battery, so it only remains to fit the mains plug lead to the top of the unit if one wishes to charge the car's battery.

Wipac were also exhibiting a wide selection of headlamps, foglamps, horns, and diverse pieces of electrical equipment. Whilst on the subject of lamps, Marchal have recently introduced a heavy duty 8 ins. lamp which has an optional 75 watt valve and, not surprisingly perhaps, an exceptional range with good definition.

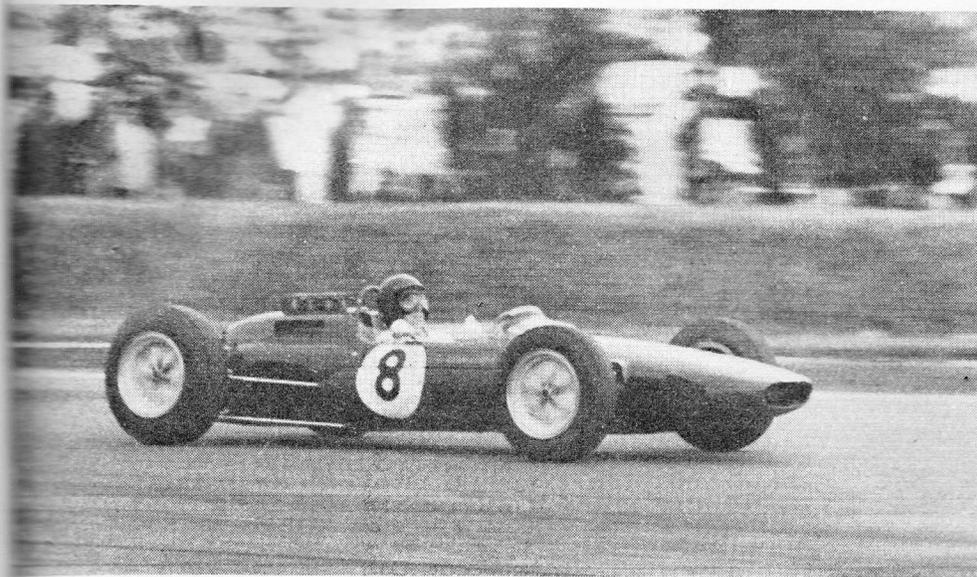
The shock absorber people are all making steady progress, and Armstrong's Selectaride electrically adjustable dampers are now fitted as standard equipment to both Bristol and Jensen cars. Armstrongs are also marketing a steering damper which should be available for a great variety of cars shortly.

That race-proven shock absorber, the Koni, was on show, and it was interesting to see that this particular telescopic damper is now available on the majority of British and Continental cars, even though it is sometimes necessary to make special fittings where the lever type is to be replaced.

Perhaps the greatest advantage of the galleries is the fact that the ochlocracy has difficulty in finding its way up and by virtue of this the galleries are not quite as crowded as the main hall; it is possible to view without being carried along in the tides and eddies which flow below.



TWIN-CHOKE Solex carburetter was one of the most interesting on view, being effectively two carburetters together.



"FLYING SCOTSMAN" Jim Clark has now six grandes épreuves to his credit this year, thus he has scored maximum possible points in the World Championship.

the driver or handling fault of the car will result in a serious loss of time. Most drivers take a late apex on each of these curves so that they are on a correct line for the next curve. Speed through this section would be around 80 to 100 m.p.h. Then follows a period of acceleration to something like peak revs in fourth or fifth gear (depending on 5- or 6-speed box) as the cars approach the long, banked, 180 deg. turn which swings them back onto the pit straight. Most drivers lift off and take a dab at the brakes for the so-called banking, but most have to feather the throttle as understeer sets in about half way round. The surface was mainly very good but a few curves, noticeably the banking, had surface ripples.

\* \* \*

THE Mexicans had worked in collaboration with the United States G.P. organizers to assemble a top field for their

Mexican Grand Prix:

# JIM'S SIXTH WIN

Down Mexico Way the  
"Flying Scotsman" Notches  
up his Sixth Grande Épreuve  
Win of the Year

By BILL GAVIN

WITH victory in last Sunday's Mexican Grand Prix, Jim Clark equalled Alberto Ascari's record half dozen *grande épreuve* wins in one season. Clark led the field from flag to flag in his Lotus 25, to completely outrun the opposition despite the great efforts of Dan Gurney and Jack Brabham in the works Brabhams. Brabham took second place, 1 min. 41.1 secs. behind Clark, while fuel pump trouble relegated Gurney to sixth place behind Richie Ginther and Graham Hill in the works B.R.M.s. and Jo Bonnier in Rob Walker's 1963 Cooper.



LINE UP at the start, showing Jim Clark and John Surtees in the front row and Graham Hill and Dan Gurney on the second. The flag was, in fact, dropped a little too soon.

THE Mexican City Autodrome is one of the world's best, and while some drivers criticized the nature of the track itself, the appointments could not be faulted. Each pit is a permanent lock-up workshop supplied with electricity and air lines so that the mechanics are not obliged to shift their equipment at all during the course of the meeting. The autodrome itself is only part of several hundred acres of sports arenas, swimming pools, etc. The pit straight is the only one of any real length (circa 700 yards) and ends in a peculiar right-hander with an ever-tightening radius so that the cars are under braking almost right through the corner to take a late apex, ready for exit through a left-hander and on to a short straight, which leads into a fastish left curve followed by a sharp right, so that once again most of the braking is done in the first corner. A couple of hundred yards later comes the banked hairpin and cars are changed right down to first gear. Shortly after there is a sharp right and a faster left leading up to the Esses. These seem to be a never ending series involving six changes of direction in several hundred yards. Careful choice of line here is vital and any inaccuracy on the part of

first *grande épreuve*. The works B.R.M.s for Graham Hill and Richie Ginther were both 1962 models fitted with the 6-speed gearboxes. Bruce McLaren and Tony Maggs had their regular Coopers and the Brabham team was also at full strength with cars for both Jack Brabham and Dan Gurney. Team Lotus again comprised Jim Clark, Trevor Taylor and Pedro Rodriguez. Clark's car was a fuel-injected 25 with ZF box, while Taylor's car had the Hewland VW unit. Pedro was given the old training car once again; this has carburetter engine and ZF gearbox. Heading the list of eight private entrants was Rob Walker's 1963 Cooper for Jo Bonnier. Porsche was represented by de Beaufort's 4-cylinder 1960 car. A local Formula Junior champion, Moises Solana, was lent the ex-Bandini Centro-Sud B.R.M. Jo Siffert's enthusiasm would be hard to beat for he was racing his Lotus-B.R.M. 24 without starting money, the organizers having originally overlooked this most talented young Swiss. In the absence of Innes Ireland, Jim Hall represented the British Racing Partnership with the team's spare Lotus-B.R.M. 24. Innes, who is convalescing in Texas, rang up during the meeting and sounded in good cheer; he was

out of bed but expects to be on crutches for a few weeks yet.

The Parnell *équipe* was out in force with the Lola-Climax to be driven by Masten Gregory, and Lotus-B.R.M. 24s for Chris Amon and the Texan Hap Sharp. Ferraris had an impressive array of cars for Surtees and Bandini—two tubular chassis 1963 cars plus two of the new monocoques, Bandini's one having its first outing. All cars had the well-tried V6 engine with direct injection. Both A.T.S. cars were back on Weber carburettors (38 IDMs), the fuel injection having been abandoned. Phil's car had a normal Colotti type 34/2 gearbox mounted behind the axle line, necessitating an enormous spacer between the engine and final drive. The oil cooler of this car was integral with the radiator. The organizers had accepted the entry of a 1959 Cooper 4-cylinder driven by Frank J. Dochnal who put it into the bank and broke a wheel before he could get in anybody's way.

**T**RAINING took place on the Friday and the Saturday with a session each day from 1 to 5 p.m. Some teams had missed last year's non-championship F1 Mexican Grand Prix so a number of drivers spent the first session learning the intricacies of the 3.210-mile circuit, while a number of mechanics were busy changing final drive ratios. Important on the job lists was the altering of the fuel injector mechanisms, for the 7,000-ft. altitude of Mexico City left the cars gasping for more oxygen. With a four-hour session ahead of them on the morrow few drivers gave indications of urgency. Clark, however, sped around in 1 min. 58.8 secs., to better his lap record by 0.9 sec. Surtees had the wrong gear ratio but was closest to Clark at 2 mins. 0.5 sec. Graham Hill was only a tenth slower but complained of the B.R.M.'s obvious

*DAN GURNEY's ride in the Brabham-Climax was once again ruined by irritating troubles and he fell to sixth place by the end of the race (below, left). LOCAL DRIVER Moises Solana drove the Centro-Sud B.R.M. At one stage he reached sixth place, but engine trouble forced him out (below, right). JO BONNIER's luck changed. Driving the Walker Cooper-Climax, he was fifth, despite a wheel change (bottom, right).*

#### STARTING GRID

23	8
John Surtees (Ferrari) 2 m. 0.5 s.	Jim Clark (Lotus-Climax) 1 m. 58.8 s.
6	1
Dan Gurney (Brabham-Climax) 2 m. 1.6 s.	Graham Hill (B.R.M.) 2 m. 0.6 s.
3	2
Bruce McLaren (Cooper-Climax) 2 m. 2.3 s.	Richie Ginther (B.R.M.) 2 m. 1.8 s.
11	24
Joakim Bonnier (Cooper-Climax) 2 m. 2.6 s.	Lorenzo Bandini (Ferrari) 2 m. 2.4 s.
5	14
Jack Brabham (Brabham-Climax) 2 m. 3.6 s.	Joseph Siffert (Lotus-B.R.M.) 2 m. 3.3 s.
9	13
Trevor Taylor (Lotus-Climax) 2 m. 4.9 s.	Moises Solana (B.R.M.) 2 m. 4.1 s.
17	4
Masten Gregory (Lola-Climax) 2 m. 5.2 s.	Tony Maggs (Cooper-Climax) 2 m. 5.2 s.
22	16
Hap Sharp (Lotus-B.R.M.) 2 m. 7.7 s.	Jim Hall (Lotus-B.R.M.) 2 m. 6.1 s.
12	25
Carel Godin de Beaufort (Porsche) 2 m. 14.1 s.	Phil Hill (A.T.S.) 2 m. 13.6 s.
10	18
Pedro Rodriguez (Lotus-Climax) 2 m. 15.3 s.	Chris Amon (Lotus-B.R.M.) 2 m. 14.7 s.
	26
	Giancarlo Baghetti (A.T.S.) 2 m. 22.3 s.

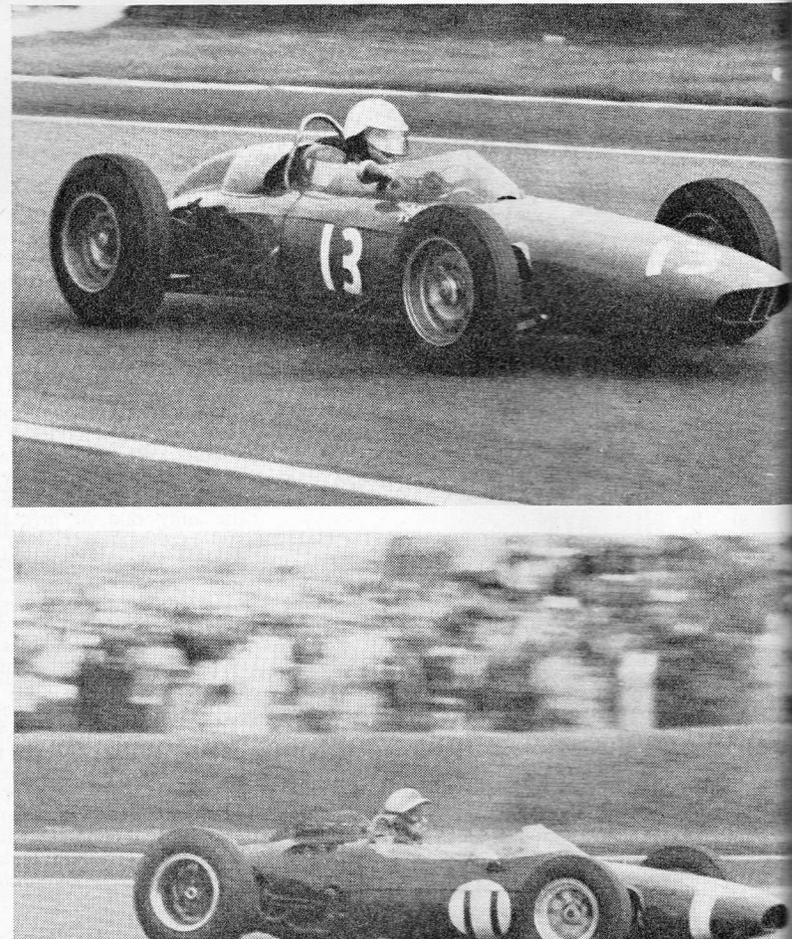
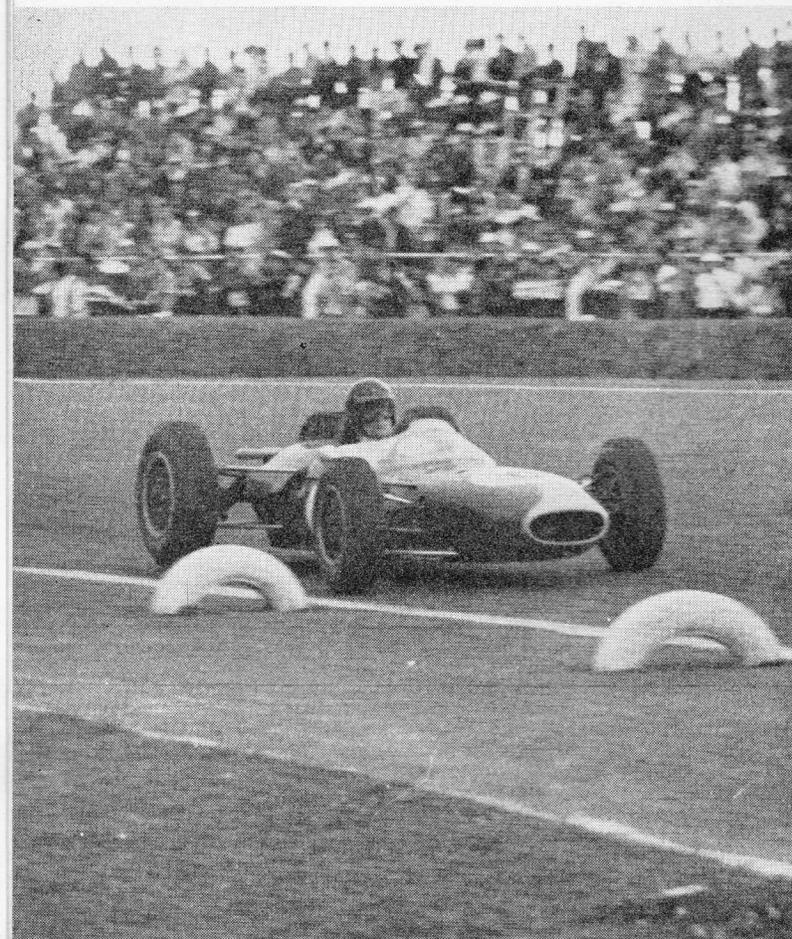
inability to get its power to the road coming out of slower corners. Next fastest were Gurney and Ginther. The Cooper boys were busy trying to achieve the correct handling characteristics. The timing chain of Pedro Rodriguez's engine broke when it picked up a piece of broken dowel left in after the post-Watkins Glen rebuild. Amon's Lotus had a very flat B.R.M.

injection engine. Phil Hill didn't get in a single flying lap before he suffered his normal oil bath, while team mate Baghetti's A.T.S. was particularly sick-sounding.

Rain fell steadily throughout the first half of the Saturday practice so that nobody was able to improve on the times of the previous day. At first, few drivers ventured out but as the rain eased off they crept out one by one. Clark promptly got down to 2 mins. 7.5 secs., but pulled in smartly when the car started to fly out of second gear on braking. Surtees bettered this on the still quite wet track getting down to 2 mins. 5.4 secs., just 0.3 sec. faster than Graham Hill. Jack Brabham was really trying hard and recorded 2 mins. 3.6 secs. in the wet. After official timing had ended at 5 p.m., the drivers were allowed to continue and Brabham recorded an impressive 2 mins. 1.2 secs. on the damp track.

By the end of practice Lotus had three immobile cars—Pedro's engine was now found to have seized scavange pump while poor Taylor's box had stripped an unreplaceable first gear and cracked the differential cage. Maggs's Cooper lost its oil pressure, the team's third engine failure this trip, and having no spare they borrowed the engine taken from Bonnier's car after Watkins Glen. Phil Hill had gear selection troubles with the Colotti's external gate, while Baghetti's engine was sick.

**A** STOCK CAR race won by Fireball Roberts in a Ford Galaxie was the precursor to the Grand Prix. The drivers were ceremoniously presented to the President of the Republic who was particularly amused by Bandini; the Italian had been distracted by a dark-skinned member of the fair sex and came running up for his handshake about five seconds too late! The "two-two" grid formation with more than ample space be-



tween rows saw the cars stretched out in echelon down the pit straight as shown opposite.

The premature dropping of the flag found some drivers in neutral but Clark was ready and made a beautiful getaway to lead Surtees and Gurney into the first corner. At the end of the lap he was already clear and Gurney was all set to pass the Ferrari.

After five laps Clark had a 5 secs. lead over Dan who was 3 secs. ahead of Surtees. Brabham had come through from sixth to fourth, passing Ginther and McLaren who were having a close fight. They were clear of Graham Hill and Lorenzo Bandini, while Rodriguez currently had the better of his dispute with Bonnier and Maggs.

Siffert had spun in avoiding Rodriguez on the opening lap and came into the pits to have the petrol pump re-wired, this having been deranged in the mêlée. After three laps Baghetti made the first of his three pit stops.

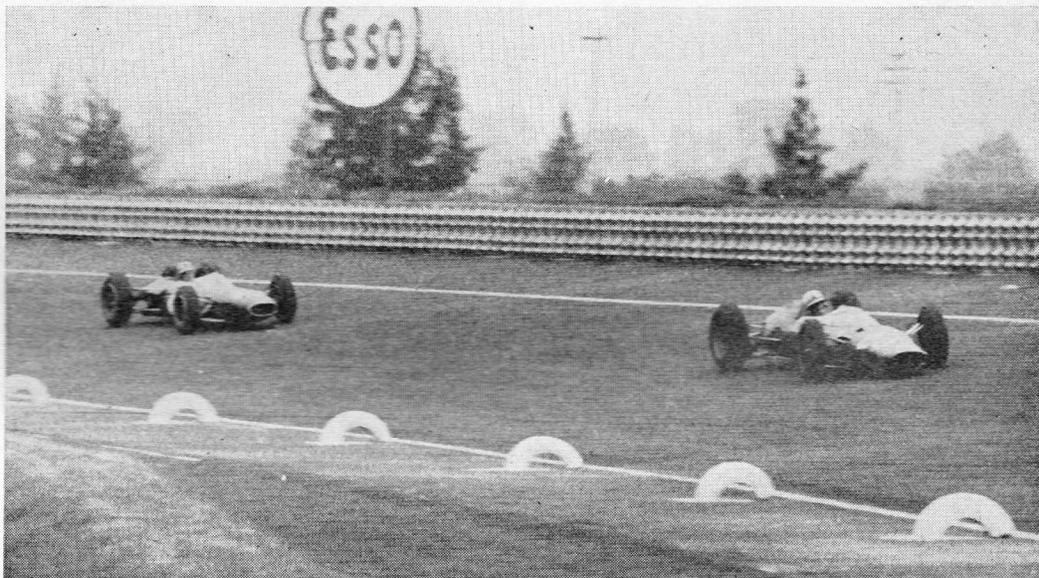
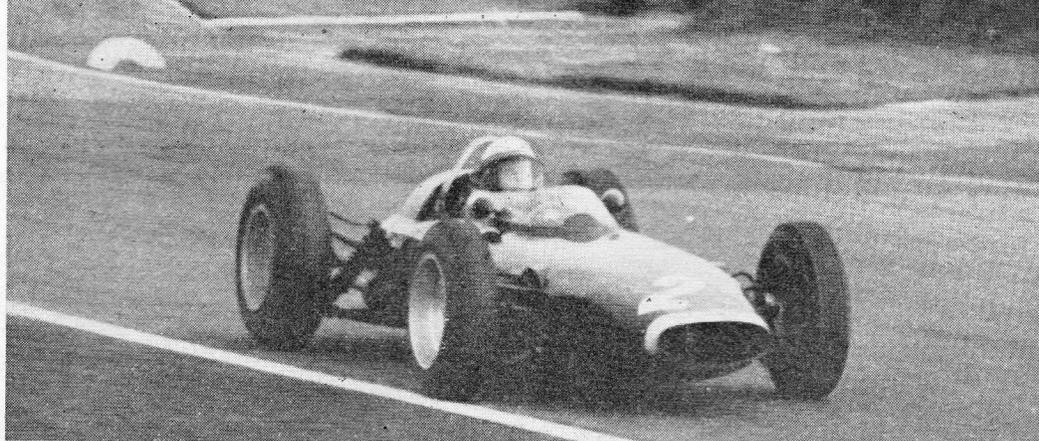
Clark's advantage had increased to 8 secs. after ten laps, but the Scot was having to concentrate to keep up his sub two-minute pace with full tanks, while Gurney was putting up a nearly equal display and was now clear of Surtees by around 9 secs. The Ferrari had been set up for a wet track as it had actually been spitting at the time of the start, but now the car was understeering badly and looked particularly unsafe on the banking. Now Brabham was only 2 secs. behind and five laps later he passed the Ferrari into third place. Ginther and McLaren were only 3 secs. back, but clear of Graham Hill and Bandini who were having a private struggle. Maggs had retired after seven laps with another bearing failure and four laps later poor Bonnier suffered a flat tyre, which necessitated a lengthy wheel change. This left Pedro all alone in ninth place ahead of Masten Gregory, Solana, Taylor, Sharp, Jim Hall, Phil Hill, de Beaufort, and Siffert, who was motoring along after his long pit stop. Amon had retired when his Lotus-B.R.M. jammed in fourth gear.

After 19 laps Surtees pulled into the pits to lower the rear tyre pressures in an effort to kill the understeer. But afterwards the engine would not fire on the starter, the Ferrari was pushed, and automatically disqualified. Taylor also retired after 19 laps, another case of bearing failure.

It was noticeable that the Rodriguez Lotus was behaving oddly, lifting the inside front wheel a foot clear of the ground on left-handers. Pedro pressed on unperturbed, losing only two seconds per lap. Then the engine began to smoke so he called at the pits where it was immediately obvious that the right rear spring/damper unit's upper mounting had broken away from the chassis diaphragm—the anti-roll bar was about all that was holding the car together!

After 33 of the 65 laps Jim had a 48 secs. advantage on Dan who was 11 secs. ahead of his patron Brabham. Dan suffered a nasty moment when he turned on a wrong fuel tap and emptied the scuttle tank all over his legs. But once again his fuel system was at fault; this time the high-pressure pump gave only intermittent delivery so that after 34 laps Jack went by to occupy second place for the remainder of the race.

McLaren's engine had blown up taking the Cooper total to five engines for two meetings, but this gave Ginther a little respite, the pair having duelled for 30 laps. Likewise Bandini's retirement with a mis-firing engine gave Graham Hill welcome relief for he had been holding his gear lever in place most of the race and steering one-handed. However, he now shortened the gap between himself and team-mate Ginther and they both went past Gurney's ailing



*RICHIE GINTHER had yet another trouble-free run in a B.R.M., to finish third behind Clark and Brabham (top). JOHN SURTEES (Ferrari) leads Jack Brabham (Brabham-Climax) during the early stages of the race.*

Brabham on lap 45 and eventually Richie got to within 15 secs. of Jack—but no closer.

The rear suspension of Phil Hill's A.T.S. collapsed in the Esses and it was remarkable to see just how quickly the car came to rest virtually spinning in its own length. Bonnier wrested fifth place from Gurney on the 59th lap, having displaced Solana from sixth place just before the Mexican's engine failed.

During the closing laps Clark's 25 suffered fuel surge in the corners, but he managed to maintain his sub two-minute average to complete the 65-lap course in less than 130 minutes whereas his fastest lap (new record) was less than two seconds faster than the average at 1 min. 58.1 secs. Once again Clark had displayed that great virtuosity which made the splendid efforts of excellent drivers seem puny by comparison.

**RESULTS**

65 laps—198.7 miles

1. Jim Clark (Lotus-Climax), 2 h. 9 m. 52.1 s., 150.125 k.p.h. (93.28 m.p.h.).
2. Jack Brabham (Brabham-Climax), 2 h. 11 m. 33.2 s.
3. Richie Ginther (B.R.M.), 2 h. 11 m. 46.8 s.
4. Graham Hill (B.R.M.), 64 laps.
5. Joakim Bonnier (Cooper-Climax), 62.
6. Dan Gurney (Brabham-Climax), 62.
7. Hap Sharp (Lotus-B.R.M.), 61.
8. Jim Hall (Lotus-B.R.M.), 61.
9. Joseph Siffert (Lotus-B.R.M.), 59.
10. Carel Godin de Beaufort (Porsche), 58.
11. Moises Solana (B.R.M.), 57.

Fastest lap: Clark, 1 m. 58.1 s., 152.413 k.p.h. (95.30 m.p.h.).

**WORLD CHAMPIONSHIP OF DRIVERS**

1. Jim Clark	54*
2. Richie Ginther	29*
3. Graham Hill	25
4. John Surtees	22
5. Bruce McLaren	14
Jack Brabham	14
7. Dan Gurney	13
8. Tony Maggs	9
9. Innes Ireland	6
10. Jo Bonnier	5
11. Lorenzo Bandini	4
12. Jim Hall	3
Gerhard Mitter	3
14. Carel Godin de Beaufort	2
Trevor Taylor	1
Lodovico Scarfiotti	1
Joseph Siffert	1

**WORLD CHAMPIONSHIP OF CONSTRUCTORS**

1. Lotus-Climax	54*
2. B.R.M.	36*
3. Ferrari	24
Brabham-Climax	24
5. Cooper-Climax	23
6. B.R.P.-B.R.M.	6
7. Porsche	5
8. Lotus-B.R.M.	4

\* Six best performances.

HONDA intend to compete in the 1964 World Championship events, and negotiations are going on for the services of two graded drivers. Engines, made by the Japanese concern, may be fitted to at least one European constructor's chassis.

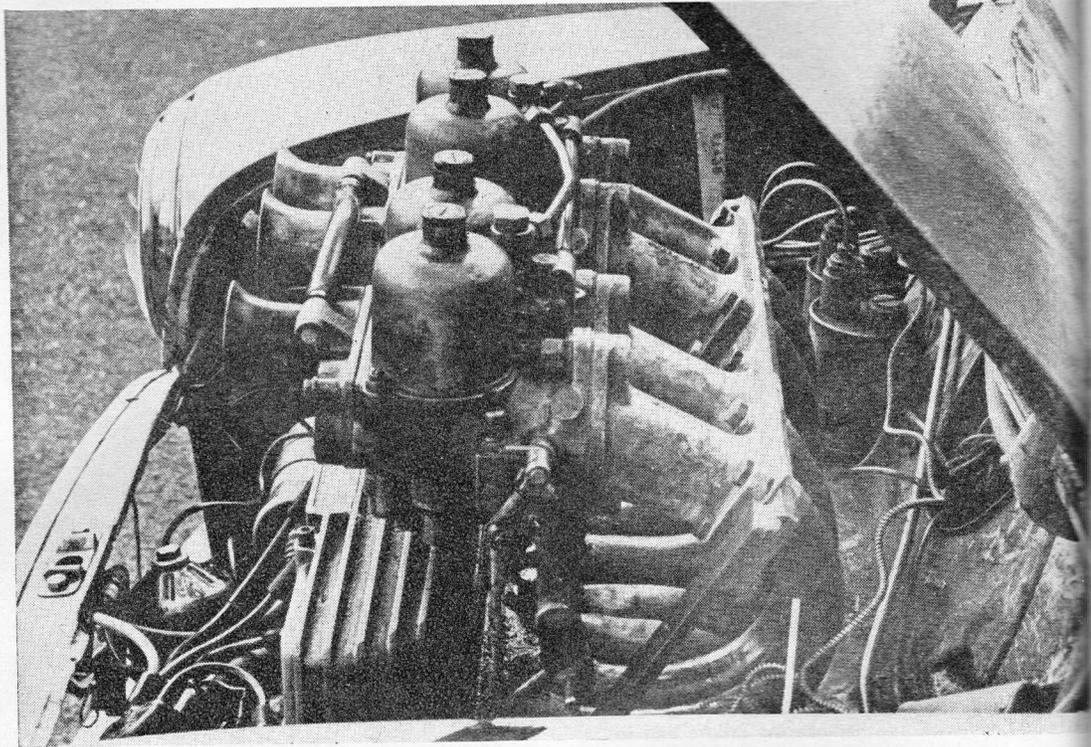
PRESS tycoon Cecil King has ordered a Mercedes-Benz Grosser 600 for his personal use. He already has a couple of Rolls-Royces.

# IT'S THE BARRETT BOMB...

In Ireland they're also stuffing Ford engines into Minis!

By BRIAN FOLEY

*INLET and exhaust manifolds of the 1,412 c.c. Austin-Ford-Mini are of Dickie Barrett's own design and manufacture. A pair of Weber carburettors were due to replace the SUs, which were fitted when Brian Foley took this picture.*



DURING the frigid depths of last winter two racing men met for a noggin and a natter in a well-known Dublin pub. Over a few pints of the quare stuff, they discussed their plans for the coming season. Dickie Barrett and Johnny duMoulin had often put their heads together in the past, and between them they run a nice little sideline of modifying cylinder heads for the boys. Johnny was considering fitting a bigger engine to his Ford Anglia which already boasted of a 109E engine bored to 1,412 c.c. As he laid plans for a 1,650 c.c. five-bearing crank engine, Dickie casually remarked that he would fit duMoulin's "old" engine to his well raced Austin Mini. It is not on record that anyone told Barrett that it couldn't be done, but such a suggestion would only have been akin to waving a red rag to a bull. That winter's evening, Barrett decided that he would put the Ford engine into his Mini.

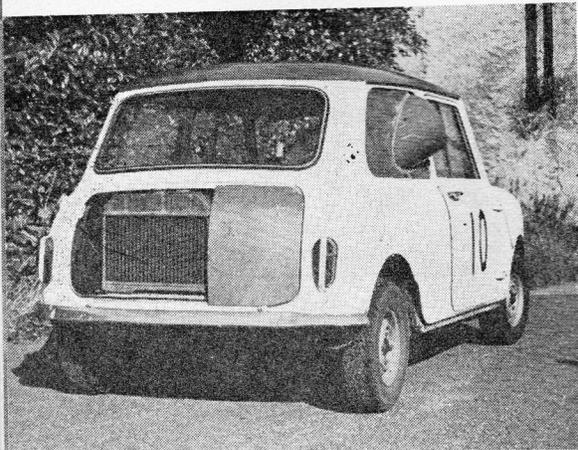
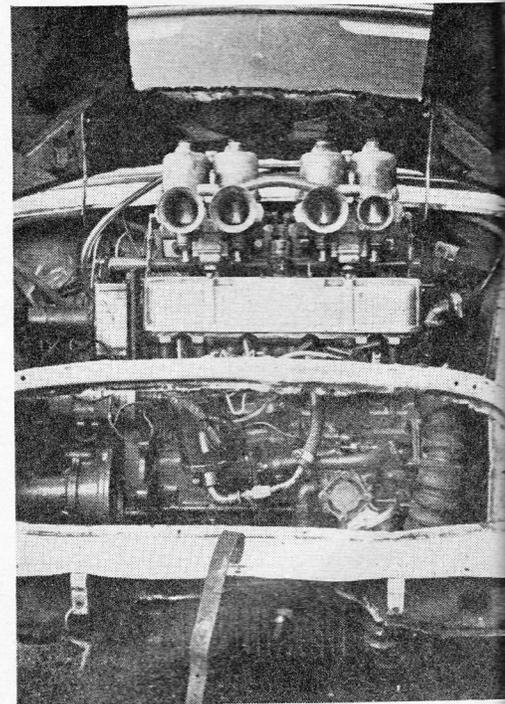
"The Barrett Bomb", also called "The Beast"—amongst other things—was scheduled to make its competition debut at the Phoenix Park meeting in July. It just failed to do so by a matter of a few hours, and if the large crowd were disappointed, Barrett was even more so. The first public appearance of "The Barrett Bomb" was at the Rathdrum Races on 7th September. Despite the fact that the engine was sounding rather rough, and some oil was getting onto one of the front wheels, Barrett demonstrated to all and sundry that his Austin-Ford is a technical achievement and should certainly go like the hammers when all the bugs are sorted. Barrett tells me that his "bug trouble" is practically negligible, his major difficulty being to find the time to work on his project.

"The Barrett Bomb" is noticeably different to a standard Austin Mini, by the radiator in the boot, air scoop on the offside—in place of the side window behind the driver, and by the tops of the carbs which poke up through a large hole in the bulkier bonnet. Cylinder head, block, crank, etc. are basically standard 109E Ford, enlarged to 1,412 c.c. The modified cylinder head has Jaguar D-type inlet valves, and M.G.B. exhaust valves. Carburation is by a pair of twin-choke, 1½ in. SUs, but Barrett intends fitting a pair of twin-choke Webers. Inlet and exhaust manifolds are of Barrett's own design and fabrication. The Ford block has been "Barrettized" (a more appropriate word than modified) onto the Austin crankcase-gearbox. The crankshaft is a standard Ford 109E unit, and not a special steel crankshaft. The end of the crank has been "Barrettized" to mate up with the Austin-Cooper flywheels and clutch. The tricky part was keeping the centres of the crank to the primary gear the same as the Austin, as the same gear-train was used to transmit the drive from the crank to the Austin gearbox. Oil pump is Ford, and the oil filter unit is Austin. A D.K.W. radiator is mounted in the boot, but Barrett intends

having a cross-flow radiator made up to fit across the front of the car. Brakes are standard Austin Mini drum brakes, fitted with Ferodo AM4 linings. Cooper disc brakes may be fitted to the front. Tyres are Dunlop SPs.

The Barrett Ford-Austin unit will fit into any Mini, as standard engine-gearbox mountings are used.

*WORKS of Barrett's Mini. Pictures were taken during the height of work on the project, hence no time for concours d'elegance spit and polish.*



*REAR VIEW of the extraordinary device shows the D.K.W. radiator in the boot and air scoop on the offside.*

LOV 1 was a number originally applied to Graham Warner's extremely successful Lotus Elite, which I tested for AUTOSPORT. It now identifies a Lotus Elan, which has been very prominent on the circuits this season.

When Graham Warner suggested that I should dice the car round a circuit, I was temporarily incapacitated after a ridiculous accident with a motor mower! By the time I was dicing-fit, the car had been sold, but the new owner, Arthur Pateman, very sportingly allowed me to drive the machine at Brands Hatch. Arthur has acquired the car for Wallace Harper, the Ford and Lotus agent of Hong Kong. The machine has been shipped out along with a Lotus 23 and two Lotus Cortinas, which will all be raced extensively. LOV 1 will first appear in the Macao Grand Prix later this month.

The design of the Elan is now well known. It is a front-engined car with a central steel backbone chassis, the glass-fibre body being attached like a saddle. The suspension is independent all round by wishbones, and the power unit is a five-bearing Ford of just under 1,600 c.c. The cylinder head is the twin-cam Lotus production, designed by Harry Mundy, and two twin-choke Weber carburetters are used.

In the case of LOV 1, the Cosworth version of the engine is employed. This particular unit has developed 144 b.h.p. at 7,000 r.p.m. on the brake (uncorrected) which may well be equivalent to an actual 148 b.h.p. or so. The gearbox is the standard Lotus close-ratio model of the all-synchromesh Ford design. The radiator is mounted further forward, with a special duct for the exit of the air. An air box for the carburetters has an intake in the bonnet top.

The body is standard though without the pop-up headlamps, and the wheel arches have been cut away to allow the use of 5.50 x 13 ins. tyres. A thicker roll bar has been fitted in front and another one has been added to the rear suspension. The



DUELS between Graham Warner and John Whitmore enlivened two race meetings this past season—at Brands Hatch and Crystal Palace. Here, at the Palace, Warner leads Whitmore.

## JOHN BOLSTER tries a famous LOTUS ELAN—LOV 1



camber of the front wheels has been very carefully set and the rear wishbones are of the latest Lotus type which are adjustable for toe-in.

Twin master cylinders are used for the brakes and a modified pedal layout makes heel-and-toe easy but enforces the use of light, narrow shoes. Tight-fitting bucket seats are featured, and light-alloy long-range tanks are installed.

The "hot" engine of LOV 1 starts easily and though it "hunts" when idling it soon cleans up under load. The performance can only be described as astonishing. Out of respect for the trip to Hong Kong on the morrow, I kept 500 revs in hand, changing

up at 6,500 r.p.m. I also attained "six-five" in top gear. Extreme revolutions are not necessary for this unit, however, the usable range covering a very wide band. Indeed, even as low as 3,500 r.p.m. the power production is remarkable and really fierce acceleration is available.

This unusual flexibility allowed Druids to be taken on second or third gear to choice, with virtually no difference in lap times. On the corners, an initial understeer could be counterbalanced by applying power, but the most impressive characteristic was the way in which the rear end "hung on". Eventually, I was daring to use full throttle in corners, which would invite

a violent breakaway on a lesser machine. Roadholding of this calibre causes the Elan to be very quick out of bends, which is where it often overcomes its rivals.

The brakes require firm pedal pressure, but they are powerful when fully applied. If the wheels are inadvertently locked, the car remains straight and does not tend to dive off. The roadholding and controllability are such that LOV 1 is a fundamentally safe competition car.

The engine has no vibration period throughout its range and though it naturally feels "hard" it is never rough. The gearbox and final drive are silent but obviously lose no efficiency thereby. The extra long gear lever is a definite improvement, eliminating the slightly "notchy" feeling that one sometimes gets with this box. Though harder competition-type dampers have been fitted, LOV 1 still rides remarkably well over the bumps.

Unfortunately, Brands Hatch possesses no level straight, so accurate acceleration figures could not be taken. This was a pity, as the acceleration of the tuned Elan is certainly really fierce. Apart from the uneven idling, which would not be acceptable in London traffic, this competition car would make an ideal ultra-fast touring machine. To handle it on a racing circuit is to experience very high performance that can be used to the full all the time.

**RESULTS**

High Peak Trophy: John Harrison, 51 marks lost. Beeston Trophy: David Render, 54. Needham Trophy: Gordon Holdrup, 60. 4, Edward Harrison, 64; 5, Charles Pollard, 72; 6, A. Bush, 74; 7, Geoff Newman, 76. Best Sheffield and Hallamshire M.C. Member: A. Bush. B.T.R.D.A. Spoon: John Harrison. Team Award: Tony Marshall, Lol Hurt and Eric Jackson.

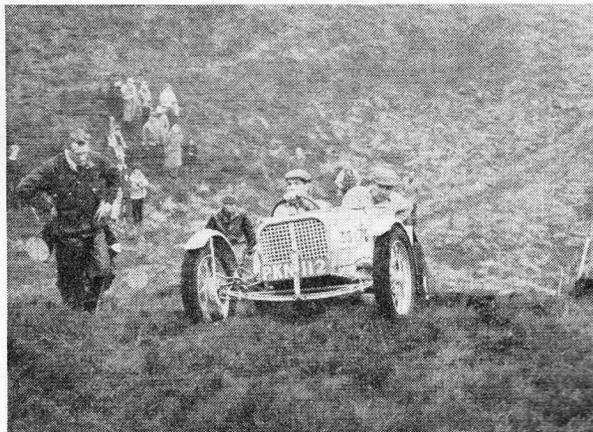
◀ **WINNER** John Harrison climbs Hill 4. Skill finally told! He eventually lost 51 marks.



ABOUT to swing into the flag guarding the foot of Hill 12 is M. A. Drabble, under the eyes of an interested audience. ▼



*EDWARD HARRISON during his ascent of the eleventh of the twelve hills. His front wheels are clear of the top marker—but the rear ones are not. He finished fourth in the Sheffield and Hallamshire M.C.'s Championship event.*



*IVOR PORTLOCK gets through the big rut guarding the bottom of Hill 12, where most drivers hit the flag. Despite the bitterness of the misty day and the wet surface, the rain failed to fall.*



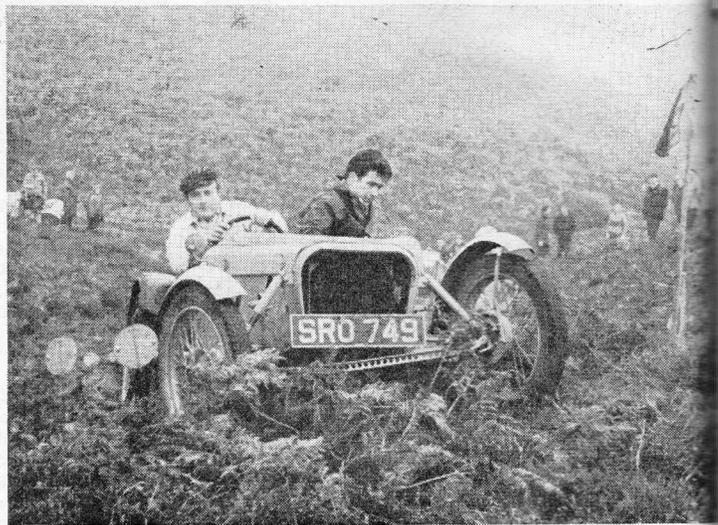
# HIGH PEAK TRIAL

Sheffield and Hallamshire M.C.'s Annual Championship Classic



Photography by **FRANCIS PENN**

*NO longer circuiting the world in a Ford, Eric Jackson makes one of the only two cleans on Hill 5, where the finish had a gradient of 1 in 1. He scrambles through the bracken, finding time to grin at Penn.* ▼



# CLUB NEWS

By ROBERT GRANT

**T**HE Wessex M.C. (Students' Union, Southampton University) in conjunction with the Chichester M.C., Ford Sports and Social Club, I.S.R.M.C. and C.C. and the Mullard M.C. and C.C. are co-promoting the fourth annual McFred Economy Run on 17th November and it is a closed event. The accent of the run is firmly on economy and all fuel tanks will be filled and sealed by the club. Great efforts have been made by the organizers to prevent any daylight dicing. Closing date for entries is 11th November and they should be sent to Geoffrey Willis, c/o J. C. R. Post, Students' Union, The University Southampton, Hants. . . . The Chichester M.C. are promoting the annual Trencham 200 rally on 30th November-1st December. It is a restricted rally and is open to all A.C.S.M.C. members and it is a championship event. Team entries will be accepted and there are awards for novices so most people should collect something. Entries should be sent to Alison Hilton, 2, Police Cottages, Pagharn, Bognor Regis, Sussex. . . . The South Wales A.C. are promoting "The Winter Double" rally on 9th-10th November and it is a closed event. The rally is over 120 miles and will be divided into sections with classes for experts and novices. Entries close on 4th November and should be forwarded to Clive Warren, 5 Church Close, Lisvane, Cardiff. . . . The Hagley and D.L.C.C. in conjunction with the Dudley and D.C.C. are promoting a restricted production car trial at Netherton, Dudley, on 17th November. This event is a qualifier for the B.T.R.D.A. Production Car Trials Championship and is open to the

B.T.R.D.A., Lucas M.C., M.G.C.C., Midlands M.E.C., North Midland M.C., Shensstone and D.C.C., Walsall and D.C.C., South Wales A.C. and the Wolverhampton and South Staffs C.C. The course will not exceed three miles and will include 25 or more sections. All entries should be in by 12th November, and must be sent to C. M. Taylor, 4 Poplar Road, Norton, Stourbridge, Worcs.

## COMING ATTRACTIONS

### FOREIGN EVENTS

2nd November. **KYALAMI NINE-HOURS**, South Africa (S., G.T., T.).

9th-10th November. **TOUR OF CORSICA**.

### BRITISH EVENTS

2nd November. **Lancashire and Cheshire C.C., B.R.S.C.C. (N.W. Centre) and Mid-Cheshire M.C. Economy Run**, Oulton Park, near Tarporley, Cheshire. Starts 2 p.m.

Scottish S.C.C. Anniversary Run. Starts Cowden Hall Estate, Neilston, at 2 p.m.

2nd-3rd November. **Gaynes C.C., Four Ways C.C., Chelmsford M.C. and West Essex C.C. Nightwear Rally**. Starts Upminster, Essex.

Oxford M.C. Boanerges Rally. Starts M5 service area, near Tewkesbury, Glos., at 9.30 p.m.

Maidstone and Mid-Kent M.C. Harold Sharp Rally. Starts Swan Hotel, Charing, Kent, at 7.30 p.m.

Stockport M.C. Regent Rally. Starts Greco's Garage, Stockport, Cheshire, at 10.30 p.m.

Forecs M.C. Cotswold-Continental Rally. Starts Hereford, Chepstow (Monmouthshire), Swindon and Witney (Oxon.).

Liverpool M.C. Guys and Dolls Rally. Starts Swan Hotel, Aughton, Lancs., at 7 p.m.

SUNBAC Airline Rally. Starts Derbyshire at 9 p.m.

3rd November. **R.A.C. LONDON TO BRIGHTON VETERAN CAR RUN**. Starts Hyde Park.

Shenstone and D.C.C. Chase Trophy Trial.

11th-16th November. **R.A.C. RALLY OF GREAT BRITAIN**. Starts Blackpool, Lancs.

## Local Knowledge Wins the Dusk 'til Dawn for Watkinson

Trickery and Rough Roads Foil the Main Circus Challenge in Huddersfield M.C.'s Rally

**D**UE to the last-minute cancellation of the London M.C. Norwester Rally, several hopefuls travelled up to Yorkshire from the London area in a search for championship points, and the most charitable remarks that can be made are that their journeys were, in most cases, wasted. A lot of very rough roads and extensive local knowledge trickery ensured that only the well-experienced Yorkshire rallyists would stand a chance of success, and after all the pre-rally favourites had been eliminated in a search for an elusive white road (which was not marked on the map!) local man Keith Watkinson ran out the winner with a loss of 14 minutes from Roy Fidler in his Allardette.

Sixty-three starters assembled in Huddersfield, where more or less full details of the route were available, one hour before starting time, and there was much head-scratching about hidden roads disclosed by control positions, and it was obvious that a lot of urban motoring would be involved.

A short run out of 24 minutes through Queensbury led to the first control, east of Denholme, where the marshal turned all competitors at the front of the rally down the rough track which leads directly to the village. However, "directly" in this case involved driving over a gate which had been trampled into the ground, and making an impossible hairpin turn right by a drop into a reservoir. Several cars missed the hairpin and aroused the nearby farmer, whose first customer was Terry McBride, in father's Anglia. The approach to control 2 was by guesswork as the road is hidden by words on the map, and this caused Robin Richards and Geoff Davies to err briefly, before pressing on through Oxenhope and a tricky approach to control 3 (private roads, more reservoir), followed by a long section through Trawden to control 4 at the head of the Thursden Valley. The next eight minutes were really interesting as a compulsory departure through the infamous ford made the already scissored mileage very demanding. To cap it all the initial climb from the ford is now very bumpy indeed and there was oncoming traffic to increase the delay. All this proved just impossible for Ann Hall's Anglia and she dropped one minute at the Widdop Gate control.

A brisk dash round to Bridestones Moor led

to more village motoring through Portsmouth, and the very stony crossing of Todmorden Moor to reach an awkwardly sited route check followed by a main road sprint through Clough Foot, and again over the moor to a control at Centre Vale. The main road here was very slippery and caused the Finney Cortina to turn bulldozer and savage a telegraph pole.

A long, well-trimmed liaison section led through miles of 30-limit to the dreaded Ripponden complex, and a 17-minute section via a route check at Lighthazes to Booth Wood, where a cleverly placed black spot meant that all the white roads on Crow Hill had to be explored—the unlucky ones such as Seigle-Morris explored all six possibilities before finding a "yes" board on the last one. A descent of Penny Hill led to a very dodgy uphill grass approach to a route check where the early numbers slithered slowly up at 5 m.p.h. and the obvious blockage occurred among the later numbers. Among those strongly affected were Ted Cowell and John Brown who were delayed over their fail time by cars in front of them, while many others were stationary for 15 minutes or more.

The organizers later saw fit to cancel this particular control, but there can in any case be little excuse for the inclusion of such a doubtful road, which would have been a real stopper in wet weather, and it is small consolation to those delayed here who might have had to fail controls later because of these delays. It should be stated here that this control was one of several "penalty" controls which could be omitted to the penalty of five minutes only (not a fail), the trouble being that once committed to this hill there was no way round or out!

A main road section led to the Delph, where the village was placed out of bounds, and more guess-work led over the hill towards the Roman Fort, where the roads were diabolically stony and one spectator's Sprite was observed to be standing in its own pool of sump oil, caused by a ripped-out sump plug! The section through the Roman Fort, including the descent into Harrop Dale, was universally disliked, and extracted penalty from the entire field (average of 4 minutes in a 7-minute section) before the route led through Marsden to Blackmoorfoot reservoir, and the final sprint around Crosland Moor to con-

trol 23 was approached in typical fashion through a mill yard.

Best performance at the night halt appeared to be a penalty of seven minutes by Roy Fidler, who spent some time removing the second anti-roll bar from the Anglia front end (which had come adrift on the rough roads). Other good performances were McBride, eight, and Simister and Watkinson, 10 each.

The second half of the rally started on the main A635 with a tricky white road approach near "Bradshaw" to a penalty control west of Austonley. Various white road approaches were shown on the map, but none of these was negotiable, and the only way in was over an unmarked track found by only a very few lucky ones. The mileage led over one particular track through "Bradshaw" (on the map) and was soon blocked by Phil Simister's Cortina (up to its axles) and Anne Hall's Anglia (up to its fog lights) while other possible approaches were soon stopped up by Seigle-Morris's Cortina and McBride's Anglia. Sam Nordell and Julian Chitty were determined to get in somehow, and wasted considerable time at this "five-minute max. penalty control" making a footpath "go"—but this left them many minutes adrift at the next time control! In one fell sweep, this treasure hunt-type trickery removed the four favourites (whose navigators—David Stone, Brian Melia, Don Barrow and Graham Robson—can hardly be called inexperienced) and really took all the enjoyment out of the rest of the event for all those who failed to find any way in, and was universally condemned by crews at the finish. But half the rally was still to be run, and the route veered south onto the Buxton map, to a forestry section traversing roads with a declared speed limit of 12 m.p.h. (but the required average was three times this!) and an approach to a specially timed section in the hills around Bradfield and Eyden Village. Control 44 was the start of the long section, with 45, 46 and 47 as route checks, with 48 back at the starting point cross-roads. Timing was electrical, with Mike Wilson in charge, but there was no specified route between checks, and white road knowledge still played a part, and further confusion was caused by the locked gate on the private road east of Eyden Village (which had been especially opened for the Dusk 'til Dawn last year). The declared mileage was no help in this respect, and one must only assume that there are now no depths to which organizers will sink when trickery is included in a special section! Geoff Halliwell and Mike Wood had a wrong approach at check 47, thus spoiling their night, but this effectively shortened the section by over a mile, and they were therefore credited with B.T.N. by the timekeepers who knew no better. David Friswell and Shielia Taylor were caught by the locked-gate trick, naturally assuming that it would be open as last year (and having no information to the contrary)—and the subsequent two-way traffic was fraught with some interest, while the inclusion of a village on a special section can only be described as novel!

One of the club officials had been quizzed by your correspondent about this gate before the second half of the event, and had been favoured by the reply that "you will find out when you get there".

After this final frolic all that remained was a run back to John Mitchell's garage, where the breakdown Land-Rover was busy towing out the bogged-down cars from the earlier shambles, followed by an optional trip to a driving test, and final adjournment to the George Hotel, Huddersfield, for breakfast and results.

This report carries quite a lot of criticism, and in view of the excellent reputation which this event has had in some preceding years it must be considered justified. Certainly it was far too rough in parts—even for the hardened circus types, and the many instances of trickery meant that it was often impossible for a "foreigner" to plan his progress with any degree of confidence.

GRAHAM ROBSON.

### RESULTS

1, K. Watkinson/A Cooke (M.G.A Twin-Cam), 140 penalties; 2, R. Fidler/J. Hopwood (Allardette), 187; 3, T. McBride/B. Potts (Allardette); 4, R. A. Fall/J. D. Fawcett (Mini-Cooper); 5, Miss V. Lincoln/K. Barraclough (Mini-Cooper S); 6, F. E. Grange/J. Middleton (Ford Anglia 1500); 7, S. Nordell/J. Chitty (Vauxhall VX4/90); 8, D. Friswell/Mrs. S. Taylor (Mini-Cooper S); 9, A. Rathmell/J. Ashton (Mini-Cooper S); 10, J. Tordoff/B. Cope (Saab).

## KEMET M.C. TOWCESTER CUP RALLY

THE organizers of the Towcester Cup Rally, the Kemet M.C.'s first restricted event, are to be congratulated on achieving the almost impossible: a straightforward, no tricks rally with no clean sheets and no unmetalled roads. Navigation was by map references, care being required to plot these accurately and to conform to directions of approach and/or departure.

The field of 47 cars left Grooms Garage, Towcester, at one-minute intervals, starting at 10.30 p.m. The route passed quickly from sheet 133 to 145 via 146, involving much map-swapping for the navigators.

T.C.5 caught a few crews out due to arriving from the direction of departure, while T.C.s 34 and 35 were missed by several competitors as these were along a road which was not marked on the map. The halfway halt, just outside Towcester, saw the safe arrival of most crews and an hour later the event recommenced.

The second half, mainly on sheet 146, contained a number of consecutive one- and two-minute sections and here again a tricky direction of approach earned several crews one fail. Of the 88 controls all but two were manned and the standard of marshalling was in the main very efficient. G.N.P./T.E.L.

### RESULTS

1. L. A. Wheatley/P. Coles (Mini-Minor), 2 m.; 2. K. Cooke/C. Hicks (Mini-Cooper), 3 m.; 3. J. Edwards/J. Maycock (Standard Pennant), 5 m.; 4. T. Costello/G. Cooper (Rapier), 12 m.; 5. F. M. Greenwood/R. F. Hoyle (Mini-Cooper), 12 m.; 6. F. R. Lee/C. P. James (Mini-Cooper), 12 m.; 7. J. Stott/E. J. Wilson (Austin 7), 13 m.; 8. J. Walker/D. Cornall (Mini-Cooper), 14 m.; 9. D. A. Davis/R. Jones (Anglia), 19 m.; 10. T. E. Lanham/G. N. Portas (Anglia), 20 m. Team Prize: North Oxfordshire C.C., 8 m.

## TORBAY M.C. ODDICOMBE HILL-CLIMB

THE final hill-climb of the season in the south-west was held on Sunday, 20th October, being organized by the Torbay M.C. Their 750-yard hill is a real test of both car and driver. It consists of the very steep road from Oddicombe Bay to the cliff top. This and a fine sunny day with a calm blue sea in the background combined to make a very pleasant day's motor sport for the 53 entries, which was extremely well organized from start to finish.

After practice in the morning, held on a damp course, things dried right out for the runs proper in the afternoon, except for a patch under some trees near the top. Class 1, 850 Minis, was a terrific tear-up between David Rowe, John Nichols and Rodney Harper. The result was in doubt until the end, with David finishing in first place with a time of 45.14 secs. The class for modified touring cars was a walkover for David Wynne in a Downton Mini-Cooper. He recorded 40.14 secs., and it was worth going a long way to watch him take the car through the third hairpin at full chat.

G.T. up to 1,150 c.c. consisted of "Spridgets" and a Spitfire. Amie Lefevre was in this class and need more be said? Nigel Hatton in another Midget was second in 43.40 secs., followed by David Collins in a Sprite. Class 7 for G.T. cars over 1,600 c.c. was also an easy win for David van Horn with his LawrenceTune Morgan in 41.00 secs. In this class was an Austin-Healey 100 driven by Mike Evans. He gave everyone enough excitement to last a whole season, as he hit the bank on the second hairpin, continued up to the third hairpin and shed part of his exhaust system and then disappeared out of sight to the finish in a series of leaps and bounds! All this took a mere 46.04 secs. and a second place in his class.

The last class for sports cars was a real humdinger. John Grafton, with 37.58 secs., set up B.T.D. in his Lotus Super 7 after two very determined runs. Sid Broad, therefore, won the class in his Lotus Super 7.

RICHARD SPEAKMAN.

### RESULTS

B.T.D. J. Grafton (Lotus-Ford 7), 37.58 s. Class Winners: D. Rowe (Mini), 45.14 s.; G. Lawrence (Mini-Cooper S), 40.06 s.; M. B. Noel-Buxton (Jaguar 3.8), 42.76 s.; D. Wynne (Mini-Cooper), 40.14 s.; A. Lefevre (M.G. Midget), 37.66 s.; E. Preston (T.V.R.), 38.64 s.; D. van Horn (Morgan), 41.00 s.; S. Broad (Lotus 7), 39.40 s.

## M.G.C.C. (S.E. CENTRE) BRANDS HATCH SPRINT

IN truly foul weather, with cold rain, torrential at times, and with occasional patches of mist, the M.G. Car Club (South-Eastern Centre) ran their sprint at Brands Hatch on 20th October, attracting a full entry of more than 100 cars. Organization was slick in the miserable conditions prevailing and the meeting concluded soon after four o'clock.

Towards the end the rain slackened and the track showed some signs of drying out. Generally speaking, therefore, second runs were considerably quicker, but times were naturally well down and the rain proved to be a great equalizer, providing just the right conditions for a close fight for B.T.D. Driving standards were commendably high—there were the usual spins, but nothing serious marred the day.

Class A, for Production Saloons up to 1,000 c.c., was won by A. Franklin (Mini-Cooper), his time being 2 mins. 40.6 secs. N. Husband was the only driver to break the 2 mins. 40 secs. mark in Class B, for Production Saloons, 1,001 to 1,600 c.c., his 2 mins. 39.4 secs. on his second run in his blown 848 c.c. Mini giving him the victory over his larger-engined, but unblown rivals.

The position in Class F, which catered for Production Sports cars and Modified Saloons up to 1,000 c.c. and which was therefore a large class, was somewhat complex. The late entry of J. Allan and Mike Brandon in a Marcos G.T. virtually decided the classification before the runs were even made, and although Nick Ramus, in his well-known Sebring Sprite, was expected to run them close, the other cars in the group were at something of a disadvantage. This was particularly apparent in the case of the several elderly M.G.s competing, although the earliest of them all, Norman's J2, returned a spirited 2 mins. 34.4 secs. However, Harry Martin in the Newtune Mini-Cooper laughed at the Marcos and completed his two laps in 2 mins. 27.6 secs.—only 0.2 sec. behind Brandon's winning time. Third equal were Allan and Ramus with 2 mins. 29.8 secs. Gerry Marshall also did well with 2 mins. 31.6 secs. in his Mini-Cooper—apparently mis-classed since it had been claimed to be a production car. Needless to say, Harry Martin gained the award for the best modified saloon in the class—although this car, too, was stated to be running in Group 2 production trim.

The next class up, for Production Sports

and Modified Saloons from 1,001-1,300 c.c., was also well supported and it was a fine sight to observe several well-preserved T-type Midgets circulating.

Class H, for similarly described cars from 1,301 to 1,500 c.c., was indeed a triumph for the old brigade and B. Martin did particularly well to win in his TA (even if it did have a modern 1,340 c.c. engine).

It was J. Sharp's M.G.A. which set the ball rolling in the battle for outright B.T.D., his 2 mins. 20.0 secs. being beaten almost immediately by H. Burnard with 2 mins. 18.4 secs. in his Lotus Elan. This was to remain as B.T.D. until Mike Crabtree, trying very hard in his Climax-propelled Lotus 7, won Class A, for small sports-racing cars, with 2 mins. 18.2 secs., which stayed unbeaten.

Don Jones (Morgan Plus 4) had earlier had a stake in the bid for B.T.D., with a run in 2 mins. 19.8 secs., but when this was beaten it had to remain as a class-winning time. Lacey had unfortunately non-started the Merlyn and in his absence Porter, with 2 mins. 22.8 secs., took the class for sports-racing cars up to 1,300 c.c. with his i.r.s. Lotus 7. This was slightly slower than Ted Crocker's 2 mins. 22.2 secs. with his Super 7, and more so than R. J. Neville's 2 mins. 21.8 secs. with a similar machine.

Thus the fight for the outright win was a close one, with less than two seconds separating four drivers and with the issue in doubt until the very last run. RON AMBROSE.

### RESULTS

B.T.D.: M. Crabtree (Lotus-Climax 7), 2 m. 18.2s. Class Winners: A. Franklin (Austin-Cooper), 2 m. 40.6 s.; N. Husband (Mini Minor s/c), 2 m. 39.4 s.; P. Morris (Jaguar 3.8), 2 m. 44.0 s.; M. Brandon (Marcos G.T.), 2 m. 27.4 s.; M. Winch (Ford Anglia), 2 m. 28.8 s.; B. Martin (M.G. TA), 2 m. 30.6 s.; H. Burnard (Lotus Elan), 2 m. 18.4 s.; D. Jones (Morgan Plus 4), 2 m. 19.8 s.; D. Porter (Lotus-Ford 7), 2 m. 22.8 s.; R. J. Neville (Lotus-Ford 7), 2 m. 21.8 s.

## SPORTING OWNER D.C. WOBURN PARK HILL-CLIMB, 6th October

### RESULTS

B.T.D.: J. F. Barnes (Elva-B.M.C. Mk. 7), 21.34 s. Class Winners: R. Lester (Simca 1000), 27.58 s.; A. W. Blore (Mini-Cooper), 23.40 s.; R. Akehurst (Vauxhall VX4 90), 23.52 s.; P. Easter (Mini), 23.15 s.; T. Riley (Mini-Cooper), 21.70 s.; M. J. Lewis (W.S.M. G.T.), 21.71 s.; M. H. White (W.S.M. G.T.), 22.50 s.; N. H. Dangerfield (Triumph TR4), 21.53 s.; H. P. Hine (Bentley), 24.25 s.; W. B. Croft (Allard J2R), 21.65 s.; W. Holloway (Lotus II), 21.67 s. Ladies' Award: Mrs. A. Ayers (Mini-Cooper), 23.77 s.

## Eastern Counties M.C. INTER-AREA TEAM DRIVING TESTS

THE final major driving tests fixture of the year was superbly promoted by the Eastern Counties Motor Club, despite almost continuous drizzle on various parts of the Felixstowe promenade, on Sunday, 20th October, 1963.

Teams from seven of the County Associations took part, regrettably without the presence of the reigning champions from the north who were apparently unable to raise a team, the Eastern Counties, East Midlands, Midlands, South-East, South-West, Southern and London areas all fielding teams of four cars and the Midlands, S.E., Eastern Counties and Southern also raising full reserve teams, while the remaining teams all had some reserves present.

As would be expected the cream of the experts in pylon-dodging were on show and, despite the very unpleasant and very wet conditions which rendered the test sites very slippery indeed, some remarkable driving was to be seen and quite large crowds speculated. A short peep at the entry list included Harris, Morley, Squire, Townsend, Smith, Livingstone, Baker, Anton, Duntton, Gee, Worgan, Randall, de Souza, etc., and this gave an accurate guide to the standard to be expected.

The smooth organization gave the lie to the complexities of the event which took place on four sites, and the day proceeded without blemish. Tests 1 and 5 were channel affairs at the Pier Pavilion, followed by Test 9, which was pure island encirclement forwards and in reverse. Tests 2, 6 and 10 were on the very loose gravel surface at the Cavendish Hotel Car Park, and the first two were variants on four garages at the corners of a square, and the latter the classic "box" affair. Tests 3 and 7 were conducted on Convalescent Hill, which was, I am sure,

specially treated to ensure minimum wheel-grip. Tests 4, 8 and 11 were at the Spa Pavilion site using an existing island and a length of road of narrow width. These were all variants on a dice round the island theme.

The organizers were unkind enough to put Don Harris at the head of the field, so it was seldom that anybody heard that they "were fastest so far"—Harris had already done it! Some really delightful performances were put up, but such was the standard of the competitors that it was only "howlers" that caused comment. Smith, however, was delightful to watch in the Cooper. Randall did a test the wrong way for the first time in his life and set the pattern for the Southern team who could do no right after that, whilst the S.E. team steadily improved their position from fifth at the end of Test 4 to runners-up at the finish by staying clean and neat without trying too hard. The Midlands team built up a commanding lead whilst the Eastern Counties team slipped downhill.

Mike Sharp, the secretary of the meeting, who was the prime instigator of the event, is to be congratulated on his organization, and his club-mates who acted as marshals throughout the rather miserably wet day are stalwarts indeed.

LEO CRUTTENDEN.

### RESULTS

Team positions (four cars): 1, Midlands—J. F. Livingstone (M.G. Midget), B. Pickering (M.G. Midget), T. S. Baker (M.G. 1100), P. J. Anton (Morris-Cooper)—1,712.3; 2, South-East, 1,787.7; 3, South-West, 1,790.5; 4, East Midlands, 1,808.5; 5, Eastern Counties, 1,822.0; 6, Southern, 1,882.4; 7, London, 1,991.4. Best Performance in a Special or Sports Car: D. M. Harris (D.M.F. II). Best Performance in a Saloon Car (other than Mini): T. S. Baker (M.G. 1100). Best Performance in a Mini: D. B. Smith (Austin-Cooper).

# New Course Record at Loton Park

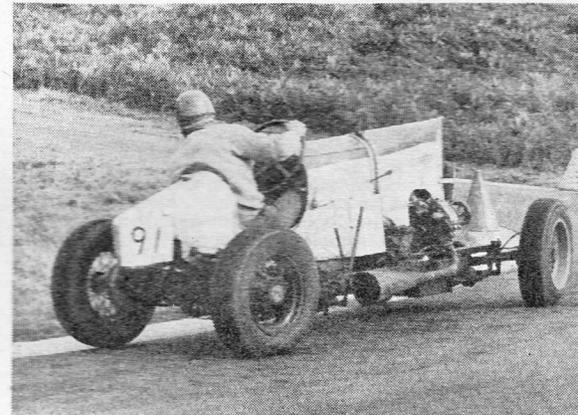
Peter Boshier-Jones Makes B.T.D.

By FRANCIS PENN

third being Peter Westbury (Felday-Daimler) in 37.35 secs.

Tony Marsh, whose run in the Marsh Spl. had placed him second B.T.D., was the subject of a protest. Being delayed by low cloud (he arrived by air), he was allowed to take his two runs in the racing car class more or less consecutively. The protest concerning this was upheld and out went Tony!

In all, a grand day's sport with first-class organization run off in a manner reminiscent of a Shell advert!



POSSIBLY the last appearance of Basil Davenport in hill-climbing—he suffered a particularly nasty accident in his G.N. Spider—was at this Loton Park meeting.

DAVID GOOD, seen here at Keepers Bend, had a go in his Daimler-powered Cooper, but did not finish in the money.

THE Severn Valley Motor Club's National hill-climb at Loton Park, near Shrewsbury—the last of the season—was held on Sunday, 20th October. The meeting attracted an entry of 120 competitors, among whom were many of the top-line hill-climb exponents.

Sunday dawned bright and sunny, with conditions seemingly ideal. Closed circuit television was being operated on the 900-yard climb, which has a gradient of one in 15, and includes both fast and slow, right- and left-hand bends, the camera being sited at Fallow Corner, thus allowing two cars on the hill at once.

The first runs were through in 72 mins., cars leaving the line at 30-second intervals—in itself something of a record.

The first class record to go came in sports-racing cars up to 1,600 c.c., when Jack Pearce (Lotus-Ford 23B) clocked 38.26 secs., to be followed by Tom Clapham (Lotus-Climax 7), 38.72 secs., and Ray Terry (Terry Lotus-Climax 7), 39.37 secs. Next record to go was in racing cars up to 500 c.c.

The old Formula Junior record of 40.00 secs. took a beating with an ascent in 38.20 secs. by Jack Pearce again, this time in his ex-M.R.P. Lola-Ford Mk. 5A. Touring, sports touring and G.T. cars up to 1,000 c.c. was just taken by John Wales's Alexander Cooper with a run in 45.05 secs., beating the old record by 0.07 sec.

Historic and P.V.T. racing cars class was taken by Basil Davenport (G.N. Spider), who, on his second run, unfortunately started to weave when at half-distance, the car striking the right-hand stone bank and rolling end over end. The Spider was feared to be a write-off, with Basil suffering facial, shoulder and rib

injuries, which were later thought not to be serious.

Racing cars up to 1,100 c.c. (excluding F.J.) record of 38.29 secs. suffered when Ian McLaughlin (Cooper Twin) was timed at 37.76 secs. Next came the "star" class, course record 37.03. First run of Peter Boshier-Jones (Lotus-Climax) was a copybook ascent in 36.10 secs. Second time he overshot at Keepers Bend and visited the undergrowth—just goes to show! Second was Jack Pearce in a 1.6-litre Lotus-Ford 22, in 37.28 secs.,

## RESULTS

B.T.D.: P. Boshier-Jones (Lotus-Climax 22), 36.10 s. Sports-Racing Cars up to 1,600 c.c.: 1, J. Pearce (Lotus-Ford 23B), 38.26 s.; 2, T. Clapham (Lotus-Climax 7), 38.72 s.; 3, R. Terry (Terry Lotus-Climax 7), 39.37 s. Over 1,600 c.c.: J. Randles (Cooper-Maserati Monaco), 74.17 s. Racing Cars up to 500 c.c.: 1, M. J. Ledbrook (M.J.L.-Cooper-Norton), 41.68 s.; 2, C. Pridley (Cooper-J.A.P.), 42.78 s. Formula Junior: J. Pearce (Lola-Ford Mk. 5A), 38.20 s. Touring, Sports Touring and G.T. Cars up to 1,000 c.c.: 1, J. Wales (Mini-Cooper), 45.05 s.; 2, N. Porter (Mini-Cooper), 45.19 s. 1,001-1,200 c.c.: 1, R. G. Grant (Lotus-B.M.C. 7 G.T.), 42.35 s.; 2, R. D. Broad (Mini-Cooper S), 42.68 s. 1,201-1,600 c.c.: 1, D. Abbott (Lotus Elite), 46.55 s.; 2, R. Smart (Lotus Elite), 47.11 s. Over 1,600 c.c.: 1, P. Pycroft (Jaguar E), 41.97 s.; 2, R. E. Meredith (Morgan Plus 4), 44.07 s.; 3, G. Smith (T.V.R. Grantura) and F. Wall (Jaguar E), 44.19 s. Vintage and P.V.T. Sports Cars: R. Symondson (Bugatti), 44.64 s. Historic and P.V.T. Racing Cars: B. Davenport (G.N. Spider), 44.81 s. Racing Cars up to 1,100 c.c.: 1, I. McLaughlin (Cooper-J.A.P.), 37.76 s.; 2, R. Vaughan (Elton Special), 45.22 s. Over 1,100 c.c.: 1, P. Boshier-Jones (Lotus-Climax 22), 36.10 s.; 2, J. Pearce (Lotus-Ford 22), 37.28 s.; 3, P. Westbury (Felday-Daimler), 37.35 s. Chain-Driven Frazer-Nash and G.N. Cars: P. Evans (Chawner-G.N.), 49.09 s.

## Harrow Car Club's DRYDEN CUP PRODUCTION CAR TRIAL

WITH an entry of 49 cars, the Harrow Car Club looked all set for a first-class trial at Knatts Valley near Farningham, on Sunday, 20th October. Peter Noad, Clerk of the Course, had selected some lovely looking sections on the side of this steep valley. Then it rained overnight. On the Sunday morning the ground was very wet underfoot, and being grass on top of chalk it became impossible. In a desperate effort to provide the entrants

*E. DIVES in his Roche special, which is more at home on the long-distance trials, climbed section one, then found the rest more difficult.*

with an event Peter brought all his sections back down the hill into the Paddock itself on the bottom slopes, but even so it proved too difficult, and with most of the specials floundering, he regretfully had to abandon the event at midday. This was very unfortunate, as Peter Noad had trouble last year when laying out the club's Production Car Trial at Longmoor, and it all had to be done at the last minute, and then to have this one spoilt by the weather must have been a bitter blow.

Anyway, before it was abandoned some interesting climbs were noticed. The Morris 1100s of K. Heim and D. Davis seemed to have the edge on most of the front-engined cars in the saloon class, though R. B. Bingham surprised a few people with his Imp-like Simca. The Sprites and Midgents were all at sea and hardly moved off the line on Section 1, and few even got to section 2.

The VWs were expected to show the way up, but most of these came to a stop on section 1, very low down. In class D, the H.R.G. of Dussek looked as if it might conquer the elements, but after a clean climb on section 1, it spun hopelessly on the line on the others, and surprisingly D. James's Morgan climbed the first two sections using the heavy foot technique.

The specials class (road specials of the Dellow type) ought to have produced some fireworks, but by the time they had a go the surface was very cut up. The Dellow of Warren and Prior did well, but E. Dives with the Roche was in difficulties as was Miss M. Tucker-Peake with her special.

And so after the first runs (or attempted runs) the event had to be called off.

MICHAEL WARE.

## CAERNARVONSHIRE & ANGLESEY M.C.

### BRADITE TROPHY RALLY

THE Caernarvonshire and Anglesey Motor Club held their Bradite Trophy Rally on 19th-20th October. An entry of 24 starters tackled the 100-mile route which was all on map 106, Anglesey. Clerk of the Course D. G. Jones, who was third on the Shenstone Rally the previous weekend, had devised an interesting route which proved popular, as there was no rough stuff and no gates.

Enough marshals were rustled up by the club to man every time control, and no symbols were needed. Sealed watches were used, and the route brought competitors back to the same garage as the start where the cafe witnessed the usual post-mortems, while the organizers wrestled with the results.

Though Anglesey looks tame on the map, in fact the route was cleaned by two crews, thus proving more interesting than expected.

HELEN NICHOLSON.

## RESULTS

Overall winner: Dr. P. G. Parry/J. Robinson (Triumph Spitfire). Best Expert: P. Higginbottom/G. Evans (Hillman). Best Novice: J. R. Parry/F. Baily (A40). Second Expert: R. A. Young/Dr. I. Jones (A-H. Sprite). Third Expert: B. Wolstenholme/Ratray (Ford Cortina). Team Award: B. Wolstenholme/J. R. Parry.

## R.A.F.M.S.A. OCTOBER "100" RALLY

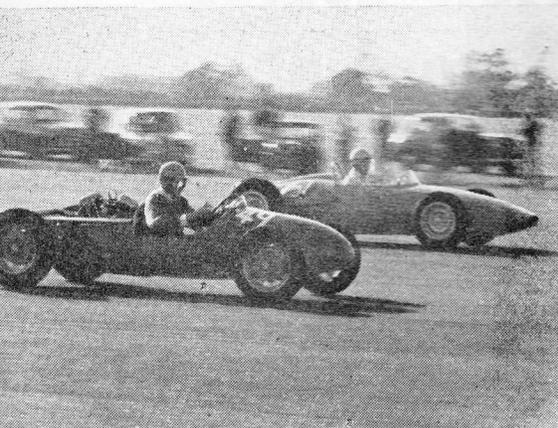
5th-6th October

## RESULTS

1, Mrs. B. Lewis/Pit. Off. B. Jones, W.R.A.F. (Mini), 20 marks lost; 2, F./Sgt. A. McGown/Wg. Cmr. L. Byram (Tornado Talisman), 40; 3, Fg. Off. G. Wright/Fg. Off. C. Greaves (Morris 1100), 50.



## BUGATTI O.C. WELLESBOURNE SPRINT



**COOPER v. B.R.M. Mike Hatton (Cooper-J.A.P.)—who won his class—and Tony Griffiths (B.R.M.)—who scored a resounding B.T.D.—set off together.**

THE Bugatti Owners' Club second members' sprint at Wellesbourne produced, characteristically, a further example of the smoothness of organization that has come to be associated with the club, and an entry in the region of 70 cars. Though not, perhaps, as strong numerically as the Club would have wished, the quality of the programme, for a closed-to-club event, would have more than served for many a national meeting! In addition, a glorious Indian summer came to Wellesbourne for the day, a factor which in itself no doubt contributed to the remarkable times recorded; the course record for this standing start quarter-mile had been held by Reg Phillips's Fairley Special at 12.70 secs., and Keith Moore was able to demonstrate that the car has lost none of its steam by taking his class and second B.T.D. and lowering the record simultaneously to 12.60 secs. Cars ran in pairs, and it was interesting to see the Fairley leaving the line, in the four-cylinder 1,500 c.c. class, after Don Hill's Lotus 18, and overtaking with ease the more conventional car, which clocked 13.31 secs., in itself no mean time for second place in the class.

However, Tony Griffiths, on his second run of the day in the unlimited class, and with a minimum of fuss and bother, took his B.R.M. over the distance in a quite shattering 11.33 secs., which is a remarkably good time over 440 yards by any standards; not surprisingly, this time stood as B.T.D. by a very comfortable margin. Second in the class came Peter Gaskell's Kieft, with 13.10 secs., while Ken Neve's Type 35B Bugatti, making the most satisfying noises, romped into a commendable third place with 14.08 secs.

Very properly, a good deal of the interest of the day was centred around the Bugatti class, run on a handicap devised by the fraternity. Neve was unable to repeat his previous time, but did get down to 14.91 secs. on one run, which became, on handicap, 14.66 secs. for third in the class; Frank Wall's type 51A, on scratch, ran into what seemed to be gearbox difficulties, while R. A. Jardine's type 23, with 14.48 secs. on handicap, came into second place behind Horton's type 35, which won the class with an actual time of 18.02 secs., becoming 14.02 secs.

Some of the major excitements came from the touring and G.T. classes, particularly since the honours were being fought out between cars prepared by different stables; in the 1-litre class Max Trimble who, with the Team Broadspeed Austin-Cooper, holds the class record here at 16.65 secs., tussled throughout the day with Nick Porter, Downton-Cooper mounted, mere hundredths of a second separating the two cars. Eventually Porter got down to 16.93 secs. and Trimble to 16.94 secs., though the record remains unscathed, and in the next larger class the position was reversed, Charles Boote's silver Downton-Cooper, stripped, bored out, and mostly fibre-glass, returning 15.95 secs. and conceding the class to the Broadspeed Mini-Cooper S, piloted home, in full road trim and Group 2 tune, by Jeff May in 15.90 secs. The unlimited class

went to Phil Scragg's E-type Jaguar, in 14.2 secs., while second place was disputed between Frank Wall's E-type, and Frank Ward's 3.8.

The sports-racing classes produced third B.T.D. when Bill Bradley, with the Auto Racing Service's Lotus 23B, equalled the old course record and annexed the class with a neat and astonishing 12.70 secs., before retiring to attend to a certain stiffness in the steering.

HOWARD BILEY.

### RESULTS

**B.T.D.:** A. B. Griffiths (B.R.M.), 11.33 s. **Sports-racing up to 1,600 c.c.:** 1. W. Bradley (Lotus 23B), 12.70 s.; 2. E. E. Turner (Elva Mk 6), 15.25 s.; 3. D. Firkins (Lotus 7), 15.35 s. **Over 1,600 c.c.:** 1. M. H. Barker (Alton-Jaguar), 14.30 s.; 2. W. B. Croot (Allard-Jaguar), 14.99 s. **Sports, saloon, and G.T. up to 1,000 c.c.:** 1. N. Porter (Austin-Cooper), 16.93 s.; 2. M. Trimble (Austin-Cooper), 16.94 s. **1,001 to 1,600 c.c.:** 1. J. F. May (Austin-Cooper S), 15.90 s.; 2. C. R. M. Boote (Morris-Cooper), 15.95 s.; 3. D. W. Miles (M.G.A.), 16.99 s. **Over 1,600 c.c.:** 1. P. Scragg (Jaguar E), 14.25 s.; 2. F. C. Ward (Jaguar 3.8), 14.59 s.; 3. F. E. Wall (Jaguar E), 14.61 s. **Racing cars, 1, 2, and 3 cylinders unlimited:** 1. M. Hatton (Cooper-J.A.P.), 13.35 s.; 2. B. Broadhurst (Staride), 18.47 s. **Racing cars, 4 or more cylinders, up to 1,500 c.c.:** 1. K. Moore (Fairley-Climax), 12.60 s.; 2. G. D. Hill (Lotus 18), 13.31 s. **Over 1,500 c.c.:** 1. A. B. Griffiths (B.R.M.), 11.33 s.; 2. P. Gaskell (Kieft-Ford), 13.10 s.; 3. K. Neve (Bugatti 35B), 14.08 s. **Formula Junior:** 1. L. H. Woodcock (Lotus 20), 13.80 s.; 2. B. Simmonds (Lotus 18), 14.52 s.; 3. D. Parker (Lotus 18), 14.61 s. **Bugatti Handicap:** 1. J. Horton (Bugatti 35), 14.02 s.; 2. R. A. Jardine (Bugatti 23), 14.48 s.; 3. K. Neve (Bugatti 35B), 14.66 s.

## LARNE M.C. RALLY

ROBERT WOODSIDE showed a welcome return to form by winning the Larne Motor Club's closed rally run on Saturday, 12th October, in his Group 3 Mini-Cooper. To make it a family affair brother Ian took second place and won his class with his 1,098 c.c. M.G. Midget, while Derek Boyd also won his class and took third place overall in his Mini-Cooper.

Starting in the town square, Ballyclare, the 28 cars proceeded to a nearby loosely surfaced auction mart where three tests had been laid out; each of these had to be completed twice before the drivers went out into the country.

An interested crowd of spectators had gathered and it was local driver Ian Woodside who showed them how to do the first test when he recorded a time of 22.4 secs. in what was just a simple wiggle-wobble between five pylons in a forward direction with "U" turns at either end. Ronnie White (Sebring Sprite) took only 0.2 sec. longer, while Ronnie Mullen (Austin Mini) was a further 0.2 sec. slower. Next time round (test 4) Woodside chopped 0.6 sec. off his first time, while White and Mullen could only manage to lower theirs by 0.2 sec., still being second and third fastest however. Very neat both times was Roger Cree (Austin Mini) who managed a good 23.6 secs.

Test 2 and 5 consisted of entering three garages in both forward and reverse but in any order. Most of the braver drivers made use of the loose surface, and many lurid "front-end slides" were seen, particularly from the Mini men, as they completed one box at a time.

Fred Stinson had a really good run at his first go, recording 47.6 secs. in his standard Mini; nearest to him were Robert Woodside and Derek Boyd with 47.8 secs. and 48 secs. respectively.

Ronnie White dropped 10 marks when he hit one of the garages. At his second attempt Stinson dropped to 50 secs., while Robert Woodside made the best overall time with 47.4 secs. Boyd recorded the same time (48 secs.), while Lee Lucas was third best in his Grasshopper with 48.4 secs.

Test 3 and 6 was a simple forward and reverse encircling of four pylons, and at his first go Robert Woodside was again the fastest with 29.4 secs., his brother Ian being next (29.6 secs.), while Boyd had a time of 30 secs. At the next attempt, however, Robert was even faster (28.8 secs.) but Ian and Derek both made slight mistakes, allowing Ronnie Mullen and McCartney to make the next best time of 31.6 secs.

After this the cars headed toward the final control at Larne via three tests out in the country. The first of these was a rear-wheel-

## SHENSTONE & D.C.C. BUXTON TROPHY RALLY

THE Shenstone and District Car Club's Buxton Trophy Rally, held on 12th-13th October, attracted the satisfactory entry of 67 cars. As in recent years, although there was a road section of some 200 miles between Shenstone and Llandudno, this was of a gentle nature, strictly controlled by the use of an easy time schedule and the presence of un-announced controls. The serious competitive motoring took place in the form of tests of varied nature on private land.

Included were five non-damaging but tricky "production car trial" type of hills, three tests upon good hard surface of an open nature, two tests upon grass, a two-lap high speed regularity test at Oulton Park, and a 46 m.p.h. special stage on an aerodrome.

At the finish some were heard to say this had been the best "Buxton" Rally yet, the results being declared whilst the "party" was still in progress.

### RESULTS

1. D. H. Holland/S. W. Davis (Mini-Cooper), 325.5 marks; 2. H. W. Whitehouse/G. S. Palmer (Mini), 369.4; 3. D. G. Jones/F. J. Campbell (Volkswagen), 390.6; 4. J. T. Jones/G. W. Jones (Mini-Cooper), 392.4; 5. R. A. Wilcox/R. A. Walker (Morris 1100), 424.7; 6. T. S. Baker/B. Pickering (M.G.), 430.2. **Best Class 2:** Sgt. G. Tolley/Sgt. R. Evans (Land Rover), 664.1.

drive type test consisting of reversing out of a loose-surfaced lane on to a tarmac road, back into a muddy lane and forwards in another loose lane, from there backwards and round a pylon. The 1500 Okrasawagen "beetle" proved to be very much at home, Robert McBurney taking it through in 24.2 secs., while next to him were the Minis of McCartney and Woodside, both 0.4 sec. slower. Reggie McSpadden (VW 1200) and Derek Boyd were next best with 25.4 secs. Ronnie White had the misfortune to break a half-shaft here.

Test 8 was a tight, gripping surface, forward and reverse between two pylons, and Ian Woodside had an excellent 14.8 secs. (even his brother was 0.6 sec. slower).

The final test was straightforward, just two "U" turns on a loose surface, and the power and tail-end weight of Robert McBurney's VW gave him equal best with Ronnie McCartney in a time of 16 secs. Derek Boyd was 0.4 sec. slower and Ian Woodside 0.2 sec. behind him.

So ended another typical Larne driving tests meeting, one with a minimum of fuss, and which really sorted out the drivers.

D. BEATTY CRAWFORD.

### RESULTS

**Overall:** 1. R. J. Woodside (Mini-Cooper), 256.6 marks lost; 2. I. Woodside (M.G. Midget), 262.4; 3. D. D. Boyd (Mini-Cooper), 263.4. **Novice:** J. Harris (Mini-Cooper), 274. **Sports Cars and Specials:** 1. I. Woodside (M.G. Midget), 262.4; 2. E. A. Lucas (Grasshopper Spl.), 300.6. **Closed Cars up to 1,000 c.c.:** 1. D. D. Boyd (Mini-Cooper), 263.4; 2. F. Stinson (Austin Mini), 268.2; 3. J. Harris (Mini-Cooper), 274. **Closed Cars, 1,001-1,200 c.c.:** J. R. McSpadden (VW 1200), 327.6. **Closed Cars Over 1,200 c.c.:** 1. R. G. McBurney (VW), 275.4; 2. J. Pollock (Sunbeam Rapier), 378.



**DEREK BOYD (Mini-Cooper) who won his class and finished third overall in the Larne M.C.'s Rally.**

THE Nineteenth Annual Chiltern Hills Trophy Trial, organized by the Chiltern Car Club on Sunday, 20th October, attracted an entry of 40, although there were four non-starters including the two unrelated Jacksons, Gordon and Eric. The event, a B.T.R.D.A., Gold Star and R.A.C. Championship qualifying trial, started, as last year, from the Warren Sand Pits situated between Rickmansworth and Denham in Buckinghamshire.

On arriving at the start via a twisty lane, competitors were directed to parking areas for off-loading, but with the rain pouring down in such quantity the first thought was for competitors to avail themselves of their oilskins. However, the scrutineer, Mr. Hartridge, still worked with enthusiasm, the rain running down his cap splashing onto the hot engines in a cloud of steam.

The dripping trials cars and their reluctant occupants filed to the first hill, a tricky section with a long adverse camber approach, followed by a left-hander over unfriendly tree roots, then up between two formidable trees, with a final sharp right turn to the finish. First man away, Geoff Newman made only the 6 marker, followed by next man up, Ron Kemp, with a 7. Lol Hurt with a superb effort made the 2 marker, negotiating the gap between the two trees with the aid of his "tree fenders"—a simple device of metal protruding from the chassis to stop the trees tucking in between the body and the rear wheels.

Another car so equipped and driven by Geoff Lindsay also made the 2 marker, as did Bernard Dees, who in the afternoon made the only clean on this hill, but unfortunately retiring with mechanical troubles shortly afterwards. So it was left to Ken Lindsay to show us that this hill was possible in the morning, and with a magnificent drive cleaned the hill.

The rain continued with unfortunate consistency, but the ground conditions remained amazingly grippable so that early and late numbers had the same advantage.

Hill 2, a comparatively short climb between the trees, gave competitors a run for their money with cleans going to T. Thompson, Lol Hurt, Peter Highwood, Ivor Portlock, Colin Taylor and Ken Lindsay.

# Peter Highwood wins Chiltern Hills Trophy Trial

## Rain Fails to Spoil Chiltern C.C.'s Annual Sporting Trial

BY COLIN TAYLOR

The third hill, a winding up-and-down section culminating in a left-hander over knobbly roots, saw an 11 by Bertie Sayers driving his brand-new Aberties; this beautifully turned-out car would be a credit to a Rolls-Royce merchant. On this hill there was a total of 10 clean climbs, including those of Rex and Lee Chappell, Percy and David Barden, Charles Pollard and Bruce Blundall. Hill 4 was an interesting ascent spoilt by two marker posts, which resulted in many 8 marks lost. Hill 5 produced no cleans. No. 6 saw many climbs lost, generally after touching the 8 marker, which was also the case after lunch; however, Peter Highwood and Lee Chappell had cleans both morning and afternoon.

Hill 7 was also unclimbed and, in fact, was described by the trials experts as impossible,

although the 2 marker was seen by a few people. Hill 8, another non-climber around a wise old oak tree, saw Allan Robbins highest up at 7.

The ninth hill comprised an interesting clamber around trees, with a final assault up a root-infested gully. A number of cleans were recorded, which was not the case with the final hill of the morning, which ended in a V-shaped groove. No one climbed it.

Lunchtime scores showed that Peter Highwood and Rex Chappell were fighting it out, with Lee Chappell not far behind. The rain by now had stopped, and a dry afternoon's sport was watched by a large crowd of spectators, including a party from the Castrol Motor Club.

The afternoon started with the special test, a short affair, to decide a winner if a tie was accomplished on the hills. The test was a belt round a pylon and back to stop astride the start line, times ranging from 7.6 to 10 secs.

The first hill after lunch was put in as an extra, and was a simple affair, but, as is often the case, people lost points. Geoff Newman lost 8, "Basher" Sid Seelley also collected a 7, Ken Lindsay an unwanted 8, and Allan Robbins touched a marker and lost a deadly 10; the only other loss was the 2 of M. Adlington.

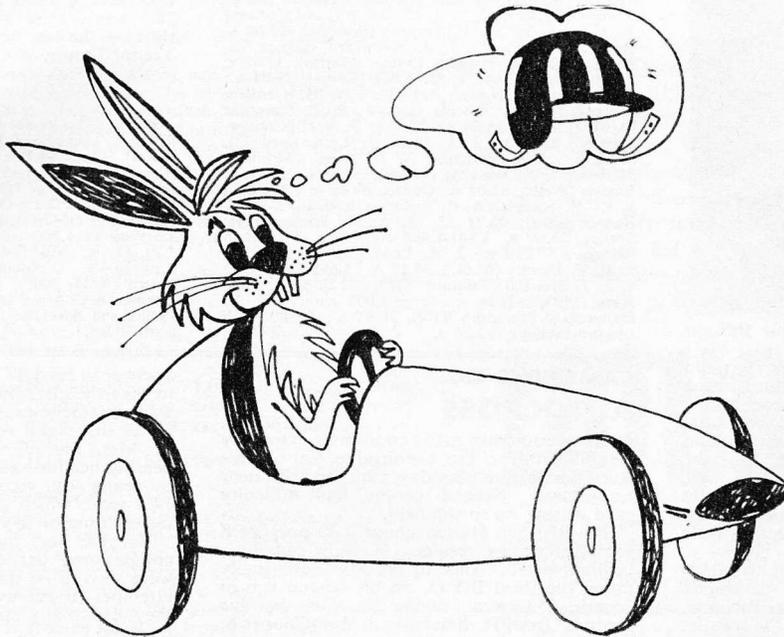
The remaining afternoon hills were basically the same as the morning except for Hill 8, which had been altered and as a result 16 clean climbs were recorded. The last hill of the day was somewhat of a Safari, with bends, up-and-down section, and more bends. The score ranged from 12, due to the touching of the marker stakes at the start, to the cleans of Rex Chappell, Sid Seelley, Colin Taylor, Geoff Lindsay, Tony Tucker, David Render, Ken Lindsay, Don Rawlings, Charles Pollard, Allan Robbins and Bruce Blundall.

The provisional results were quickly announced with Peter Highwood beating Rex Chappell by 7 points, followed six marks in arrears by Charles Pollard, with Ken Lindsay, Lee Chappell and Bruce Blundall close behind.

### RESULTS

1, P. Highwood, 37; 2, R. Chappell, 44; 3, C. Pollard, 52; 4, K. Lindsay, 56; 5, L. Chappell, 57; 6, B. Blundall, 59; 7, R. Rawlings, 64; 8, I. Portlock, 65; 9, C. Taylor, 67; 10, G. Lindsay, 69.

You may not be a world champion . . .



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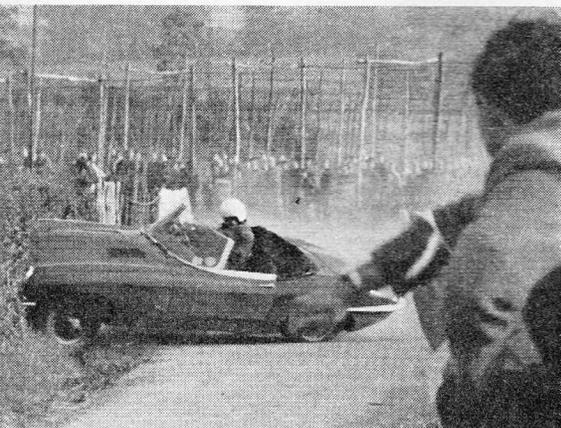
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## Hastings, St. Leonards and East Sussex C.C. BODIAM HILL-CLIMB

ON a wonderful autumn day, 19th October, the Hastings, St. Leonards and East Sussex Car Club ran the ninth of their annual Bodiam Hill-Climbs. This hill, which is 670-yards long, runs through the Guinness Hop Farm estate near the famous Bodiam Castle—in fact the club takes over the castle car park for use as its paddock! The surface tends to be a little loose and gravelly, and the course is very definitely a driver's one, there being very little room for mistakes—as some drivers found out.

Promptly at 1.30 the event got under way with the smaller saloon car class which was dominated by Cooper-Minis. Fastest was P. H. S. Martin, who was nearly a second ahead of P. J. Collins. Collins' time was set up on his first run as on the second he rolled the car on the bend at the bottom of the climb;



*ALARMING moment for Alan Firmin, whose E-type Jaguar is about to turn on its side (above). Already a marshal is moving towards the scene. P. H. S. Martin was first in his class with his Austin Mini-Cooper (below).*



luckily the driver was unhurt, but the car looked secondhand.

In the 2,000 c.c. closed class Roy Pierpoint had the first of his class wins in a Lotus Cortina which swept up the hill in 32.49 secs., half a second ahead of Alistair Crawford's Cortina. In the larger closed class Crawford was again out, this time with his E-type, which took the class with a first run time of 30.06 secs. Malcolm Knights with his Aston Martin DB4GT had a mighty spin approaching bottom bend, and went into the hedge, with very little damage.

The sports-racing cars were next to tackle the hill and a very close tussle developed between D. Price in the ex-Jack Richards Lotus 7 and Bernard Harding, the verdict finally going to Price by 0.05 sec.

In the racing cars unlimited we had a stirring battle for top honours and B.T.D. between Patsy Burt (Cooper-Climax) and Roy Pierpoint (Attila-Climax). Pierpoint holds the course record and he was out to defend it at all costs. Patsy Burt climbed first in 28.42 secs., and Pierpoint followed with 28.67 secs. On the second runs Patsy made exactly the same time as her first run, then Pierpoint followed and lowered his first run time to 28.28 secs.—to take class and B.T.D.,

though he was still 0.28 sec. outside his own course record. Further down the class many interesting battles took place. Peter Moores brought out his blown 1930 Austin 7 Ulster and finished with a time of 33.68 secs.—faster than most of the 500s! R. C. Hollyfield in a Cooper-Norton lost it over the bump and eventually landed up amongst the fencing, quite unhurt.

In the 1172 class Bryan Small clocked up another class win with the Milmor Mk. 5, though not such an easy one as at Wiscombe the previous weekend. He clocked 31.17 secs. on his first run and Alan Wershat in Lolita was just behind with 31.31 secs. On the second runs Small climbed in 31.10 secs. to clinch the class with Lolita dropping to 31.37 secs.

In the smaller sports car class Nick Ramus had a runaway class win though he had to work for it after practice as he had flywheel trouble and had to take the engine out to deal with it. J. F. Barnes with his beautiful Elva was the second place man. M. R. Shade trying to make up time with an engine in his Lotus 7 that sounded a little sick struck the bank near bottom bend and unfortunately overturned. He was taken to hospital with a suspected broken arm.

Open cars up to 1,600 c.c. saw a win for J. F. Brown's Morgan, followed by Richard Eade in his Lotus. P. F. Hewitt ran his very fast 1936 M.G. PB special into third place, though he got into trouble on his second climb when he completely routed 10 yards of straw bales, rode along the top of them, dropped down the other side, climbed over two more and came to a stop with driver and car virtually unharmed—both were cut slightly.

In the large sports car class Neil Dangerfield had his expected win in the TR4. Alan Firmin had a lucky escape when his E-type spun near bottom bend, hit the bank and tilted onto its side.

After the meeting an informal prize-giving and party was held in the hall of the local pub opposite the paddock, which rounded off a perfect day's hill-climbing. Most people went away looking forward to next year's event.

MICHAEL WARE.

### RESULTS

**B.T.D.:** R. F. Pierpoint (Attila-Climax), 28.28 s. **Closed Cars up to 1,300 c.c.:** 1, P. H. S. Martin (Austin-Cooper), 31.72 s.; 2, P. J. Collins (Austin-Cooper S), 32.60 s.; 3, K. Kemsley (Austin-Cooper), 32.83 s. **1,301-2,000 c.c.:** 1, R. F. Pierpoint (Lotus Cortina), 32.49 s.; 2, T. A. Crawford (Ford Cortina), 33.00 s.; 3, W. G. F. Swayne (Porsche), 33.04 s. **Over 2,000 c.c.:** 1, T. A. Crawford (Jaguar E), 30.06 s.; 2, M. Knights (Aston Martin), 31.62 s. **Sports-Racing Cars:** 1, D. Price (Lotus), 29.84 s.; 2, B. Harding (Lotus), 29.89 s.; 3, H. Graham (Lotus), 31.59 s. **Racing Cars:** 1, R. F. Pierpoint (Attila-Climax), 28.28 s.; 2, Miss P. Burt (Cooper-Climax), 28.42 s.; 3, A. Fletcher (Lotus-Ford 23), 29.32 s. **1172 Formula:** 1, B. Small (Milmor), 31.10 s.; 2, A. Wershat (Lolita), 31.31 s.; 3, D. J. Bassett (Wells), 32.05 s. **Open Cars up to 1,100 c.c.:** 1, C. N. Ramus (A.-H. Sprite), 31.36 s.; 2, J. F. Barnes (Elva), 33.31 s.; 3, A. K. Poole (A.-H. Sprite), 33.66 s. **1,101-1,600 c.c.:** 1, J. F. Brown (Morgan), 32.50 s.; 2, R. Eade (Lotus), 32.50 s.; 3, P. F. Hewitt (M.G.), 34.15 s. **1,601-2,000 c.c.:** 1, J. T. Spurrell (Triumph TR3), 32.22 s.; 2, P. S. King (M.G.), 33.66 s. **Over 2,000 c.c.:** 1, N. H. Dangerfield (Triumph TR4), 30.91 s.; 2, B. Petch (Austin-Healey), 33.24 s.

## CAMBRIDGE C.C.

### AUTOCROSS

CONTINUOUS rain made conditions extremely difficult for the Cambridge Car Club's Autocross held on Sunday, 20th October, near Longstowe. Several people had difficulty even getting on to the field.

The first run started about 2.30 p.m. with some interesting results. H. Suhr put up a brilliant performance in his Mini, eventually doing the third B.T.D. on his second run in 1 min. 25.0 secs., taking the class by five seconds from D. Barsby in a Mini-Cooper S.

Power was found to be quite an embarrassment in several classes under these conditions, W. C. Payne in his heavy A60 seeming to get substantially more grip than his other competitors in the class, in which he took first place. In the small sports class J. Jibb, in a Midget drove round very convincingly taking the award for this class. Class 5 for sports cars over 1,200 c.c. went to Paul Kerridge in his Morgan Plus 4 with a time of 1 min. 30.1 secs. Class 6 for non-production cars had quite a number of entries. However, A.

## SOUTH YORKSHIRE C.E.C. RETFORD & D.M.C. WORKSOP & D.M.C. GAINSBOROUGH & D.M.C. SANDTOFT SPRINT

ON Sunday, 20th October, the South Yorkshire Car Enthusiasts Club co-promoted their first sprint meeting, and what had been intended as a thrash for the local club boys turned out to be a public spectacle; about 8,000 people turned up to see the sprinting, which was held at Sandtoft disused airfield near Doncaster. A fine sunny day made it a very enjoyable event which was supported by a display of Veteran and Vintage cars and motor-cycles.

The 1½-mile course was roughly "L" shaped and contained a chicane, one left-hand bend, a roundabout and three right-hand bends. The first of the right-handers was very fast, the second a little slower but the third (just before the finish) very deceptive and it was here that most of the spins and excursions took place.

Practising was a little late in starting, as few of the officials had had any previous experience of this type of event, but the organization soon clicked into gear and thereafter the event proceeded very smoothly. Great help was given by radio links manned by a local T.A. unit, which enabled the controllers to keep a tight grip on all points on the course.

Of the 62 competitors, including four ladies, many had never taken part in a sprint before, so that during practising there were quite a number of spins. However, they quickly learned and while times improved during the actual competition there were far fewer excursions, even though some surfaces became looser as the meeting progressed.

Classes 1 and 2, for standard Minis and Mini-Coopers, made up a third of the entries and, as usual, their roadholding was such that they provided very few excursions. C. J. Haslam, in his Mini-Cooper S, made a fabulous run to put up second B.T.D. in 1 min. 29.3 secs., while B. G. Hodgson, in his Ford Cortina G.T., had three spins and recorded a time of 1 min. 46.1 secs., but took it more steadily to get 1 min. 36.8 secs. on his second run. P. Dobbs and K. Pashley shared a Rochdale Olympic with a blown 948 c.c. B.M.C. engine which sounded great. P. Dobbs equaled the Cortina's time with his second run.

Practically at the end of the day club member Dave Cramer put up B.T.D. of 1 min. 28.1 secs., after skilfully holding a vicious slide on the last bend, in his ex-Bob Burnard Veedol Trophy A.C.-Bristol.

B. G. A. INGRAM.

### RESULTS

**B.T.D.:** D. Cramer (A.C. Ace-Bristol), 1 m. 28.1 s. **850 c.c. Unmodified B.M.C. Minis:** J. G. Stanley (Mini), 1 m. 44.7 s. **Modified Mini-Coopers and S-types:** C. J. Haslam (Mini-Cooper S), 1 m. 29.3 s. **Saloon Cars up to 1,200 c.c.:** F. V. Midgley (M.G. 1100), 1 m. 42.2 s. **Over 1,200 c.c.:** B. G. Hodgson (Ford Cortina G.T.), 1 m. 36.8 s. **Unmodified Sports Cars up to 1,200 c.c.:** A. Powell (M.G. Midget), 1 m. 37.4 s. **Modified:** G. T. Hill (A.-H. Sprite s/c), 1 m. 36.4 s. **Unmodified over 1,200 c.c.:** G. S. Claybourn (A.-H. 3000), 1 m. 35.8 s. **Modified:** D. C. Cramer (A.C. Ace-Bristol), 1 m. 28.1 s. **Racing, Sports-racing and Specials:** D. A. Cox (Lotus-Climax 11), 1 m. 30.8 s.

Spencer in his 1,172 c.c. Nomad roared round to take the class by some nine seconds, which was extremely good going. Lastly, the four-wheel drive and rear-engine class was taken by Mrs. Parkin, in the Lotus Cannonball, beating her husband Howard in the same car by nearly four seconds, with a time of 1 min. 14.6 secs., which gave her a very convincing fastest time of day also.

For the next three hours after the event, competitors, particularly those with trailers, were seen to be struggling in the mud in vain attempts to get away from the field, which they eventually managed with the help of tractors.

P. B. KERRIDGE.

### RESULTS

**B.T.D.:** Mrs. M. Parkin (Lotus Cannonball), 1 m. 14.6 s. **Front-engined and Rear-engined saloons:** 1, H. Suhr (Mini), 1 m. 25.0 s.; 2, D. Barsby (Mini-Cooper S), 1 m. 30.0 s. **Other production saloons with four seats:** 1, W. C. Payne (Austin A60), 1 m. 38.6 s. **GT. and Sports cars up to 1,200 c.c.:** 1, J. G. Jibb (M.G.), 1 m. 36.2 s. **Over 1,200 c.c.:** 1, P. B. Kerridge (Morgan), 1 m. 30.1 s. **Non-production sports Lotus cars:** 1, A. J. Spencer (Nomad), 1 m. 30.8 s. **Four-wheel-drive rear-engine non-production cars:** 1, Mrs. M. Parkin (Lotus Cannonball), 1 m. 14.6 s.

# CORRESPONDENCE

## "Self Praise is no Recommendation"

FIRST of all I should like to make it clear that I consider AUTOSPORT's race reports unequalled by any motoring paper in the land when compiled by members of the staff.

I was, however, somewhat nauseated to read two recent reports of small sprint meetings by an outside contributor in which said contributor takes the opportunity of giving himself (I quote: "his well-known car") some highly favourable and, in my view, quite unwarranted publicity.

It is a great pity that this man has apparently never heard the old proverb: "Self praise is no recommendation." I commend it to him. Please, no more of this kind of thing.

SILVERSTONE, TOWCESTER, NORTHANTS.

R. W. ASHLEY.

## Protests at Oulton Park

I READ in "Pit and Paddock" with some surprise an item relating to a protest in respect of the final results of the Five-Hour Relay Race at Oulton Park.

As Team Manager for Broadspeed I must state that this is the first notification that I have had of any such protest apart from the fact that several team managers were called to the office of the clerk of the course after the meeting had finished, in an attempt to sort out discrepancies which arose over the total number of laps completed by those teams. It should be noted, therefore, that any protest made relating to the final position of the Broadspeed Team was made merely in respect of the distance covered and did not in any way relate to the specification of the cars utilized or to the operation of the team during the race.

Having regard for the fact that this event was supposed to be a sporting club competition, in other words, "a day out for the boys", and especially when one remembers that it was on handicap anyway (no such system can ever be perfect), it is sad to note that anyone should bother to protest over the results relating to an unimportant sixth place which carried no award! What has happened to motor sport?

WALSALL, STAFFS.

MAX TRIMBLE (for "Broadspeed").

## The Future of Saloon Car Racing

DURING recent touring car races in England and on the Continent, it has been becoming increasingly obvious that we shall soon have a one-make domination.

In order to qualify as a touring car the regulations say that only 1,000 examples of any particular model need be produced per year. This was a fair and reasonable stipulation a few years ago. With the tremendous recent increase in car production, however, this figure is now far too low. Several manufacturers have made or are making 1,000-off "specials" designed to win races and rallies. Although eligible as touring cars at present, in the spirit of the regulations, these are pure Grand Touring cars. If these rules are not soon changed, touring car races will become a tedious procession of large one-make factory teams driving to orders.

Group 3 has been mentioned as a universal cure. This is not the answer.

The Group 2 regulations as they stand are excellent since they encourage the manufacturers to increase the all-round efficiency and stamina of their motor cars. The homologated "extras" allows them to try out new ideas under the most exacting conditions. In many cases experience in racing and rallying is used to improve the basic design year by year.

Where a change is due is in Chapter 11, paragraph 257 of Appendix J. This states that a touring car must have been manufactured in series at a minimum of 1,000 units in 12 consecutive months and be identical as far as mechanism and coachwork are concerned.

This clause should be changed as follows:

A touring car must have been manufactured in series of x units (see below) in 12 consecutive months, etc.

- Cars up to 1,000 c.c. x=10,000
- Cars from 1,000 c.c. to 2,000 c.c. x=5,000
- Cars from 2,000 c.c. to 3,000 c.c. x=3,000
- Cars over 3,000 c.c. x=2,000

This will put a stop to the manufacturers of 1,000-off "specials" or to those manufacturers who homologate their coupé of Grand Touring models as touring cars. It will put saloon car racing back on to a sane and truly representative footing.

THERFIELD, NEAR ROYSTON, HERTS. W. B. BLYDENSTEIN, A.F.R.A.C.S.

## Marshalling on the Bournemouth Rally

WHILE marshalling at the start of the Porlock Special Stage on the Bournemouth Rally, I was impressed by the sporting and good humoured approach of the Rally "Circus" and enjoyed chatting to some of the stars who had to retire at Porlock. It was therefore with surprise that I read Tony Straker's report of the event.

A great deal of his report deals with the "ambiguous" direction of approach to control 49. If anyone takes the trouble to read his report in conjunction with Map 164 they will discover that there is no trace of ambiguity regarding the approach direction. The only conclusion one can draw is that he thinks that a "Circus" navigator is infallible and if he drops a clanger then the organizers should apologize and scrub the offending control.

Come on, Tony, admit that you made a mistake in an otherwise faultless night.

WAREHAM, DORSET.

A. C. PEATFIELD.

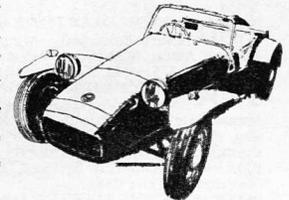
The Editor is not bound to be in agreement with opinions expressed by readers.

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**1953** ASTON MARTIN DB2/4, fitted Vantage engine, mechanically perfect, finished in red with blue interior, £410.—Phone West Bromwich 2350.

**1934** LE MANS S/C sports. Condition generally good, new stainless silencer, rockers, valve springs, water pump, brake linings, timing chain, recon. dynamo, hood tatty. Present owner 7 years. £225.—Bruce, 175 Finstall Road, Bromsgrove, Worcs. Phone: Bromsgrove 4491.

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**1962** AUSTIN de luxe, surf blue, twin choke Weber carb., special manifold and G.N. exhaust, s/belts, low mileage. £350.—Mr. Burgoine, HOP 3551 (9 a.m.-5 p.m.).

**1962** AUSTIN A40. New Downton stage III, Servo brakes, Konis, RS5s, wood wheel, rev. counter, Microcell seats, belts, etc. No competition, taxed. Larger car needed forces sale. What offers over £450.—Box 9307A.

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**A**USTIN-HEALEY 3000, ex-works car in full rally trim. Works rebuild and new engine, Nov. 1961. Le Mans gearbox, overdrive, 10 SPs, four studded Durabands, special seats, works hard top, push-button Motorola, etc. Opportunity to acquire a very competitive sound motor car in exceptionally smart condition. Offers around £600.—Handcross 322.

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(photo by The Motor)

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**C**ATERHAM CAR SERVICES, LTD., offer: Austin-Healey BN1, 1954, ice blue, in excellent mechanical condition, but paint poor and thus offered for the very reasonable figure of £210.—Caterham Car Services, Ltd., 38 Town End, Caterham. Tel.: 2381.

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**M.G.A. FIXED-HEAD** coupé, 1960. One owner. Excellent throughout. Any trial. £495.—Phone: Market Harborough 2512 (after 7 p.m.).

**M.G.A.** 1500. Beautiful condition. Every extra including H. & R. carrier, wood-rim, "X" straps, etc. Must sell. Hence £335.—UPLands 1870.

**M.G.A.** TWIN CAM. Perfect condition. Just fitted with brand new, fully modified engine and new Cintura tyres. £575.—J. N. Everitt, 15 Hamlet Road, London, S.E.19. LIVINGstone 4311.

**M.G.B.** March, 1963, white. As new. £785.—Mackenzie, Dower House, Riding Mill, Northumberland.

**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, Wimbeldon, 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, 1949. Good condition. Numerous extras. XPAG Laystall engine. £160 o.n.o. for quick sale.—Weatherill, Roncot, Park Lane, Rothwell, Leeds.

**M.G.** TD Mark II, 1953. In primrose yellow. New hood. Just resprayed and engine overhauled, side screens renewed, tonneau, indicators, etc. Taxed, insurance and H.P. arrangeable. New C41 tyres. Best offer secures excellent running motor.—Tel.: HYDe (Cheshire) 1551 (day); HYDE 2284 (night).

**M.G.** TD, 1951. Heater, tonneau, luggage rack, H.P. available.—Williams, 68 Oakfield Road, Shrewsbury 3551.

**TD** VERY good. New vinyl hood, tonneau, TD curtains and red upholstery. £200 o.n.o.—Saubidet, 9 Southwood Avenue, Coombe Lane, Kingston, Surrey.

**1963** M.G.B. 2,800 miles. Red, heater, radio, washers, interior silent travel. Fog-, spot-lights, photo-electric parking light. Special seats, £800. Terms or exchanges.—John Dangerfield, Bristol 692778.

**1957** M.G.A. blue, hard top, wire wheels, radio, heater. New Xs, beautiful condition. £310.—Rickards, NATIONAL 9971, 9.30-5.30.

#### MINI CARS

**COOPER "S"**. Green and white, 1,800 miles only. As new. £665.—J. Blake & Co., Ltd., 110 Bold Street, Liverpool 1. Telephone: Royal 6622.

**DOWNTON** fully modified 848 c.c. Austin Mini. July 1961, 17,000 miles, standing ¼-mile Church Fenton Drag; 18.72 secs.—Mrs. Warburton, Leeswood, Chapletown Road, Turton, Bolton. Turton 540.

**1961** AUSTIN Mini de luxe. Full Alexander conversion, crossflow head, etc. Complete instrumentation including rev. counter, fitted radio, safety belts. A one owner car in excellent condition. £325.—Carpenters Autos Ltd., The Green, Hampton Court. Phone: MOLEsey 255.

**1960** MINI de luxe. Offside front damaged. Together with new Mini-Cooper, body-shell undamaged. £195.—Phone: BUCKhurst 1171.

**1960** MINI. Derrington, Brabham balanced, first £300.—Knights, 5 Poole Road, West Ewell, Surrey.

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**NEW Mini-Cooper "S"** type, red/black, immediate delivery.

**1963 Austin Mini-Cooper**, 4,000 miles only and absolutely as new, used as second car only. £485

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**1962** AUSTIN-COOPER Mini, one owner from new, equipped with sundry bits and pieces as would be expected by an enthusiast-maintained motor car. Price £395.—John Bryant (Cars) Ltd., 270-272 High Street, Watford, Hertfordshire. Telephone: Watford 29152.

**1962** MINI-COOPER, red with red upholstery, 28,000 miles, one careful owner. £395 o.n.o.—Marlow 3699.

#### MORGAN

**MORGAN** Plus 4, 2,138 c.c. full LawrenceTune with Webers, oil cooler, discs, Konis, many spares, 4 spare wheels, highly successful, many awards this season. Unquestionably fastest for money. £365.—B. Joell, Sheffield 35664 after 7 p.m.

**SOUTHPORT**.—1961 MORGAN 1991 c.c. super sports two-seater. discs, alloy body, genuine Lawrence engine, Webers, etc., wire wheels, cream, full tonneau, cost over £1,200, unusual opportunity at £595.—Lifes Motors, West Street, Southport. Tel.: 3774.

**1961** 4/4. Discs. Wire wheels. Highly tuned and modified 105E. Tonneau. £415. Terms and exchanges.—John Dangerfield, Bristol 692778.

**1960** MORGAN Plus 4, full LawrenceTune racing engine and new clutch fitted May 1963. White hard top, bodywork resprayed B.R.G. Wire wheels recently overhauled, fitted Pirelli Cinturas. This is a potent machine and not for the faint-hearted. £650 o.n.o.—Box 9292.

**1960** MORGAN Plus 4, full LawrenceTune 2.2 litres, Konis, oil cooler, etc. £625.—Graham Park, Jasmine Cottage, Eyebrook Road, Bowdon, Cheshire. Altrincham 3863.

**1959** (DECEMBER 31). Morgan Plus Four Wire seat Tourer. Kieft 2.2 engine, wire wheels, discs, Xs, heater, 36,000 miles. This great car for only £400.—Pearce, 84 Gerard Road, Rotherham. Rotherham 3668.

**1955** PLUS 4, green respray, new crank, new tyres, tonneau. £275.—Maidenhead 20007.

#### MORRIS

**1962** MORRIS 1100, 4-door de luxe. Green/white. Downton stage II engine. Not raced, etc. Full instruments. Cost £775. Offered at £625 o.n.o.—Ring: Wanborough (Wilts) 236 after 7 p.m.

#### N.S.U.

**L**AURIE Goodwin offers for sale his N.S.U. Prinz (LAG 1), 60 b.h.p., 42 DCOE carb., head by Westlake, spec. cam, tuned ex., lowered suspension, spec. comp. clutch and brakes, oil cooler, instrum., 8 wheels, o/s rear tyres, 2 alt. cams, host other spares, all trim and windows. Offers.—HYDe Park 9330.

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**P**EEERLESS.—Service, Spares, Repairs, Rebuilds. Bodywork, Modifications, Tuning, Painting and Trimming.—J. A. Pearce Engineering, Ltd., 113 High Street, Staines. Staines 52006.

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**C**ATERHAM CAR SERVICES, LTD., offer: Porsche 1960 fixed head coupé, excellent in strata silver. 1910.—Caterham Car Services, Ltd., 38 Town End, Caterham. Tel.: 2381.

**1963** PORSCHE 1600 coupé, red, 8,000 miles, perfect condition, part exchange. £1,475.—Tel. Longworth 385.

**1960** TWO specimen low-mileage cars, red Super 90 and blue Super 75. Both have radios and other extras and are in really first-class condition: £1,450 and £1,250.—Newton Garage, Lister Street, Birmingham 7. ASTON Cross 1274.

**1959** PORSCHE 1600 4-seater, radio, low mileage. £850.—M. & G. Motors, 176 Stapleton Road, Bristol 56292.

**1957** (APRIL) Porsche 1600 Super two-door saloon in dark green with beige upholstery, fitted radio. This car is in really beautiful condition having recently been completely resprayed. In March of this year all mechanical parts were overhauled and two Weber carburettors fitted for extra performance. A really excellent example of this popular marque. £850.—E. D. Abbott, Ltd., Farnham, Surrey. Tel.: Farnham 6282.

**1956** REG. 1961, 1500 PORSCHE f./h. coupé, "X" tyres, radio, new engine, g/box overhauled, spotted in gunmetal. £550 or exchange. Also historic supercharged Riley 1½-litre racing car, ready to race, V.S.C.C. recognized, ex-Burnard.—Walkers Garage, Crescent Avenue, Whitby, Yorks. Tel. 59.

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**A**LEXIS F.J. with/without Cosworth Ford 1,100 c.c. engine (special four-speed Porsche gearbox, ideal F3). Will take almost any road or racing car part exchange. Trailer.—Hamman, 6 Queens Parade, Grimsby. Evenings 57160.

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**B**RABHAM Junior.—Temple Bar 6289; evenings Richmond 3907.

**C**HOICE of two Coventry Climax 1216 FWE engines, both in first-class condition, Stage III, £215. Stage IV, £225. Lotus-A40 gearbox. £35.—Gordon Jones, 21 Radnor Mews, London, W.2.

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**C**OOOPER-DAIMLER, circuit/hill-climb car, fitted 2½-litre V8 SP 250 engine, very reliable/successful car. Spares include heads, clutch housing, gearbox, gear ratios, wheels, tyres. Any reasonable offer considered.—David Good, Moneyrow Green, Holyport, Nr. Maidenhead. 20131.

Continued overleaf



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**TRIUMPH TR3A**, 1960, most attractive in sky blue with dark blue trim, very low mileage. £595

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**LOTUS 6**. Black/white, 105E unit, twin Webers, M.G. gearbox, extremely potent. £235

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**TRIUMPH SPITFIRE**, 1963 series, finished in sky blue, only 3,500 miles from new, various extras, exceptional value at £565

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**SUNBEAM ALPINE**, 1961, moonstone with red upholstery, O/D, radio, heater, one owner only. £595

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**M.G.A. 1600 ROADSTER** 1960, finished in red, "X" tyres, seat belt, etc. One careful owner, superb condition. £525

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### Classified Advertisements—continued

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**COOPER-J.A.P.** 500 c.c. Successful sprint and hill-climb car. Excellent condition. Trailer. £150.—See M.G. TD—Williams.

**COOPER-J.A.P.** 500. Excellent condition, motor just overhauled. Fully prepared for next season. With sprung trailer. £150 o.n.o.—14 Baswich Lane, Stafford. Tel.: 4599.

**COOPER Mk. 3**, fitted 1½ Cosworth dry sump 130 b.h.p. engine. A most potent Formula Libre car having numerous successes—Oulton Park 1 m. 46 s., Mallory 52 s., etc. £1,100 o.n.o.—Alan Rollinson, 98 Mill Road, Pelsall, Staffs.

**COOPER** single-seater, 1,340 c.c. or 1,475 c.c. Close Volks. box. Prescott 52 secs. From £295. Also Mk. V less engine, good. £80.—Kaysport. See Tyres.

**DON'T** take a chance buying an F2 or F3. There may be no races for you. Buy my racing-winning Marcos GT and win your class next season. It's a 1962 car with latest mods. Engine has been rebuilt for next season. £675 or exchange with road Lotus Elite.—Ring Amberley 3192 to view.

**ELVA** 1100 Sports/Racer. Offers.—Box 9290.

**EX-WORKS** Sebring 1961 team car. Lightweight GT body, works engine, wire wheels, discs. Road/track specification. Nine places this season. £495. H.P., part exchange.—Redhill (Surrey) 2530.

**FABULOUS** Lotus 22 twin-cam, 1,600 c.c. Ford engine, 145 b.h.p., five-speed Hewland box, special chassis. As new. Race four times. £2,000.—Jack Pearce, 61 Ashfurlong Crescent, Sutton Coldfield 5967.

**IAN** McLaughlin offers for sale his 1,100 c.c. Mk. X Cooper-J.A.P., holder of many course and class records. Suitable for sprints and hill-climbs. Offered with many spares including gearbox, tyres, wheels, engine sprockets, drive chains, fuel, etc., etc. For quick sale £400 complete. ALSO for sale one spare 1,100 c.c. J.A.P. engine, just reconditioned throughout and not used since. £120 o.n.o. 500 c.c. Norton engine (39.5 secs. at Shelsley). £60 o.n.o.—McLaughlin, 25 Marsh Hill, Erdington, Birmingham 23. ERDINGTON 2480.

**LOLA** F1 chassis and gearbox for sale. Chassis designed to take 4-cyl. or V8-cyl. engines, also recently shot-blasted and sprayed, brake calipers replaced recently, aircraft-type rubber tanks, new R6 tyres all round, set of spare wheels, new R6 tyres fitted, spare front body panel c/w screen, other spares include: front shock absorbers, two brake discs, one drive shaft c/w. Hardy-Spicers, new battery, type 32 gearbox includes: five sets of drop gears, one quilt shaft, crown wheel and pinion fitted before Monza G.P. Preparation of this car was second to none during last season and driven by Bob Anderson. £1,750.—D.W. Racine Enterprises, Ltd., Old Mill House, Haynes, Bedford.

**LOTUS** 23B, twin cam, 1,600 c.c. 5-speed V.W. box, red, first class condition. Offers around £1,850.—Jack Pearce, Auto Racing Service, 61 Ashfurlong Crescent, Sutton Coldfield 5967.

**MERLYN** Mk. IVA 1100 Cosworth, Knight box. £750 o.n.o. Also covered trailer (blue). £50. And Jaguar Mk. VIII automatic, engine and box overhauled, great tourer. £300.—Box 9273.

**PETER WESTBURY'S** Hill-Climb Championship Felday-Daimler is offered for sale exactly as used in winning the championship. Numerous spare ratios for Lotus five-speed positive stop gearbox. S/c Daimler SP250 delivering approx. 200 h.p. at the rear wheels with 100 per cent. reliability. Holder of seven British records. £1,950 o.n.o.—"Somerset Hill", Holmbury-St.-Mary, Dorking, Surrey. Abinger 229.

**RAE** A-type 1172 Formula car, one-off, trophy winner. Class records Oulton and Debdon. Suitable road, track or autocross. 100E, fitted new pistons, bearings, reground crank, Shell rods, D12 tyres, etc. Complete with trailer and spares. Willment o.h.i. head available. £340 o.n.o.—G. J. Rae, 10 Lansdown Close, Gt. Malvern, Worcs.

**START** racing for only £200. This very reliable and extremely fast rear-engined s/seater is for sale due to owner going abroad. Ideal for beginner. Overhauled and ready for racing, with trailer and spares.—Laburnum 5931.

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**T**TOJEIRO-CLIMAX, Stage IV, space frame, discs, trailer, tyres, spares, very fast. No reasonable offer refused.—Eccleston, 111 Nalders Road, Chesham. Phone 81278.

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**1,100** C.C. Blown Cooper-J.A.P. alloy engine. Very successful car. Ready for F.T.D. in sprints and hill-climbs. Z.F. diff., single/twin rears. All alt. ratios and lots of new spares. Trailer. Ex-Henderson and J. D. Scott. Shelsley, 35.8 secs. Lots of awards since. Certain class-winner in mint condition. £475.—Collinge, Robert Thornton, Ltd., Cleckheaton, Yorks. Tel.: 2273.

**WANTED.**—Sports car or Formula Junior, exchange Lotus Elite, 1962. As new.—Ring Uplands 7733 (business hours).

**WANTED.** two Juniors, Lotus 18 and front-engined Elva, both less engine, incomplete considered, no prangs. Lightweight trailer required.—Box 9302.

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1961 **Gordini**, sunroof, safety belts, one owner £395  
1961 **Dauphine**, one owner, at ... ... £345  
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**RENAULT** Dauphine, 1960. Offside front damaged. £55.—Phone: Buckhurst 1171.

#### RILEY

1952 **RILEY** 2½-litre, £95 o.n.o.—McElvoy, 58 Nelson Road, Whitton, Twickenham.

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**L**ATE 1962, low mileage Olympic modified Riley 1.5 H.R.G. head, 80 b.h.p. RS5s, Carlotti wheel, twin tanks, elect. fan, washers. Fully upholstered vynide. £560. Exchange low mileage Cooper-Mini.—Box 9286.

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1962 **OLYMPIC**. Red. M.G. 1,800 c.c., H.R.G. head. Fan, heater, washers, taxed, etc., etc. £525.—Please phone: Tulse Hill 7816, after 9 p.m.

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**R**EG. 1961 B.90 chassis E93A engine, i.f.s., close ratio box has given excellent comp. motoring and in perfect mech. condition. Sports racing body, but would make basis for marvellous road car if racing not envisaged. Photos. £110 o.n.o.—Ridge, Greytrees, Ross-on-Wye.

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**SUNBEAM RAPIER CONVERTIBLE**

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**ALPINE**, 1954, white, overdrive, new Cinturas. Mk. III mods., £245 o.n.o.—35 Norfolk Road, Seven Kings, Ilford. SEV 1090.

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