

R.A.C. RALLY—FIRST STAGES

AUTOSPORT

NOVEMBER 15, 1963

AUTOSPORT

2/-

EVERY FRIDAY
Vol. 27 No. 20

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

RAND NINE HOURS—FULL REPORT AND PICTURES : CUTAWAY DRAWING OF THE 2½-LITRE COOPER-CLIMAX
TELEVISION TROPHY TRIAL : BRUCE McLAREN—FROM THE COCKPIT : TEST OF ALAN HUTCHESON'S RILEY 1.5



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November 15, 1963 Volume 27 Number 20

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EDITORIAL

COME TO GREAT BRITAIN!

THE announcement that Studebaker intend to compete at Indianapolis next year is of great interest—especially as the corporation's main contender will come from Great Britain. Ford went to British constructors for their epoch-making machines, and now another American manufacturer has decided to utilize the resources and knowledge of Harry Ferguson Research, Ltd., in constructing a four-wheel-drive chassis to accept the immensely powerful supercharged 2.8-litre Novi V8 engine. Eminent technicians such as Wally Hassan of Coventry Climax, Ltd., have acknowledged the need for four-wheel-drive when it comes to using very powerful engines. Fergusons probably know more about this lay-out than anyone else in the world, and it is indeed a fine compliment when a country with such enormous automobile resources as U.S.A. should deem it necessary to come to this country for what might well be a revolutionary racing car.

SPORT'S OUTSTANDING PERSONALITY

FOR the first time, readers of the *Daily Express* have voted a racing driver as Sportsman of the Year. The man is, of course, World Champion Jim Clark, and he topped the poll with a whopping majority, receiving no less than 34.4 per cent of the total votes cast. This is a fine tribute to the Sport, and a great personal achievement for the Flying Scotsman, whose remarkable record of successes in Grand Prix racing, and modest, retiring attitude to it all, have gained him an immense number of admirers in all walks of life. Honours fall thick and fast on "Jimmy the One", and deservedly so, for it is not only in Formula 1 racing that he has displayed his virtuosity. Anyway, the finest tribute that could possibly be payed to Jim Clark comes from his fellow racing-drivers. To a man, they acknowledge that he is a far faster driver than anyone else, and that it is not a case of trying to catch him, but of waiting and praying that mechanical bothers will intervene. However, in Grand Prix racing, the reliability of his Lotus-Climax in 1963 has become a byword. Only in one *grande épreuve*, Monaco, did he abandon with mechanical failure, and in not a single Championship event was he eliminated with engine trouble. AUTOSPORT had no hesitation in naming him as the only five-star driver of 1963, and a worthy successor to post-war Champions, Nino Farina, Juan Manuel Fangio, Alberto Ascari, Mike Hawthorn, Jack Brabham, Phil Hill, Graham Hill—and the man who never was Champion, but was regarded as being "Mister Motor Racing", Stirling Moss. Yet Jim is only 27 years of age—Fangio was an unknown when he was 27! Although he says he will probably retire after another season of motor racing, ideally he could carry on dominating the sport for some years to come and could, therefore, become the most successful racing driver ever.

OUR COVER PICTURE

THIS WEEK the R.A.C. International Rally of Great Britain takes place—and by the time you read this the winner will probably be nearing victory. A report of the early stages appears in this week's issue, to be found on page 670. At the beginning of the week the situation looked pretty grim as far as the weather was concerned, but Peter Jopp's Ford Falcon ploughs effortlessly through the mud during a practice run at Brands Hatch. Perhaps a big car will win this year?

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THE winner of this week's R.A.C. Rally is to be invited to compete in next year's East African Safari Rally. This will be run over 3,000 miles of roads throughout Kenya, Uganda and Tanganyika on 26th-30th March.

JOHAN SURTEES and Lorenzo Bandini will take works Ferraris to South Africa for the first time, to take part in the Grand Prix at East London next month. It is likely that both will drive the mono-coque "Aero" models.

TREVOR TAYLOR will leave Team Lotus after the South African Grand Prix after two fruitless seasons of Formula 1 racing (apart from a few non-championship events). Peter Arundell seems the likely choice to take his place.

ASTON MARTIN WITHDRAW

BECAUSE of a considerable factory extension programme at Newport Pagnell Aston Martins have found that they will not be able to run a works team next year. However, they state that when the rationalization and expansion plans have reached a further stage, due consideration will be given to a return to racing.

It is likely that the 1963 works cars—winners at Monza and Montlhéry—will be sold to a private racing team, so Aston Martin cars will probably be still seen on the circuits next year and can still be regarded as a serious menace.

THREE World Champions in Jack Brabham, Graham Hill and Jim Clark were present on Guy Fawkes Night at a very successful Fireworks and Barbecue party staged at their Staines riverside home by Cliff and Sylvia Davis.

BOXING DAY MALLORY PARK

AS well as their traditional Brands Hatch meeting on Boxing Day, the B.R.S.C.C. will be running a six-race programme at Mallory Park as well! Main races at both meetings will be for *Formule Libre* racing cars, but at Brands the Guards Trophy, John Davy and Slip Moly slip Club Championships will be decided.

HELD at the Riverside International Raceway on 3rd November, the Nascar Grand National Championship race was won by Darel Dieringer in a Mercury. He completed 148 laps of the 2.7-mile course at an average speed of 91.645 m.p.h., which compares well with the 96.273 m.p.h. average of Dave MacDonald when he won the recent Riverside Grand Prix in a "King Cobra". MacDonald, this time in a Ford Galaxie, was second, one lap behind, while similar cars driven by Marvin Panch and Fireball Roberts followed. Road racing drivers Ken Miles, Skip Hudson, Bob Bondurant and Augie Pabst also took part in this race.

GEORGE DRUMMOND has recently increased his collection of rare cars with the addition of the ex-Moss, ex-Salmon, ex-Hetreed Aston Martin Zagato. George also owns one of the few fuel-injected Sting-Ray Chevrolets in captivity in this country.

WESTBURY'S CHAMPIONSHIP PARTY

PETER WESTBURY, the new R.A.C. Hill-Climb Champion, celebrated the beginning of his reign with a party at his charming home at Holmbury St. Mary, near Dorking. Most of the élite of the hill-climb world were present, including such names as David Good, Peter and David Boshier-Jones, Arthur Owen, Tony Marsh, Jackie Epstein, Mac Daghorn, Nick Porter, Mike Eyre, Graeme Austin, Patsy Burt and Team Lotus driver Mike Spence.

Dancing continued well into the wee small hours and during the celebrations David Good and a fellow conspirator took part in a successful plot to crown the new champion with a "Jerry". It was interesting to note that present at the party were no fewer than five R.A.C. Champions.

P.B.W.

MANY interesting rumours have been circulating recently about the future of various circuits in this country. They range from Goodwood and Aintree closing down within the next few years to the Wiltshire circuit of Castle Combe being brought up to Grand Prix specifications, while we also heard that Grove-wood Securities, owners of Brands Hatch, Mallory Park, Snetterton and Oulton Park, were unsuccessful in their attempts to gain control of Silverstone. Of course, there might be nothing in these rumours, but they're interesting, are they not?

PETER BROEKER, the Canadian who finished seventh in the American Grand Prix in his Stebro-Ford, is seriously considering a tour of European races next year.

DAVID PIPER is getting a 250LM Ferrari. He will probably be driving an N.A.R.T. Ferrari at Sebring. Piper is taking his green GTO to Daytona for the 12-hour race in February.

BRUCE MCLAREN will probably be one of the Lola-Ford drivers for 1963. Others mentioned are Tony Maggs and Dick Attwood.

DON'T be surprised if Roy Salvadori is seen in a 250LM Ferrari in certain events next season, and also in a big American V8 saloon.

PIT and PADDOCK

LES LESTON and Alan Brown have joined forces and are opening a racing and rally equipment centre in Guildford, Surrey. It opens on 23rd November at Chapel Street, just off the main shopping street. Incidentally, Les says he has retired yet again, but is competing in the R.A.C. Rally!

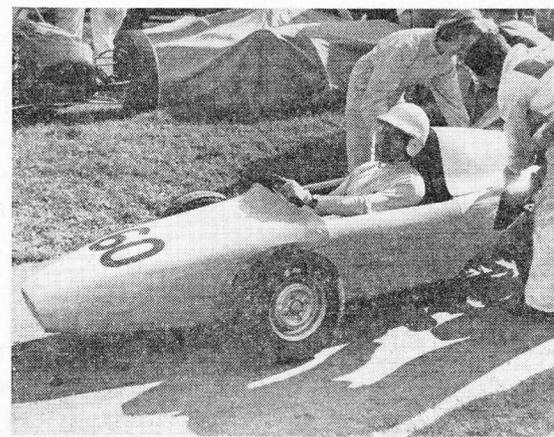
FOUND—ONE CLIMAX ENGINE

RECENTLY discovered in an Austin-Healey Sprite was a Coventry Climax FWE engine (serial No. 40041) coupled to an M.G.A. gearbox. As the engine and gearbox are of rather doubtful parentage, Scotland Yard's Car Squad is wondering whether anybody has missed an engine of this type. If they have, they should ring JUNiper 1171—but mind you have a good story before you try anything!

RENAULT are to back René Bonnet and Alpine in both Formula 2 and Formula 3 racing next year. Drivers are said to be Gerard Laureau and Jean-Pierre Beltoise for the former and José Rosinski, Henri Grandsire, Bernard Boyer and Jacques Maglia in the latter team. Presumably Jo Schlesser will remain with Ford-France (yes, Ford are everywhere in motor racing these days) to drive their cars which are said to range from Formula 2 to big G.T. cars.

FIRST sod for the new Scottish racing circuit at Polkemmet will be cut by Jim Clark before he goes to South Africa.

BOTH of Ian Walker's sports cars were sold directly after their last race in the United States; the Brabham was purchased by well-known Indianapolis driver, Eddie Sachs, and the Lotus 23 by an unknown.



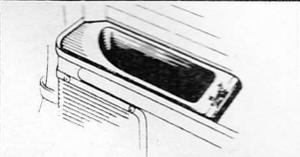
B.B. SPECIAL of well-known hill-climb exponent A. F. Rivers-Fletcher. The tiny 250 c.c. Villiers-engined car was designed by Leslie Ballamy and Mike Luff and built by Buckler Engineering. The car appeared briefly at the end of the season, but should have a full season's racing next year—when two engines may be fitted!

TONINO ASCARI, son of 1952-3 World Champion Alberto Ascari who was killed in 1955, is at present under tuition at the Modena racing drivers' school and is receiving his instructions from Piero Taruffi, winner of the 1957 Mille Miglia, who is favourably impressed. Also at the school are Carlo Fagioli, son of the veteran Italian Luigi Fagioli, and Francesco Stanguellini, son of the famous constructor.

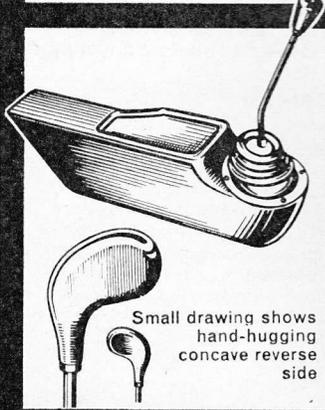
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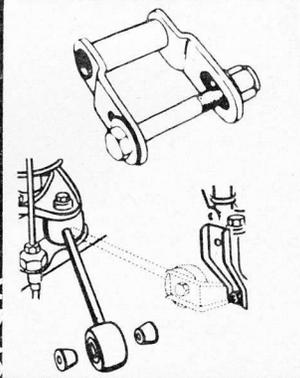


Small drawing shows hand-hugging concave reverse side

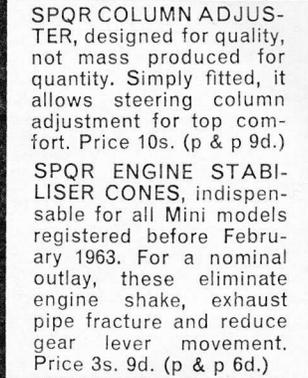
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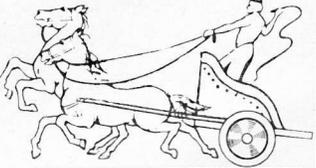


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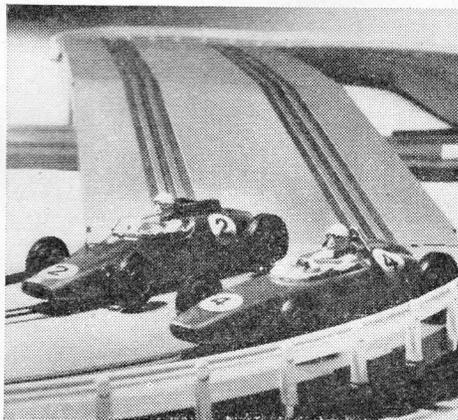
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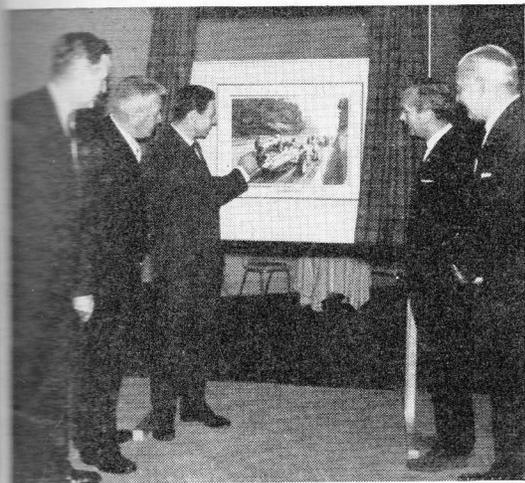
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ESSO HONOUR LOTUS

At a magnificent reception in the Hilton Hotel on 6th November, Mr. A. E. Hardiman, the Esso chief, presented Colin Chapman with a Bassett-Lowke scale model of his championship-winning Lotus-Coventry Climax 25, and Jim Clark with a fine Michael Turner painting of the start of the Italian G.P. at Monza this year.

Team Lotus mechanics were presented with the latest Remington electric shavers. Both Colin and Jim replied to Mr. Hardiman. A most exciting film was shown, the highlight of which was a Jim Clark view of a complete lap of Oulton Park.

The 200 guests included the majority of Britain's motor racing personalities, and a London Scottish piper allocated to Jim Clark. Jim's mother and sister were also present, as was the man who "discovered" the new Champion, Ian Scott-Watson. Esso competitions manager, Geoff Murdoch, had prevailed upon his predecessor, Reg Tanner, to come out of his retirement and attend the reception.



ESSO PRESENTATION of a Michael Turner painting depicting Jim Clark's Lotus at Monza. Left to right are: Geoff Murdoch (Competitions Manager), Reg Tanner (retired Competitions Manager), Jim Clark, Colin Chapman and A. E. Hardiman (Marketing Director).

KEN WHARTON DRIVING TESTS

TELEvised by the B.B.C., the annual Ken Wharton Memorial Open National Driving Tests, organized by the Hagley and D.L.C.C., will take place at Chateau Impney, near Droitwich, on 23rd November, starting at 10.30 a.m. The actual match takes place after lunch.

This event is becoming more and more popular each year and it is now certain that Holland will be represented by a team from Rob Slotemaker's school, comprising the chief constructor and two others. Cars will probably be a B.M.W., a Hirondele and a very hot Volkswagen. A team from Eire will also be competing; drivers are Des Cullen (M.G. Midget), Larry Mooney (Volkswagen) and Cecil Vard (Austin-Cooper).

Classes are: 1, open sports cars (Group 4); 2, G.T. (Group 3); 3, touring cars (Groups 1 and 2, 7 ft. minimum wheelbase).

IT is sad to report the death of Lou Ebblewhite, the well-known R.A.C. timekeeper. Lou was a popular and respected man and had carried on in the footsteps of his father.

SPORTS NEWS

STUDEBAKERS FOR INDIANAPOLIS.

Negotiations for a Ferguson f.w.d. with supercharged 600 b.h.p. Novi V8 engine.

STUDEBAKER have decided to enter a team of three Studebaker-S.T.P. Specials, for the 1964 500 miles race at Indianapolis. Sherwood H. Egbert, the president, stated at a recent press conference: "We will run at Indianapolis and we intend to win at Indianapolis. We believe racing is an excellent way to improve engineering and design of our automotive products, and we feel that engaging in motor sports is one very good way to improve the public image of our product."

Studebaker, of course, use a supercharged V8 engine in the Avanti. Recently, a Novi-inspired R5 engine was fitted into an Avanti, this car was timed recently at Bonneville at 196 m.p.h.

The "Indy" cars will be a joint effort by Studebaker and its chemical compounds division—makers of S.T.P., an oil additive. The three cars will all be different in conception, and only one will resemble the traditional Novi design entered in 1963 by Andy Granatelli, who now heads the Studebaker project. Most important entry will be the four-wheel-drive machine being developed in England by Harry Ferguson Research, Ltd. This is designed to accept the 600 b.h.p. Novi engine mounted in front, and, unlike the usual "Indy" cars, will have the driver's seat offset to the left. A semi-monocoque type of construction will be adopted.

Granatelli was so impressed with the early Ferguson, fitted with an old type four-cylinder Coventry Climax engine, during trials at the Speedway, that he convinced Studebaker that this was the basis of a possible winning car.

The Ferguson will have an exceptionally wide track, probably around 6 ft. Body shell is by Detroit stylist Alex Tremulus.

During bench tests, the 2.8-litre twin-o.h.c. supercharged Novi engine recorded 742 b.h.p. at 8,200 r.p.m. It was supercharged by a centrifugal Paxton unit, developed by Bendix and the Paxton division of Studebaker. As originally designed by Bud Winfield, the engine weighed 675 lb., but the current unit is down to 470 lb., accomplished by more extensive use of light alloys and the removal of the bulky inter-cooler.

Mr. N. F. Newsome, a director of Fergusons, confirms that negotiations are going on between Granatelli and the British company for the construction of the Studebaker-S.T.P. using the Ferguson f.w.d. principle. He hoped that, working under great pressure, a car would be completed in time for the race next May. This, of course, would mean delivery by April for the all-important qualifying trials.

WE regret to report the death of Tommy Norton, the well-known sprint and hill-climb enthusiast, after a heart attack. Tommy was well known for his driving of all sorts of hill-climb devices, latterly Lotuses, and was very experienced. He was 52 years of age.

RON FRY has acquired the "shopping" GTO Ferrari of Maranello Concessionaires—the one shown at last year's Motor Show and used by Ronnie Hoare for personal transport. He will take delivery in April.

COMMENTARIES at over 30 car and power-boat race meetings in this country during a season means a lot of lap scoring. Anthony Marsh is fortunate in having a number of willing and competent helpers to rely on, most of them being members or old boys of Boys' Clubs for which he is or has been responsible.

To say thank you, Lorraine Promotions, Ltd., of which Anthony is a director, have invited them to dinner at the Sports Car Club, 20 Oldbury Place, Nottingham Street, W.1, tonight and afterwards, by kind invitation of the B.R.S.C.C., they are going on to the Midnight Film Show at the Warner Cinema, Leicester Square. The Guest of Honour is fellow-commentator Peter Scott-Russell, who is bringing his lap scorer as well!

FILM SHOW SEASON

WE now seem to be well into the season of film shows. Last Friday, however, saw a film show with a difference, the difference being that amateur films were screened. The show was presented by Aston Martin enthusiast Brian Joscelyne and Paul Watson, a well-known contributor to AUTOSPORT, and during the first half a series of colour slides were shown; these included some from the Lake Garda races, the Grand Prix des Frontières, the Targa Florio and Le Mans.

The amateur films of the Targa Florio, Le Mans and the Tourist Trophy—all in colour—were well presented and captured the atmosphere of these famous races. A film of the Wiscombe Park hill-climb included a hairy ride up the hill in an Aston Martin DBR1 guaranteed to send one gasping to the bar! Many were the Aston enthusiasts present, while Michael Kettlewell attended on behalf of AUTOSPORT.

POPULATION Department: Jaguar enthusiasts Mr. and Mrs. Les Fowler have produced a lightweight model, to be called Nicola Nada.

EUROPEAN TOURING CAR CHALLENGE

MORE details of this year's European Touring Car Challenge are now to hand and are published below. This little-publicized competition, inaugurated this year, included the following qualifying rounds: Nürburgring Six-Hours (16th June), Mont Ventoux hill-climb (23rd June), Brands Hatch Six-Hours (6th July), Mallory Park Three-Hours (13th July), Zolder (15th August), Zandvoort (1st September), Timmelsjoch hill-climb (15th September) and the Budapest Grand Prix (22nd September).

1. Peter Nöcker (Jaguar 3.8)*	...	60
2. Dieter Mantzel (D.K.W. F12)*	...	60
3. Hubert Hahne (B.M.W. 700)*	...	60
4. Rob Slotemaker (Morris-Cooper S)*	...	60
5. Tom Trana (Volvo 122S)*	...	60
6. Gösta Karlsson (Saab 96)*	...	58
7. Björn Rothstein (Saab 96)	...	56
8. Luigi Cabella (Lancia Flaminia)*	...	54
9. Leo Cella (Lancia Flavinia)*	...	54
10. Jochen Neerpasch (Volvo 122S)	...	54
11. Jürgen Grähler (B.M.W. 700)	...	54
12. John Aley (Morris-Cooper)	...	54
13. Ernst Furtmayr (Alfa Romeo Giulia)	...	52
14. John Thurston (Morris-Cooper S)	...	47
15. Hans Braun (N.S.U. Prinz)*	...	46
16. Alfred Nerden (Morris-Cooper S)	...	43
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18. Baron von Veh (B.M.W. 700)	...	40
19. Yvan Pilonel (B.M.W. 700)	...	38

*Class winners.

HILL-CLIMB exponent John Barnes of Selsey, is to fit a 2-litre B.M.W. engine into the back of his Elva Mk. 7 for next year's speed events.

THE Marcos G.T. is now priced at £845 in component form.

SAAB LINE-UP before the start of the rally. With five works-entered cars, together with seven private entries, Saab's have their strongest-ever representation in this year's rally and Eric Carlsson is obviously out for his fourth successive win.



R.A.C. RALLY Early Reports on the First Stages

From Francis Penn at Blackpool, Monday.

A LARGE crowd of spectators was in evidence when promptly at 6.30 p.m. on a dry but very cold and windy night the Mayor of Blackpool dropped the flag and No. 1, the Austin-Cooper S of Geoff Mabbs/John Brown, left the illuminated Mille Miglia-type starting ramp on its journey north.

Scrutineering had been carried on all day and from Joe Gardner, in charge, came the following news: Paddy Hopkirk was very nearly disqualified! His Mini-Cooper S put up a record in the noise decibel test, registering 97 against the permitted maximum of 95. After quick attention he passed a second test at 88, but to do so required a new silencer. The Saabs were not extremely noisy, but recorded a frequency so high it was difficult to measure. Saabs were running in both the Group 2 Touring and Group 3 G.T. classes.

Lucien Bianchi's works Citroën, which has appeared in all the major European rallies for the past two years equipped with a roll-bar cage, had to have it removed as it obstructed access to the rear seats. So it doesn't always happen to Ford Galaxies.

Tony Fisher's Mini-Cooper S, a private entry "built" by a local garage, was found to have thrust washers in back-to-back, i.e., metal to metal. This did a bit of no good to the crankshaft, but B.M.C. produced a new one from Abingdon at 11 a.m. and their mechanics worked all night to install it.

Hugh O'Connor-Rorke (TR4) was found to be experimenting with a pair of American 100-watt sealed beam headlamps, which required a nickel-plated battery. Blackpool police informed the organizers that they would have a radar trap on the way out, but would take no action apart from reporting the offenders to the R.A.C. Could all the little twiddly bits festooned on Tiny Lewis's works Sunbeam Rapier be a de-radarising screen?

Non-starters included the Saab of L. Gillmo/Lars Olsen: it fell off its jack when the wheels were being changed and was so badly damaged it was withdrawn. Others missing were Nos. 57, 94, 124, 137, 177, 178 and 179, the three last-named being the Italian-entered Alfa Romeos.

My late tip to find a possible winner: try the team of 1500S Volkswagens entered by Scania Volvo, driven by Swedish trials and Scandinavian rally championship winners. Cars are reputed to be giving in the region of 90 b.h.p.

From Michael Durnin at Lochearnhead, Main Control 5, Scotland, Tuesday.

RIGHT from the word go the rally claimed its victims and delayed many fancied crews. Jimmy Blumer in his works Ford Cortina finished his rally in a pond; Roger Clarke's Mini-Cooper went off on both the seventh and tenth special stages (Cairn Edward and Loch Ard), but continued with a loss of six minutes; Timo Makinen in his

works Healey went off the road on the Tulloch stage within sight of the timing box! The Finn lost 12 minutes in getting back.

Three-times winner Eric Carlsson chose the first stage, Tulloch, to quit the chosen path. The Swede also wrong-slotted and

lost some time. Logan Morrison/Ross Finlay in their Mini-Cooper lost ten minutes when a large stone came up and flattened their exhaust pipe; Brian Culcheth/Tony Straker in their similar car lost second gear on the second stage—Greystokes—but continued.

And so the tales of woe continued: Olle Dahl in his Saab suffered a puncture on the Loch Ard special stage, but drove on; Alec Lobb's Cortina went off here. Isabel Robinson also departed from the straight and narrow in her Simca.

John la Trobe/Julian Chitty in their Alan Fraser-entered Sunbeam Rapier continued after a puncture on the second stage, the same fate having lost Sir Peter Moon/Rob Mackie (Austin-Healey 3000) a little time. Jimmy Ray broke the suspension of his Mini-Cooper, but he continued and later had it repaired. B.B.C. Motoring Correspondent Ray Baxter crashed on the first stage when a tyre burst on his Reliant Sabre and dislocated his shoulder.

The rally is, of course, still very much open at this stage. Most of the "favourites" have lost time, but none sufficiently to put them right out of the running.

ROVER, TRIUMPH, VAUXHALL VIVA and PRINCESS 1100 Main Attractions at THE SCOTTISH SHOW at Kelvin Hall

THE Scottish Motor Show at Kelvin Hall is traditionally a dealers' exhibition. In point of fact, Daimler and Humber are the sole manufacturers' stands, apart from the accessories and components people. This, of course, leads to a multiplicity of exhibits of the more popular makes. For example, the Scottish-built Hillman Imp is to be found on no fewer than eight stands; five dealers show examples of the new Rover 2000, and seven the Vauxhall Viva.

Sports and G.T. cars are fairly well represented, the new Aston Martin DB5 being found on Callanders' stand, M.G.B. is displayed by Mitchells of Greenock, Grassick's Garage and John Gibson and Sons, Ltd., Austin-Healey by R. S. Logan, Armour Motors and the Austin distributors, Carlaw, Ltd. Alfa Romeo can be seen on Clyde Automobiles stand, E-type Jaguar is featured by Ritchies, Ltd., and Eastern Motor Co., Ltd., while Sunbeam Alpines are numerous, being exhibited by H. C. Hutchison, Maconochies of Kilmarnock, Melvin Motors, Ltd., Wellington of Ayr, and Andersons of Newton Mearns. The S-type Jaguar has pride of place on the stands of Ritchies and Callanders; Daimler show their SP250, Havelock, Ltd., the sports N.S.U., W. Gillespie the Cooper-Mini S, Eastern Motors the Spitfire, Buchanans the Volvo 1800, while Grassicks and A. and D. Fraser both show Bentleys.

H. Prosser and Sons, Ltd., have a complete range of M.G. 1100, Magnette and Wolseley, and Ford are to be found on many stands, including Wylie's which has the Cortina G.T. and the Capri G.T.

Foreign cars are represented by Alfa Romeo, Citroën (Bell Bros. and Gordon C. MacAndrew), Mercedes-Benz (David Blane and Callanders Engineering), Saab (Buchanans), Simca (Havelock), Volvo (Buchanans), Fiat (Ritchies), Lancia (McGregor Motors), N.S.U. (Peters of Bishopton and Havelock), Plymouth (Gillroy of Edinburgh), Skoda (McGregor Motors) and Pontiac (McGregor Motors). Several exhibitors display Volkswagens, including Cameron and Campbell, Bell Bros. and Croall and Croall, Renault are on the stands of Cleland, Wylie & Lockhead and McGregor Motors.

Great interest is shown in the Austin Princess 1100, which can be found on the Moir and Baxter stand. Dealers report exceptionally good order books for the Rover and Triumph 2000 models. The

former make has always been a firm favourite north of the border, particularly with farmers, but the latest car is appealing more to professional men. The Triumph will be a good seller, following the success of the 12/50 Herald, and, more recently, the six-cylinder Vitesse. Rising sales of the Imp are encouraging, and Rootes distributors feel that the Linwood-built car is a very serious rival to the longer-established B.M.C. Minis.

Naturally one misses the more glamorous cars seen at Earls Court, such as Ferrari, Maserati, Facel Vega, Studebaker Avanti, Porsche, Alvis, Lotus and Iso Rivolta. Still, the opening of the Polkemmet circuit next year may encourage ownership of the more individual makes.

There is a complete range of accessories, many of which are made in Scotland. Lucas show their alternator and transistorized electrical equipment, Borg-Warner feature automatic transmissions, Gulf, Duckham and Castrol oil companies are represented, while the tyre firms include Dunlop, Avon, Michelin, Pirelli, North British, Goodyear, Firestone and India of Inchinnan. Ferodo naturally make the most of their racing successes, and also show a large range of linings. Lodge feature the Golden plugs, whilst brake firms include Lockheed, Girling and Dunlop.

Kelvin Hall closes tomorrow (Saturday, 16th November); prices of admission are 5s. till 2 p.m., and thereafter, 2s. 6d.

GREGOR GRANT.

For photographs see page 680

JOHN FENNING is now at last out of hospital, where he has been since his bad shunt on the way to Albi on 5th September, but is still not completely recovered. His plans for next season are as yet undecided, but he may be driving a 4½-litre Cooper in some events.

AS reported in our later editions last week, Sir John Whitmore has signed for Ford of Dagenham for saloon car racing next season.

VETERAN driver Sam Tingle won the 1963 Rhodesian drivers' championship when he took his L.D.S.-Alfa to second place, behind Peter de Klerk, of South Africa, in the 35-lap main race in the Des Wolff national meeting at Marlborough Stadium.

JOHN BOLSTER tries

A 1928 4½-litre INVICTA

A Vintage Car Which is Enjoyable to Drive

Most people, when thinking of the Invicta, automatically picture the low-chassis "100 m.p.h." model, with outside exhaust pipes and 4½-litre Meadows engine. Earlier Invictas were fairly high-built, having the 3-litre Meadows engine, and there were two interim models with the 4½-litre engine before the massive low-chassis appeared.

The subject of these notes is an early high-chassis car. Indeed, it resembles the 3-litre closely except in engine size. It was originally a 10 ft. wheelbase touring car belonging to Capt., later Sir Noel, Macklin, the managing director of the company. It has since been reduced to 9 ft. wheelbase, the track being 4 ft. 4 ins. The chassis is entirely conventional, with semi-elliptic springs all round, and the weight is now 21½ cwt. ready for the road.

Most impressive are the 14 ins. ribbed brake drums. Rudge knock-on wheels are fitted, of 16 ins. size for the short-distance events in which the owner, Malcolm Skipp, specializes. He has, however, a set of standard 19 ins. wheels with which the car can just exceed 100 m.p.h. if the revs. are allowed to touch the ceiling. The tyre section is 5.50 ins. at the front and 6.00 ins. behind, the car being dicey on wet roads

with smaller-section rears. It must have been a handful on its original high-pressure tyres.

The six-cylinder Meadows engine has a bore and stroke of 88.5 mm. x 120 mm. (4,467 c.c.). The crankshaft runs in four main bearings in an aluminium crank case, the block and head being cast iron. The valves are pushrod-operated and a coil fires one set of sparking plugs while a Simms magneto copes with the others.

The engine now fitted to this car is actually a later, Lagonda-type, unit. In standard form, it developed 115 b.h.p. at 4,000 r.p.m., which represents the alarming piston speed of 3,145 ft./min. The standard compression ratio was 6.2 to 1 and twin SU carburetters, type HV5, were fitted. However, Mr. Skipp has now increased the ratio to 8.5 to 1 and fitted six smaller SU carburetters. This conversion is in its early stages, and though the engine is already remarkably flexible, it would not attain full revolutions at the time of my test.

Accordingly, it was decided to enjoy some fast touring without recourse to the stop watch, though the car went very well and showed some lively acceleration. The gearbox has a hefty right-hand lever and of course there is no synchromesh, the sliding pinions being

of immense width. The well-chosen ratios are 3.9, 5.3, 7.5 and 12 to 1.

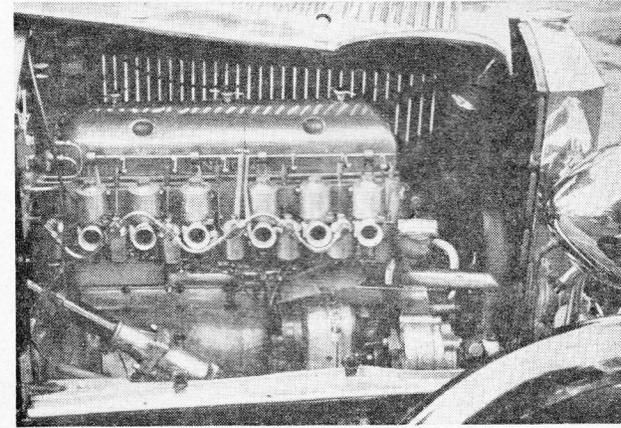
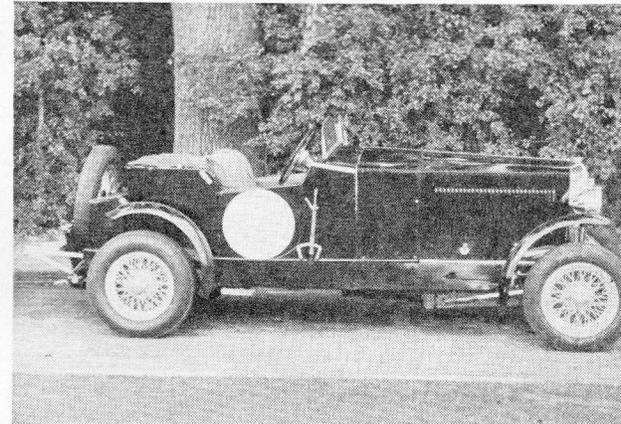
For a box with straight-toothed gears, this Meadows construction, which is in unit with the engine, is remarkably quiet, the usual scream of the indirects being absent. The up-changes are quite quick and the down changes go through very easily, thanks to the responsive engine, the double de-clutch process being easy and pleasant. The pedals are arranged for heel and toe.

The suspension is fairly hard but the car handles particularly well. The steering wheel is large, to which I am partial, and it is both light to use and sensitive, giving plenty of "message" from the road surface. The machine fairly scuttles round corners, and though it looks high, it hardly rolls at all. All four wheels can be made to slide and the use of large-section tyres at the rear reduces the tendency to over-steer.

I quickly gained confidence in the Invicta, and thoroughly enjoyed driving it. Though the engine is solidly mounted, it does not feel unduly rough, even when revving on the gears. The brakes are powerful, though at the time of the test the left front drum was doing a little too much work. Naturally, a 21½ cwt. car with a 4½-litre engine will climb almost any hill on top gear.

The Invicta was a quality car, all the detail work being nicely carried out. In this very well-maintained example, Malcolm Skipp has a vintage car which is enjoyable to drive and has plenty of performance. I look forward to meeting it again when the six carburetters are realizing their full potential.

SMALL WHEELS are fitted by Malcolm Skipp for short-distance events, but when the standard 19 ins. wheels are used in place of the 16 ins. ones, seen below, the car will exceed 100 m.p.h. The 14 ins. ribbed brake drums look very impressive. *THE ENGINE* (bottom, right) is a six-cylinder Lagonda-type unit of 4½ litres capacity and developed 115 b.h.p. in standard form, it now having been modified slightly by the owner.



PATRICK McNALLY
tests a

RACING RILEY

**The Famous Riley 1.5
that has been Winning
Races Since 1959
Driven by
Alan Hutcheson**

SINCE 1959 a blue Riley 1.5, VUV 390, has been continually winning international Group 2 races and causing much consternation and excitement. For a car to have more or less dominated its class for the past three years is a fine achievement; its driver, Alan Hutcheson, and his band of helpers must be congratulated on a very fine record.

The car started its run of successes in the latter part of 1959 when it achieved four first places, the highlight of the season being the hard-fought duel with Les Leston's similar Riley and Graham Hill's Speedwell A35 at Brands Hatch. Alan had led for much of the distance although Hill and Leston were sometimes ahead, but VUV 390 eventually retired with no oil pressure. I personally remember looking at the variety of different coloured paints on all the leading cars afterwards in the paddock, which showed clearly where they had been repeatedly in contact with each other!

In 1960 no fewer than 11 first places were notched up—Les Leston made the mistake of driving a Volvo that year. Alan also won his class in the Saloon Car Championship. In 1962 Alan won the first three

international races of the year at Snetterton, Goodwood and Aintree—a splendid hat trick.

The overall score for the car, between 1959 and 1962, includes 25 first places and 14 second or third places. The car only failed to finish in the first three eight times, and six of these were blow-ups or shunts. At the present moment the car holds numerous class records, but will no doubt lose all these to Lotus Cortinas and such in the 1964 season.

Always interested in the ingredients of a winning car, I recently took up Alan's offer of trying the car on the road—and, indeed, was favourably impressed. The car has tremendous acceleration and its roadholding is remarkably good. Naturally enough the car has been continually developed and thus altered considerably over the past years, but at the present moment these are the ameliorations which make it such a potent machine.

The engine is 1,532 c.c., the increased capacity coming from 40 thou. oversized racing pistons. The compression ratio has been increased to 12.2 to 1. Both the block and pistons have been machined to allow valve clearance, and the cylinder head,

springs and the centre plate is bonded and riveted with Ferodo linings.

The suspension is outwardly little altered. The standard lever-type shock absorbers have racing settings, however, and Morris Minor torsion bars are fitted as well as a heavy anti-roll bar which controls the front wheels. The brakes are perform the standard drums, but Ferodo V.G.95 linings and a larger master cylinder have been added.

The car has been stripped of all creature comforts and carries only basic equipment. The driver's seat, however, is extremely comfortable and affords just the right amount of support. Ready to go with five gallons of the fuel, the car weighs 16½ cwt. The power-to-weight ratio is approximately 115 b.h.p. per ton, and this is reflected in the performance which is exceptional. Conditions were such that accurate figures were not taken, but the car appeared to accelerate to 60 m.p.h. in under 8 secs. and did, in fact, have a timed top speed of well over 100 m.p.h. Gear ratios were ideal with the M.G.A. close ratios and made the car extremely rapid, especially in difficult conditions.

Axle tramp had been virtually eliminated,



THE RILEY at Crystal Palace several seasons ago, Peter Jopp in a 122S Volvo giving chase. Alan Hutcheson has raced the car from 1959 until this past season.

which was basically a competition Riley head, has been gasflowed and developed still further by Barwells. A reground camshaft with matched distributor and extensively balanced and lightened valve gear permits engine revs in excess of 7,500 per min. The whole unit has been carefully balanced and the flywheel assembly, pistons, and rods have seen a good deal of work.

The claimed power output is 98 b.h.p. at 7,000 r.p.m. with 1½ ins. SUs, whilst a further 4 b.h.p. can be found if 1¾ ins. SUs and a further 200 revs. are used. The 1½ ins. SUs were fitted in July, 1963, when the scrutineers realized that the car was homologated with these carburettors and not the 1¾ ins. which had been fitted, albeit on a much-machined 1½ ins. manifold, over the past three years.

The camshaft allows for maximum power between 6,100 r.p.m. and 7,000 r.p.m. and there is a reasonable amount of power available at anything over 4,000. A torque figure of 115 ft. lbs. is claimed.

The gearbox is fitted with M.G.A. close ratio gears and drives through a 4.55 to 1 ZF differential to the bolt-on road wheels shod with conventional Dunlop racing tyres. The clutch is fitted with stronger

and the rear of the car, although inclined to hop on really rough surfaces, otherwise kept down well and permitted excellent roadholding in the dry. Nevertheless, it must be stated that the suspension was so hard as to make the car extremely twitchy in the wet where a good deal of discretion was needed. The steering was such as to make the car extremely controllable, and this feature alone allowed for fast driving in slippery conditions.

The brakes were really excellent, especially as they were drums, and although inclined to be noisy at low speed, would pull the car up squarely under nearly all conditions. The engine was quite tolerable from the point of view of flexibility, although it was inclined to blow all its water out if the car was taken over 6,000 r.p.m. This, however, was apparently caused by a partially blown cylinder head gasket.

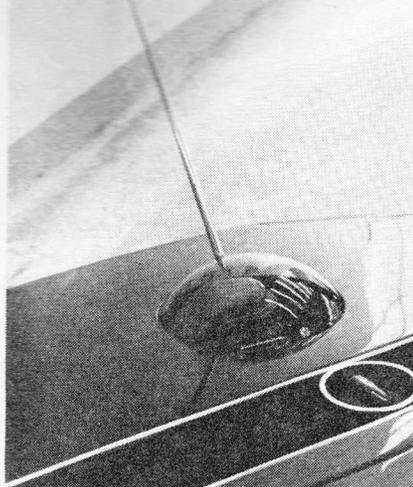
As the Riley 1.5 was first produced in 1957, and the engine designed nearly 20 years ago, B.M.C. have every right to be proud of the fact that the Rileys dominated their class from 1958 to 1962, and it looks as if B.M.C., with their continual development from racing, will have yet another winner with their Mini-Cooper S.



SUCCESS has not always come to Alan Hutcheson and his Riley 1.5! During the 1962 British Grand Prix meeting at Aintree the little car came off worse after an argument with a Sunbeam Rapier—and finished on its roof. It was soon back on the tracks, however.

TURIN HIGHLIGHTS

A Pictorial Review of the Fabulous 1963 Turin Motor Show, Fully Described in Last Week's Issue



"CERBIATTO": plastic "space dome" covering the carburetor and supporting the radio aerial of the Simca 1000 by Sibona-Basano (above).

★

A 2 + 2 Spyder by Boneschi, the arch-priest of the square line (right). The car is an Alfa Romeo 2600.

★

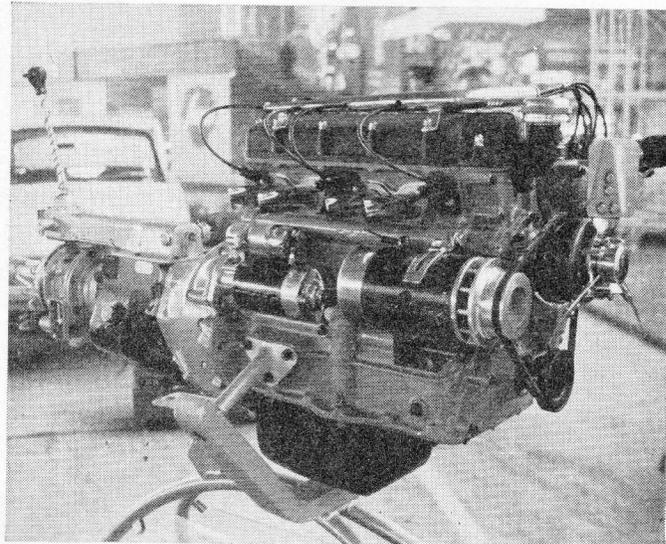
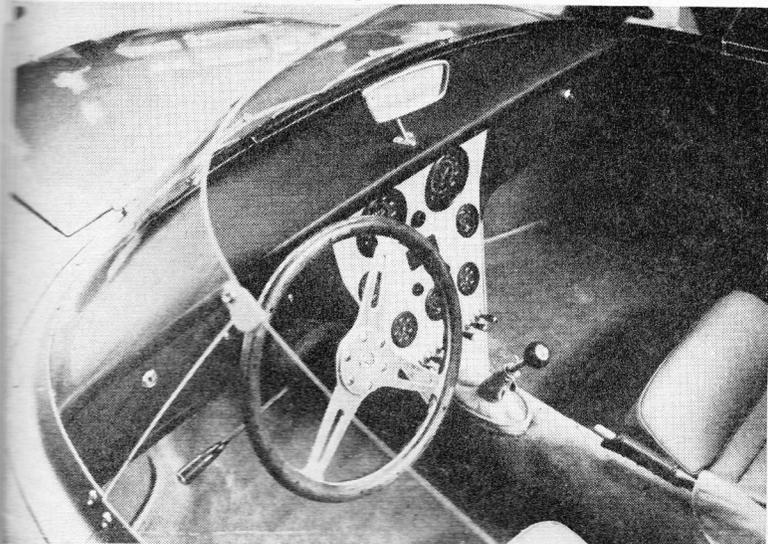
THE NEW two-seater coupé by Frua has no occasional seats, just lots of luggage room (right). This looks fast just standing still!

★

BUSINESSLIKE driving seat of the Sibona-Basano two-seater based on the Simca 1000 (below, left).

★

SINGLE overhead camshaft engine of the 1,032 c.c. A.S.A. "Baby Ferrari" (below, right). The overdrive switch is on the gear-lever knob.



THE "TASMAN" COOPER

The 1964 Cooper-Coventry Climax 2½-litre of the Bruce McLaren Motor Racing Team

and two brake master cylinders, the rack and pinion steering box, and the anti-roll bar.

The Serck radiator carries a Mini-type block by Morris Radiators, which has an oil-cooling section in it. Behind the radiator, a dry-sump tank has a swill pot to eliminate bubbles, 2½-gallons of lubricant normally being carried with plenty of air space above it. There is an oil filter at the engine end of the chassis tube and a detachable tubular member bolts over the top of the engine for maximum rigidity.

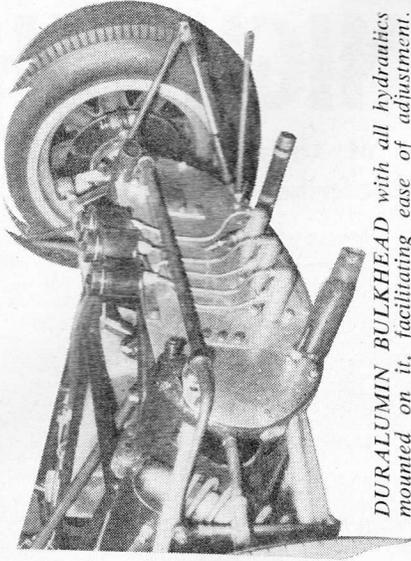
The front suspension is by short adjustable wishbones at the top with long wide tubular ones at the bottom. At the rear, a short adjustable rod gives lateral location at the top, a long radius arm pivoting behind the driver's seat. At the bottom, a big wishbone is in front of the upright and an adjustable track rod at the rear can be set to give no bump steer. The whole rear suspension

setup is adjustable on left and right-hand threads, a light anti-roll bar forming part of the system. Armstrong lightweight inverted dampers and helical springs form the suspension medium all round, and the front wishbones being angled forward, and the rear ones back, for anti-dive reactions.

THE new single-seater racing cars, designed and built by the Cooper Car Co., Ltd., for Bruce McLaren and Timmy Mayer, are being constructed for the Australian and New Zealand racing season. The maximum engine size of 2½-litres means that the four-cylinder Coventry Climax engine, allied with the Cooper five-speed gearbox, is the best choice of machinery. This was the combination that made Jack Brabham World Champion.

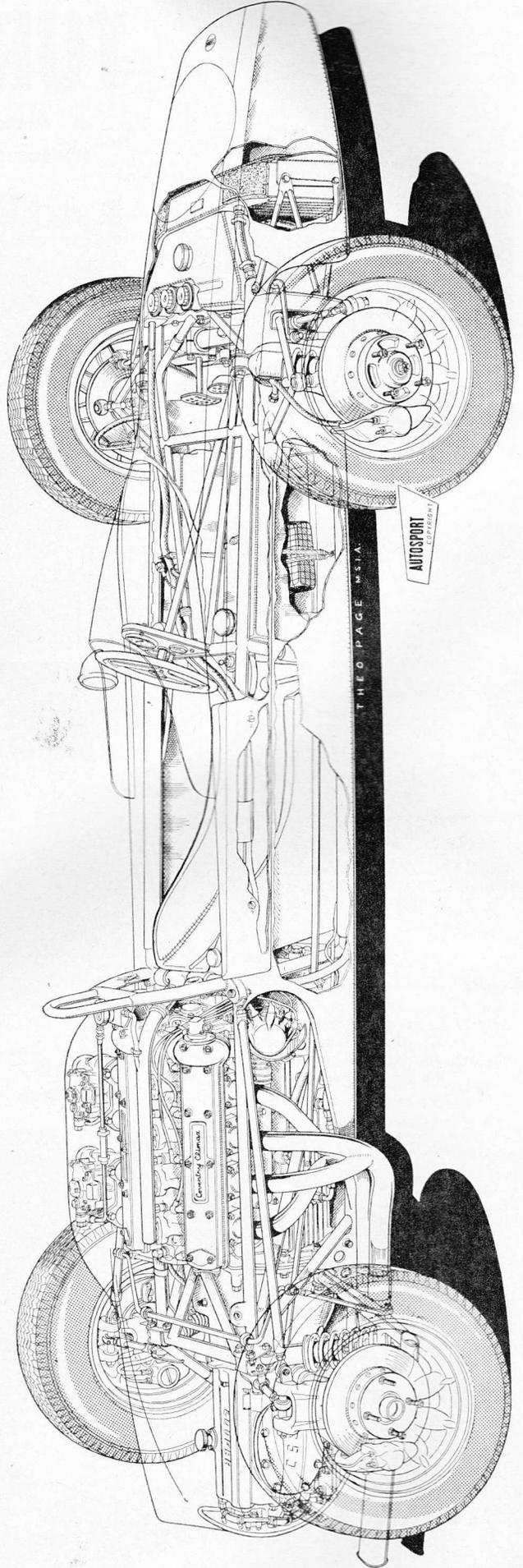
A very great effort has been made to keep the cars as slim as possible and full advantage has been taken of the fact that the races are of less than 100 miles in length. Eight gallons of fuel are carried in the well-known light-alloy combined seat and tank, two additional 3½-gallon tanks being situated each side of the driver's legs. The 2½-litre car is only 2 ft. 1 in. wide at the cockpit, compared with 2 ft. 7 ins. for the 1½-litre Formula 1 machines.

A semi-monocoque chassis construction has been achieved, by brazing sheet steel panels the full length of the four-tube chassis, which form the body panels and undershield. The main tubes form the oil and water pipes. At the front of the frame, a light-alloy bulkhead is bolted on, which carries one clutch



DURALUMIN BULKHEAD with all hydraulics mounted on it, facilitating ease of adjustment. Also mounted are the suspension pivots and the anti-roll bar.

**Description by JOHN BOLSTER
Cutaway Drawing by THEO PAGE**



If variety is indeed the spice of life, I can't complain. I was driving a car with a maximum of nearly 200 m.p.h. one day, and just a day later my terminal velocity was 20 m.p.h.—and if anything the latter was the more frightening of the two! I could not have had a clearer illustration of the progress of automobile engineering in the last 60 years.

At Monza I was doing some test driving in the "Lola Powered by Ford" which, I think most people would agree with me, is one of the most advanced automobiles on the current G.T. competition scene, and on Sunday I was sitting way up in the air, level with the London bus drivers, in the seat of a 1904 Sunbeam which I drove in the annual London to Brighton veteran car run, an event watched by a crowd reckoned at two million.

I first drove the Lola at Goodwood



THREAT to Ferrari supremacy in G.T. racing next season (provided 100 are built . . .) will be the Lola G.T., the latest version of which Bruce McLaren has been testing recently. Bruce thought his 2½-litre Cooper-Climax tame after the Lola!

about a month ago. It had been fitted with one of the Indianapolis all-powerful Ford V8 engines. Jimmy Clark and Dan Gurney had described to me just how the Indy Lotus accelerated with this power unit, and I realized exactly what they had been talking about the first time I opened the throttle wide on Lavant straight.

At around 6,000 r.p.m. the engine emits a shrill, smooth scream similar in note to the Coventry Climax V8, but louder, and with 4.2 litres, much more power.

I'd been lapping in my 2½-litre "Formula Tasman" Cooper immediately prior to climbing into the Lola, and it seemed as though I'd just stepped out of a Formula Junior car! The throttle worked almost like a tap—the more power you wanted, the more you opened it, and getting from one corner to the next was just one surge of acceleration that made even the straights exciting!

At this stage the car was a brand new one with extensive suspension modifications as compared with the Lola that appeared at the Racing Car Show, but even before the suspension had been adjusted to get just the right balance of handling, I was turning in times 2 secs. faster than the G.T. record. However, considering that next year its opposition will be the 250LM Ferrari that was at the Earls Court Motor Show, it just has to be this fast. Or faster.

When it started to rain, one of Ford's

advertising slogans across the front would have been most appropriate—it was really a "Lively one"!

On a few occasions at full throttle on the straight, the car actually spun its wheels in top gear at about 140 m.p.h., and I had to lift my right foot to stop the engine over-revving with wheelspin. In low, second and third in the rain, half-throttle was quite sufficient.

Immediately after the Mexican G.P. I flew down to Monza to do some more testing. Various carburation arrangements were used, fuel injection was experimented with, and different brake and suspension settings were tried.

At Monza we had a couple of wet days, which, combined with a few small mechanical problems, meant that we didn't make any startling inroads on lap records. However, a considerably sized dossier of facts and figures was compiled, and this was the major point of the



BRUCE

McLAREN:

From the Cockpit...

... 200 m.p.h. to 20 m.p.h.!

We nearly had a calamity very early in the run. A helpful copper was waving the veterans through on the inside of a queue of traffic when some nit in a Ford 10 van decided our lane was moving faster than his, so he pulled out right in front of us! I pushed hard forward on the large handbrake, changed down, jumped on the transmission foot brake, changed down again, and prayed. That same gentleman was completely oblivious of how close he had come to having two neat holes punched in the rear of his van by the long, strong spring-hangers that protruded past the front wheels on the Sunbeam. The brakes were quite good for retarding but certainly not for stopping!

We had a relatively uneventful run. The car only boiled once, and then a helpful spectator helped us out by producing a gallon of water.

There were as many old folks spectating as there were youngsters. No doubt the youngsters were saying, "Cor! Look at that funny old car," and the oldsters were coming out with something like "That's the car we did our courting in, remember, Bert?"

Motoring certainly must have been fun in those days. Even if a little frustrating at times. The simple business of having to get well and truly wrapped up and wearing a good warm hat against the fresh cold breeze made it all seem a bit of an adventure. A Sunday afternoon run with the family 60 years ago must really have been quite an occasion.



INTREPID motorists bound for Brighton. Bruce took part in the recent Veteran Car Run—deputizing for Jack Brabham—and found his 1904 Sunbeam great fun.

FERRARI'S NINE HOURS

Fine Victory for Maggs and Piper (Ferrari GTO) in South African Kyalami Nine-Hour Race

By ROGER HOUGHTON

Photography by TONY HULL



DAVID PIPER in his Ferrari GTO on his way to victory. Last year his co-driver was Bruce Johnstone, while this year the top South African driver Tony Maggs co-drove to a convincing win.

DAVID PIPER and Tony Maggs scored a resounding victory in the sixth "Rand Daily Mail" Nine-Hour Race at Kyalami on 2nd November. Their Ferrari GTO covered a record distance of 744.10 miles, an average speed of 82.76 m.p.h. around the 2.54-mile circuit near Johannesburg, South Africa. Besides their overall win, however, this pair also took first place on Index of Performance, with 102.42 per cent.—the only car to better its set distance. This was Piper's second successive victory; last year he took his older model GTO to victory with South African Bruce Johnstone, while Maggs took second place last year in the Ecurie Chiltern Austin-Healey 3000 with Bob Olthoff as his co-driver. Second place in this year's race went to the Willment Team A.C. Cobra, driven by Olthoff and Frank Gardner, with 669.07 miles covered. The big discrepancy in distances is because the Cobra rolled, with Olthoff at the wheel, as it went through the Esses with 50 minutes of the race still to run. The crash was said to have been caused by tyre failure. Damage was fairly extensive, but the Willment team managed to fit a new wheel and limped the car around to within 10 feet of the finishing line belching clouds of smoke, and then at 11 p.m., it followed the first car across the line to qualify as a finisher, albeit a rather crippled one. The big Cobra had covered enough distance in the eight-odd hours it was racing to keep its second spot, ahead of the le Roux/Coetzer Lola-Climax 1100 sports car, which covered 631.47 miles. Mechanical trouble and crashes, in particular, decimated the field in this exciting race of changing fortunes watched by a crowd of over 40,000—one of the biggest to watch racing at Kyalami—and only 18 out of the 34 starters crossed the line at the end of the nine hours.

PRACTICE crashes robbed the race of two leading cars. First in a private practice on the Wednesday preceding the race, British saloon car champion Jack Sears rolled the Willment Lotus Cortina on Clubhouse Bend, badly damaging the bodywork. Sears had been trying to find out about the car's handling troubles which its nominated drivers, Sir John Whitmore and John Love, had complained of—he certainly did find out!

Then in official practice on the Friday before the race Neville Lederle, 1963 South African Champion Driver, crashed the very fast Lotus-Alfa 23 which he was to have driven with Brausch Niemann, putting the car out of the race and himself in hospital with a broken ankle. Lederle is said to have got his foot caught under the anti-roll bar and could not disentangle it in time to slow for the Leeuwkop Bend and went off the track with extensive damage to the left front suspension and bodywork.

The Willment team had borrowed the well-known Ford Cortina of Basil van Rooyen to replace their damaged version and fitted the Lotus Cortina's engine and gearbox to the car. In practice on the Friday night the

bonnet flew open causing quite a bit of damage, but this was righted before the start.

Some excellent times were recorded in practice, with the Lederle/Niemann Lotus well ahead with 1 min. 41 secs. (90.6 m.p.h.). The Ferrari got down to 1 min. 43 secs. while the Cobra was around 1 min. 45 secs. David Prophet and Louis Jacobsz, another U.K. entry, were not particularly happy with the handling of their Lotus 23 with 1,594 c.c. twin-cam Ford engine and could not match these times, although they had been given the longest distance to cover on index.

Crashes and other troubles before the race cut the field to 34 cars, which included the two reserves. Originally there were 38 cars and three reserves. The cars lined up in front of the pits in echelon formation for the start at 2 p.m. on the Saturday, with the faster cars near the Dunlop bridge. The order of the first few of these faster entrants in this race for sports, G.T. and touring machines was: Prophet (Lotus-Ford 23), Dawie Gous (1.7 Porsche RSK), Henri le Roux (Lola-Climax), Frank Gardner (A.C. Cobra) and Piper (Ferrari GTO). The rest of the field was made up of two Sprites, a

T.V.R. Grantura, three Cortinas, the Sears/Paul Hawkins Galaxie, an Opel Rekord, four Volvo 122Ss, an Alfa Romeo Giulia, a Chrysler Valiant, three Renault R8s, a Fiat 1500, a Morris 1000, an Anglia, a Renault 1093, four Opel Kadetts, two B.M.W. 700 coupés, a Dart-Volvo and an antiquated D.B. Panhard Le Mans sports car.

A modified Le Mans start was used. Drivers were seated in their cars, with seat belts fastened in closed machines, but only started engines and pulled off when the flag dropped at 2 p.m. First car to pull out at the off was the Valiant, driven by Libero Pardini, but it was of little consequence, as it started so far back. The real tussle came up front, where the Cobra and Ferrari started side by side, with the Cobra forcing the Ferrari into the dirt at the side of the track as they roared off. The Cobra did, in fact, lead the field into the first bend—Crowthorne—with the Ferrari close behind, followed by the Lotus 23B and Galaxie with its thunderous exhaust note. All the cars got away at the start.

At the end of the first lap the Ferrari was out ahead, followed by the Cobra, Lotus, Porsche, Galaxie and Willment Cortina. Already well back came the Valiant, Markham in a Volvo 122S, the Opel Rekord, Hall in his Group 3 Cortina, the Lola and the T.V.R., with the rest of the field strung out behind. When the Ferrari came round for the second time it was pulling ahead of the Cobra and had lapped in 1 min. 44 secs.

With four laps gone the Ferrari was 10 secs. ahead of Gardner in the Cobra and Piper had already started lapping the tailenders, the scream of the V12 mingling with the rumble of the Cobra and stirring enthusiast and layman alike. The first visits to the pits were also made in the fourth lap, when an Opel Kadett came in with overheating troubles, and a Sprite came in to change plugs.

The Ferrari had soon eased off to about 1 min. 47 secs., with the Cobra doing likewise, while the Galaxie was lapping in an impressive 1 min. 50 secs. At the end of the first half hour Piper had the GTO 16 secs. ahead of Gardner, with Gous third in the Porsche, Prophet fourth in the Lotus 23B and Sears's Galaxie was lying fifth and the only other car on the same lap as the leaders.

The positions remained steady for the first hour, with the Galaxie well ahead on index, followed by the Cobra and Ferrari, all doing better than the times they had been set. The first car had retired already—the T.V.R. went out with bearing failure—and pit stops were becoming fairly frequent.

The first big change came at 3.20 p.m., when the GTO came in for refuelling and a back tyre change and Maggs took over. This, however, allowed the Cobra to take the lead, both it and the Ferrari having completed 50 laps. The Galaxie was lying third overall and still led on index. Fourth overall was the Lotus, followed by the Willment Cortina, being enthusiastically driven by Whitmore, and Markham in the Volvo. There had been a considerable change in index at 3.30, the Ferrari having moved up to second spot, followed by the Volvo, Cortina and Cobra, which was slowing slightly.

At 4 p.m., with two hours gone, the Ferrari and Cobra were still on the same lap, each having covered 67 circuits. Maggs was driving very well and lapping consistently around 1 min. 44 secs. in the GTO. Five laps behind were Whitmore and Prophet, with Sears next, followed by the Lola and Porsche. Order on index was: Ferrari, Cortina, Cobra, Volvo 122S and Galaxie—all ahead of set times.

The first serious crash occurred just before 4 p.m., when Jimmy Andrews rolled his Volvo 122S between Barbecue Bend and Jukskei Sweep. The car rolled about three times and was badly damaged, but the driver was uninjured.

The Cobra made its first pit stop soon after 4 p.m., when Olthoff took over and oil and water were added and the car was back in the race after two minutes. At 4.15 p.m. Galaxie driver Paul Hawkins was called into the pits by the Assistant Clerk of the Course for baulking, but was soon on his way again. The strain of long distance racing was already having its effect on machinery and the Anglia was out with holes in three pistons and the Dart-Volvo with clutch trouble.

The Ferrari, with Maggs at the wheel, was two laps ahead of the Cobra at 4.30 p.m. The Galaxie, still sounding healthy, was third, followed by the Porsche and Lola. A lengthy pit stop had dropped the Prophet/Jacobsz Lotus down the field. Maggs brought the Ferrari in for its second stop at 4.42 p.m. and smart pit work had it refuelled, four new Dunlops fitted and back on the circuit, with Piper at the wheel, in under a minute again, and still well ahead of the Cobra.

Soon after this the second serious crash occurred when Reg Mills overturned his Sprite and was taken to hospital with broken ribs.

Piper continued to keep the Ferrari motoring rapidly and at 5 p.m. was 5.2 per cent ahead on index as well as leading overall with 100 laps. The Cobra was a lap behind, with the Galaxie six laps farther back, followed by the Porsche, Lola and Willment Cortina. The Galaxie was still second on index, with the Cobra third, Volvo fourth and the van Rooyen/Kingwell Cortina G.T. fifth with 100 per cent.

The Morris 1000 was now also in the dead car park, with a broken oil pump, and the Lotus 23 was out on the circuit without any petrol. Then at 5.25 p.m. Peter Engelbrecht crashed the Porsche, which he only recently bought from Dawie Gous, with whom he was sharing the wheel. The car hit the bank at the first of the Esses and was soon enveloped in fire and black palls of smoke. Engelbrecht was fortunately able to extricate himself from the car without injury, but two marshals were burnt—one badly—as they struggled to put out the flames.

Pit stops were now getting much longer as the cars required more attention. The Galaxie took 14 minutes over its pit stop for fuel and oil to be added, four new Firestones fitted, front brake pads changed and driver changed from Hawkins to Sears. Positions at 6 p.m., with four hours gone, were: overall—Ferrari (134 laps), Cobra (132 laps), Willment Cortina (119 laps), Galaxie (118 laps), Lola (117 laps) and Volvo 122S (117 laps); Index—Ferrari (105.5 per cent), Volvo (101.7 per cent), Cobra (101.5 per cent) and Cortina G.T. (100.9 per cent).

Soon after this, however, the Lola had to have a new generator fitted and was in the pits for nine minutes, which dropped it back. The Ferrari came in for its third stop at 6.03 p.m. when it was refuelled, retired and Maggs took over the driving in under two minutes. The Cobra was in at the same time, having oil, water and fuel added and its huge Goodyear tyres changed. But it was four minutes before Gardner had the car back in circulation.

The Willment crew certainly had their hands full, for their Cortina needed fuel, oil, tyres, battery, starter motor and brake pads before Whitmore could take it out again. All this took 24 minutes and pushed it well down the field.

The problem of running out of tyres was now under consideration in the Ferrari pit and used covers were being examined to see which were usable in an emergency, as stocks of new ones were limited. Positions at 6.30 p.m.—the halfway stage—were: Overall—Ferrari (149 laps), Cobra (146), Galaxie (134), Cortina G.T. (130), Volvo (129); Index—Ferrari (104.3 per cent), Cortina G.T. (101.6 per cent), Volvo and Cobra (100 per cent) and Galaxie (99.3 per cent).

The Prophet/Jacobsz Lotus 23, which had been in the pits since just after 6 p.m., was finally retired at 6.41 p.m. with cam-shaft trouble. Just as dusk was falling, the Galaxie, with Sears driving, started belching smoke as it came through Jukskei Sweep and finally stopped at Clubhouse Bend with a blown cylinder head gasket—a fine performance had come to an end.

At 7 p.m. the positions in overall placings and index were identical, with the Ferrari three laps ahead of the Cobra, followed by the Volvo and Cortina G.T. The Ferrari seemed to be slowing and excitement ran high as the Cobra roared its way past the immaculate green GTO, although still two laps in arrears. Minutes later the Ferrari made one of its lightning visits to the pits. It was refuelled, rear tyres fitted and a change from Maggs to Piper made in under a minute.

At 7.30 p.m. positions in index and overall were as at 7 p.m.

Another car was eliminated from the race at 7.35 p.m., when the Adler/Conchie Fiat 1500 shed its right hand front wheel going through Jukskei and smote the bank. Adler jumped out uninjured, but the wheel had hit a spectator, fortunately without injury. Earlier this same car had lost a wheel going through the Esses, but had been able to carry on when a spare was fitted. Just before 8 p.m. John Hall crashed his Group 3 Cortina near Jukskei Sweep. The car hit a rock and was badly damaged.

Overall placings of the leading four cars were still stagnant at 8 p.m., with the Cobra still two laps behind the Ferrari. On index, however, the Volvo had climbed into second spot behind the Ferrari, with the Cobra third and Cortina G.T. fourth.

The Willment pits were busy again soon after 8 p.m., when the Cortina came in for fuel, oil, tyres and had a tie-rod repaired, before John Love had it back on the track a further seven minutes behind. The Cobra was also in at the same time, having fuel and oil added and new tyres fitted. Olthoff took it back into the race five minutes later.

The only change at 8.30 p.m. was that the Cobra, which was now five laps behind the flying Ferrari, had dropped to fourth on index, the Cortina G.T. moving into third.

Maggs took over the Ferrari at 8.38 p.m., after it had had all its wheels changed and been refuelled in a minute. Despite their lead they were not taking any chances and Maggs was still lapping around 1 min. 50 secs., with headlights blazing.

There had been some changes at 10 p.m., with an hour to go. First the Markham/Wingels Volvo 122S, which had been going so well, broke a steering joint at Clubhouse, which necessitated lengthy repairs before it was back on the track. Then John Love ran out of brakes in the Willment Cortina at the end of the straight and crashed, fortunately without personal damage, but the car was rather badly bent and was out of the race. This meant that Willment had only the Cobra running.

Positions at 10 p.m. were: overall—Ferrari (262 laps), Cobra (258 laps), Cortina G.T. (224 laps), Burford/Phil Porter (Renault R8) and Wilson/Hetteema (Volvo 122S) (220 laps); Index—Ferrari (103.14 per cent), Cobra (99.23 per cent), Cortina G.T. (98.29 per cent), Wilson Volvo (97.34).

Then drama struck twice in quick succession. The Cobra rolled in the Esses, Olthoff getting slightly shaken in the process, and then the van Rooyen/Kingwell Cortina G.T., which had been motoring like clockwork, stopped at the subway with the rear axle gone. Both pit crews immediately started work to get their charges to the finish—and both succeeded. As related earlier the Cobra limped in, while the Cortina came through at 11 p.m. with another back axle fitted.

At 10.07 p.m. the Ferrari made its last pit stop, and it was just as efficiently handled as the first. Wheels were changed, the front tyres having been given by the Willment Cobra pit, and fuel added; owner David Piper left a minute later, with victory assured.

Positions at 10.30 p.m., with 8½ hours gone, were: overall—Ferrari (276 laps), Cobra (262 laps), Renault R8 (234 laps), Wilson/Hetteema Volvo and Lola-Climax (233 laps); Index—Ferrari (102.22 per cent), Wilson/Hetteema Volvo (97.08 per cent), Potgieter/Armstrong Opel Kadett (96.95 per cent), Davidson/Zermatten Volvo 122S (96.56 per cent).

The only changes at 11 p.m., when the rocket was fired into the sky to mark the end of the nine hours' racing, were the Lola taking third place overall ahead of the Renault R8 and Volvo, and the Opel Kadett taking second place on index from the Volvo.

So ended the sixth Nine-Hour race with drama until the end and the heavy toll on the fast cars can be seen by the fourth place overall going to the Group 3 R8 with an engine of less than 1,000 c.c. It certainly was not a successful race for British cars—10½ starting (the half being the Anglo-American A.C. Cobra) and 2½ finishing.

RESULTS

Overall Distance: 1, Piper/Maggs (Ferrari GTO), 744.10 miles; 2, Olthoff/Gardner (A.C. Cobra), 669.07; 3, le Roux/Coetzer (Lola-Climax), 631.47; 4, Burford/P. Porter (Renault R8), 631.06; 5, Wilson/Hetteema (Volvo 122S), 629.52.

Index of Performance: 1, Piper/Maggs (Ferrari GTO), 102.42 per cent; 2, Potgieter/Armstrong (Opel Kadett), 97.60; 3, Wilson/Hetteema (Volvo 122S), 97.38; 4, Chatz/Porter (Renault 1093), 96.53; 5, Davidson/Zermatten (Volvo 122S), 96.45.

Team Awards: 1, Lawson Renault (Burford/P. Porter and Chatz/S. Porter), 196.89 per cent. (combined index of performance figure); 2, Team A. & G. (Snetler/Sneece and Potgieter/Armstrong in Opel Kadetts); 3, Lawson Team Volvo (Markham/Wingels and Wilson/Hetteema).

WILLMENT TEAM fortunes were mixed. Jack Sears in the team's Ford Galaxie dwarfs a B.M.W. Coupé as he accelerates past it out of Crowthorne Corner (left). The car retired with a ruined engine. THE COBRA driven by Frank Gardner passes Nick Kingwell's Cortina G.T. during the early stages of the race. Despite rolling, the Cobra finished—in second place!



REX CHAPPELL, team captain for the South, scored the best individual performance, being slap bang on form. The reigning trials champion's passenger appears to be prepared to abandon ship—what's this about passengers remaining seated?

Photography

by

GEORGE PHILLIPS

T.V. TRIAL TO THE SOUTH

IN strong contrast to the previous event run when the snow was at its very worst, last Saturday's B.B.C./London Motor Club Television Trophy Trial was run in warm, dry weather. Although spectators were not encouraged, some 2,000 turned up and were well rewarded by a convincing win for the South.

Just nine cars took part in the event, three each from the North, the Midlands and the South of England. The last named were represented by Bernard Dees, Percy Barden and Rex Chappell, with Gordon Holdrup as reserve. This team were completely dominant throughout, coming home after six hills no fewer than 50 points ahead of the North, and 60 ahead of the Midlands. Altogether the southern team had 12 clean climbs out of a possible 18, while the other two teams could only muster seven between them. Individual best performance was put up by Rex Chappell who only dropped five marks on the first hill and gathered together

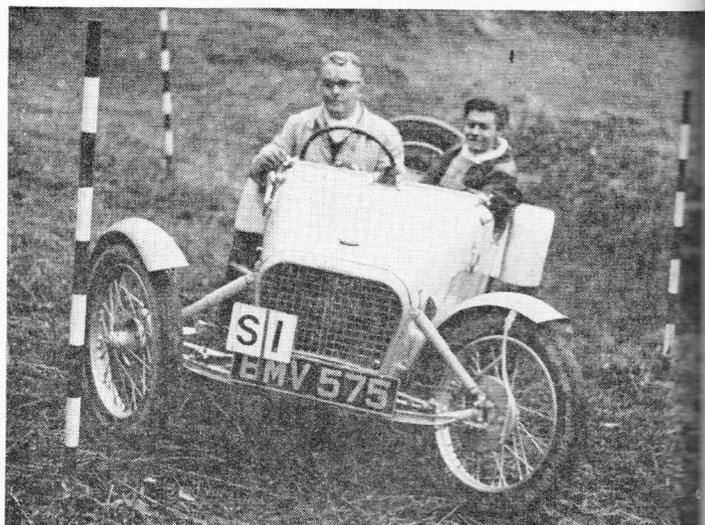
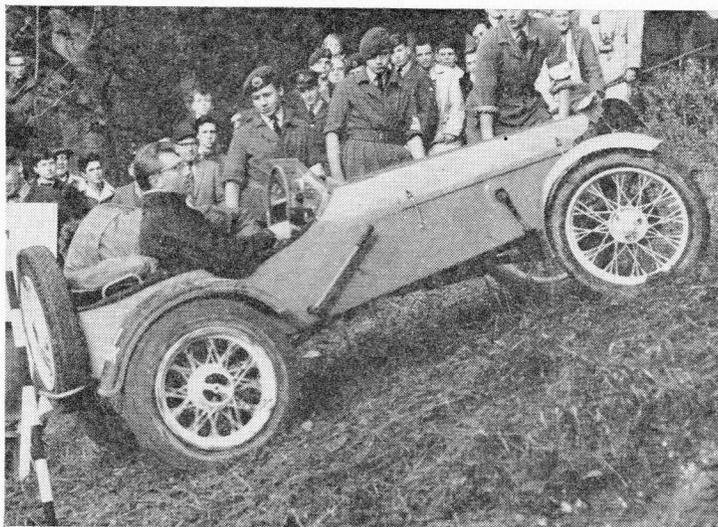
a personal total of 55. Bernard Dees and Lol Hurt were next best with equal totals of 45, although Lol might well have done better had he not slipped back into a ditch on hill three.

During morning practice Jimmy Clark turned up and throughout the day entertained the crowd by acting as passenger to the southern reserve Gordon Holdrup. At the conclusion of the day Jimmy presented the Television Trophy to the deserving winners.

RESULTS

1, The South (R. Chappell, P. Barden, B. Dees), 140 points; 2, The North (T. A. Marshall, L. Hurt, E. Jackson), 90; 3, The Midlands (I. Portlock, C. Pollard, M. Eaves), 80. **Individual Performances:** 1, R. Chappell (Cannon), 55; 2, L. Hurt (Ford Spl.) and B. Dees (Cannon), 45; 4, P. Barden (P.A.B.), 40; 5, C. Pollard (Cannon), 35; 6, E. Jackson (Cannon) and M. Eaves (Alexis), 25; 8, T. A. Marshall (Cannon) and I. Portlock (Alexis), 20. **Reserves:** G. Holdrup (Cannon), A. Hall (Aberties) and R. Kemp (Cannon).

WHO'S THAT passengering Gordon Holdrup, the reserve driver for the South (above, right)? Well, it's actually Jim Clark, the well-known Scottish sheep farmer, who took a day off from tending his flock to present the awards. *GOING UP*—that is what Ivor Portlock is urging his mount to do (below, left). Ivor was team captain for the Midlands, but they were completely out of luck, finishing last. *BERNARD DEES* went very well for the South in his Cannon (below, right).



CORRESPONDENCE

Replying to Walter Hassan

WALTER HASSAN'S letter in last week's AUTOSPORT is an interesting and authoritative addition to the mass of conflicting suggestions concerning the choice of a new Formula 1. There are, however, some points in his letter with which I would like to take issue.

Firstly there comes the suggestion that 24 cylinders would be a minimum requirement for a three-litre formula. If maximum horse power were the only requirement, this indeed would be logical, but one of the lessons of the current formula which, as Mr. Hassan points out, no designer is going to forget is the supreme importance of compactness and lightness in a formula racing car. Any car with such a large number of cylinders would immediately be at a severe disadvantage particularly if, as he suggests, the designer had to resort to a more complicated transmission system. It would be handicapped with regard to both size and weight, especially if there were no minimum weight limit.

As for the prospect of debasing the formula through standardization of power plants, this problem could hardly be more acute than in the present formula and public interest in this can hardly be said to be on the wane.

This leads us to Mr. Hassan's warnings against a formula which would be "manipulated" to produce cars based on production units. I will agree that if the formula were to dictate that all mechanical parts were to be based on production units technically and perhaps from the point of view of spectacle. If, however, the formula were to stipulate production based engines only, I cannot see that this would be detrimental. The Lotus which finished second at Indianapolis this year was just such a car and the result of its entry was that Indy was less of a circus act than before. Neither was there any obvious lack of interest on the part of manufacturers.

This bogey, which Mr. Hassan introduces, makes least sense of all. Which manufacturers does he suggest will lose interest? Is it the accessory manufacturers? There seems to me to be no reason why this should be so. The engine manufacturers? It would surely be unwise for a firm whose engines were being used in highly publicized races to refuse support to those using them. Or is it the car constructors? Of these last only Porsche and A.T.S. could be regarded as doubtful starters, since B.R.M. have, on occasion, used the engines of others, Ferrari has a production engine of his own and the others use bought out engines anyway.

A glance through the American motoring press following this year's Indianapolis should convince Mr. Hassan that there is no shortage of firms willing and eager to cash in on their contribution to Clark's second place, a performance which, incidentally, probably contributed more to the development of production cars, i.e., American Fords, than all his Coventry Climax wins put together. HITCHIN, HERTS. RAYMOND PROCTOR.

Starred Drivers Again

THANK you for providing readers a chance to express their views through your excellent journal in criticism of your "starred drivers" article in the AUTOSPORT of 25th October.

You are quite correct in giving Jim Clark five stars in your selection, but of him you say that he has the "ability to drive just that much faster than anyone else". However, when you come to Graham Hill you state that he "has shown himself to be every bit as quick as Clark", and that "you are tempted to bracket him with Jim Clark" but do not due to Clark's five (now six) wins.

Now either Jim Clark is faster than the other G.P. drivers (which I think he is) or he is not, and as shown by the above extracts you do not in fact seem to have arrived at an answer.

As a Jim Clark fan, I can assure you that he is much faster than anyone else and no hesitation should be made in stating so!

One further criticism: Carel Godin de Beaufort must be credited with at least one star for his fantastic achievements with an outdated car. The sooner we see him in some *competitive machinery* the better.

LONDON, S.W.3.

DAVID M. I. RICHARDSON.

Dragsters in Britain

IN view of certain misleading statements which have appeared in recent issues of the leading American dragging press regarding the visit to England of two dragsters in September this year, we believe that in the interests of all concerned, a factual account should now be set out describing the events during that memorable three weeks.

On Tuesday, 23rd July, Dante Duce of Las Vegas telephoned Sydney Allard, owner of the first English dragster, to challenge him to a race in England over the quarter-mile. Allard, delighted, said O.K. But, his best official quarter-mile being 10.48 secs., he suggested that to bring over too hairy a machine would make the competition top-heavy. Whilst Duce originally proposed bringing his own Chevy-powered car, he finally tied up with Dean Moon to bring his 375 cu. in. gas dragster Mooneyes out of retirement, under the sponsorship of Revell Inc., and Mobil.

Just before the Moon "equipe" set out for England, we heard that S.E.M.A. had presented a fine trophy, to be held by the outright winner of the challenge match. With agreement from the Royal Automobile Club, who ruled that owing to Mooneyes's lack of front wheel brakes all runs should be classed as demonstrations, four meetings were arranged, the best of each of the series to count. The first runs took place at Silverstone circuit on 10th September when Duce set-up the fastest quarter-mile recorded in Europe up to that time: 9.48 secs. (166.6 m.p.h.) Clearly one up to Mooneyes.

The next round was billed for the following Saturday, 14th September, at the 58th Annual Speed Trials on the seafront at Brighton. Two days previously we heard that Mickey Thompson had appeared out of the blue and would also be running a dragster at that meeting. However,

on the day itself the organizers ruled the course too bumpy and confined for all-out work by the dragsters and, while demonstration runs were given by all three drivers to please the thirty-odd thousand spectators, *no times were taken*. So, no further score in the Mooneyes-Allard junket and no timed quarter-mile yet for the new arrival.

Then to Church Lawford, Warwickshire, one week later, for the third round. Here, again, a rough surface; but times were taken, and the Allard's 1,700 lbs. paid off with 11.34 secs. against Duce's best of 13.25 secs. Mickey Thompson made a series of dramatic and courageous runs, his best being 10.64 secs., 141 m.p.h.

Next day, Sunday 22nd, the circus moved down to Debden, an R.A.F. station 40 miles north of London. At last, a long, wide and smooth runway and 5,000 spectators saw how American dragsters were meant to run. Duce's best was a fine 9.99 secs. whilst Sydney Allard, having had bearing trouble the previous day, had to content himself with 12.85 secs. with a sheared blower-drive contributing little by way of assistance. Thompson got his fuel burning 427 cu. in. Ford-powered Harvey Aluminium Special really going on his first practice run to turn 178 m.p.h. in 8.84 secs., which even the addition of nitro couldn't improve in later runs. This tremendous effort now represented the fastest quarter-mile seen in Europe, to date. However, Thompson's recent claim of a new English land-speed record is dramatic, but inadmissible. As far back as 1927, Sir Malcolm Campbell achieved a one-way 179.158 m.p.h. whilst setting up the official British land-speed record of 174.883 m.p.h. which still stands.

So, at the end of this exciting fortnight, Duce was one up on Allard out of the three timed events, and therefore looked like taking the S.E.M.A. trophy back to the States. Final reckonings, however, were complicated by Mickey Thompson's statement that he had come to compete for the S.E.M.A. trophy. This statement was made to the writer during lunch on the Friday that Thompson arrived. His evidence that the trophy was "for grabs" was that Ed Iskenderian, S.E.M.A.'s President, had assisted his trip to the tune of \$1,000. Puzzled, the writer spoke to S.E.M.A.'s P.R.O. on the telephone that night, when the latter reiterated in no uncertain terms that, as far as he knew, the original purpose of the trophy still stood, though Mickey Thompson, or anyone for that matter, could challenge the holder next year. Until we hear otherwise from S.E.M.A., therefore, we recognize Dante Duce and Dean Moon as holders of the S.E.M.A. trophy.

The purpose, then, of this letter, is to get the record straight. We in England have been delighted to meet the representatives of American sport of dragging and a nicer lot of people one could not wish to meet. The performances of the cars were staggering, and our reminiscences will brighten many a dull winter evening ahead.

It is our earnest wish, however, that if we again have the pleasure of welcoming American dragsters to England next year, the happy memories which remain will not be dulled by that smell of big business which is so evident at this moment of time in the pages of the American press.

ALLARD MOTOR CO., LTD., LONDON, S.W.4.

G. B. BELTON.

Minis in the Relay Race

I WAS very interested to read Max Trimble's letter in your 1st November issue relating to our protest against Team Broad-speed in the Five-Hour Relay Race at Oulton Park, and I'm afraid I cannot let it pass without putting forward the true facts.

As Team Manager of Team Red Rose I submitted two protests, one of which was upheld by the Clerk of the Course. This was based on the fact that Broad-speed had two drivers in one Mini-Cooper S when, in actual fact, one of the drivers should have been driving an 850 Mini. They craftily used this ruse by changing numbers, until being spotted and black flagged by the course judge, but they were not penalized by loss of laps or time.

The second protest, which was not upheld, concerned the number of laps of which we had been keeping a careful record, not only of our own team but also Team Broad-speed's laps for five solid hours, at the end of which we were credited with a lap less instead of a lap more than Broad-speed. We then checked with three other opposing teams who had been keeping a full race record and their number of laps and times corresponded with our own. As already stated this protest was unfortunately not upheld, the R.A.C. timekeepers' decision being final.

The fact that this protest had no bearing on the main results is of no consequence. Team Broad-speed and ourselves were Mini-mounted and both on the same number of credit laps, so it became a race within a race for the first complete Mini team to finish.

To quote your very words, Mr. Trimble, it is indeed a sad note when on "a day out for the boys" that you appear to have cheated for an unimportant sixth place which carried no award and, as you say, "what is happening to motor sport?"

ROCHDALE, LANCS.

B. GILLIBRAND (for Team Red Rose).

Formation of a Motor Club

WE have just formed the Kingswinford Motor-Cycle & Light Car Club, and held our first meeting on 3rd October. We had an attendance of about 35, which we do not feel was at all bad. A committee of five has been formed, a chairman, two from the car side and two from the motor-cycle section. During the discussion it seemed clear to me that the problem with this type of club is how to cater for everyone's tastes, and also make the club attractive enough to keep its members. We do realize that the social side of a club is very important, and would appreciate it very much if your readers would let us have some of their ideas on this side of club life. We intend to make a go of this and put Kingswinford on the map as far as motor and motor-cycle sports are concerned.

15 KINGSTON WAY, VALLEY FIELDS ESTATE,

W. A. WILKES.

KINGSWINFORD, STAFFS.

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

Beatles at West Essex Dinner-Dance!

Photography by Lynton Money

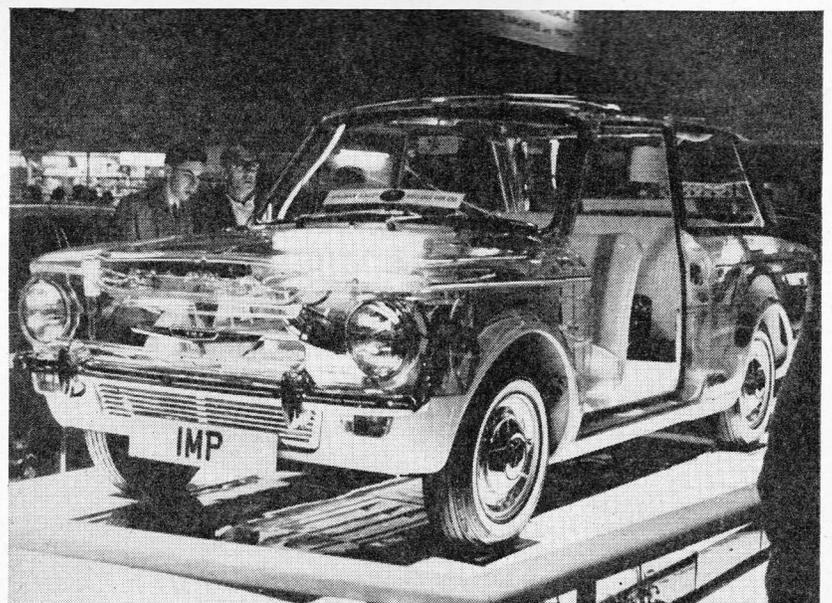


THE BEATLES perform at the West Essex Car Club's Dinner-Dance (above). But, wait a minute, surely these Beatles don't come from Liverpool? Well, it's only Peter Jopp, Les Leston, Jim Clark and Graham Hill in dire need of haircuts! LIKE any good Beatle, Graham Hill was "attacked" by his screaming female fans—each intent on snatching a souvenir of their idol (below). Whoops, Graham! Mind your trousers!

HELD at the Park Lane Hotel last Saturday, the West Essex Car Club's Annual Party was its usual success. Notables amongst the guests were Jim Clark, Graham Hill, Bruce McLaren and Colin Chapman. The Hon. Gerald Lascelles proposed the toast to the Club and Bruce McLaren replied on behalf of the guests.

The "Beatles" (Graham Hill, Jimmy Clark, Peter Jopp and Les Leston) had a few exciting moments when their "fans" endeavoured to remove their garb, and there were many high-pitched squeals of delight.

The club maintained its very friendly atmosphere and everybody appeared to be having a very enjoyable time.



Highlights of the Scottish Show . . .

Photography by W. K. Henderson

BIG ATTRACTION of the Scottish Motor Show, which remains open at Glasgow's Kelvin Hall until this Saturday, was the "transparent" Hillman Imp (above). This was but one of the 250 cars and 150 commercial vehicles exhibited at the show, opened by The Earl of Dalkeith last Friday.

PART of the exhibition (left). The Scottish Show differs from the Earls Court version in that the retailers are the stand holders—not the manufacturers.

Six-Hour Race to Jaguar

Tony Shelly, Ray Archibald Win New Zealand's First Long-Distance Saloon Race

BY PETER GREENSLADE

THE formidable combination of Ray Archibald, Tony Shelly and a 3.8 Jaguar carried off an outright victory in New Zealand's first long-distance race for stock saloons at the Pukekohe circuit, near Auckland, on 26th October. In fine weather, apart from a fairly heavy rain shower in the early stages, Archibald and Shelly completed 171 laps of the 2.1-mile circuit, to cover 372 miles in the Wills Six-Hours stock saloon race for an average speed of almost 62 m.p.h. Amazing feature of the race, which was seen by about 12,000 people, was that of the 26 starters 24 were still running when the six hours had elapsed. The only retirement from mechanical troubles was the Mercedes-Benz 220SE driven by Bill Thomasen and Johnny Riley, which was forced to abandon with brake troubles in the last hour. A Triumph Vitesse, driven by Murray Charles and Roy Smith, went off the road at the end of the back straight in the last few minutes of the race, hit some straw bales and ended up in a creek; Charles sustained only a shaking and a few bruises.

THE event was run in five engine capacity classes. All cars had to be in completely stock condition although roll bars were optional. Fuel used was 93 octane and refuelling was by churns and funnels.

From the outset the overall race resolved itself into a battle between the Archibald/Shelly 3.8 and a similar car driven by Ward and Richards, as well as the Mercedes. The German car held a momentary lead in the hands of Thomasen, but Ward soon took his 3.8 to the front and the second Jag moved through and it was not long before it went to the front.

Angus Hyslop worked wonders with the Valiant but finally had to give best to the disc-braked Zodiac of Bob Francovic/Steve Borich and then the Volvo of Jim Palmer/Colin Giltrap. These two circulated in close company for most of the race. Brakes proved to be the undoing of the Valiant. The 1,300-1,600 c.c. class developed into a close contest between the Kerry Grant/Frank Hamlin Cortina G.T. and the Barry Cottle/Ernie Sprague Fiat 1500 until the first driver change.

JAGUARS have a habit of winning the long-distance saloon car races and the Pukekohe Six-Hour race proved no exception to the rule. Winners, here taking the chequered flag, were Tony Shelly/Ray Archibald in the former's "shopping car".



There were remarkably few pit stops during the first two hours. Then the Ward/Richards 3.8 made a half-hour visit to have its rear suspension attended to. The heavy rain shower during this stage only dropped speeds by two or three miles an hour, but the pace was not really hot.

Smallest car in the race was a Fiat 500D and some indication of the equalizing factor at Pukekohe may be gained from the fact that it was lapping the circuit barely 15 m.p.h. slower than the leading 3.8 Jaguar.

But from all points of view the Kerry Grant/Frank Hamlin Cortina G.T. was the star of the day. With five hours gone it was still averaging 60 m.p.h. compared with the 61.72 m.p.h. of the Archibald/Shelly 3.8 and

New Zealand Notes

BY PETER GREENSLADE

THE Pukekohe Six Hours meeting opened the New Zealand season and the next item on the programme will be the Marlborough Car Club's Renwick 50 on a genuine road circuit. This meeting counts for the Association of New Zealand Car Clubs' road racing Gold Star, as well as the New Zealand Racing Drivers' Club racing, sports and saloon championships so it can confidently be anticipated that there will be a full muster of drivers in all categories participating on 16th November.

Most people are playing their cards pretty close to their chests at present. But one thing seems certain: Angus Hyslop will not be defending his national road racing title. Latest reports are that he has disposed of his 2½-litre Cooper to Jim Palmer. However, he has denied rumours of retirement and it may be that he will keep his hand in this season with some saloon racing—probably with a Lotus Cortina. Doc Langley, one of the leading lights in this category, will be using a Mini-Cooper S, while there is promise of some other interesting machinery appearing in this department. However, once again Archibald will be the hardest man to beat with his 3.8 Jaguar which, incidentally, was not eligible for Pukekohe because of homologation problems. However, Shelly's personal transport proved more than adequate.

Just how this season's international races will go is anybody's guess. The lightweight Cooper-Climaxes to be used by Bruce McLaren and Tim Mayer look formidable and Jack Brabham is also reported to have a couple of Brabhams well on the way for himself and possibly Frank Match, while Denis Hulme will probably use the car left in Australia by Brabham at the end of last season. Chris Amon should be seen in a 2½-litre Cooper-Climax entered by Reg Parnell. David Young has been shopping for a new car but might well have to be content with his 1½-litre Cooper-Ford. It seems that a number of the locals will be using Formula Junior-type machines with larger power units.

In point of fact most of the New Zealand name drivers are not too happy about the unsupercharged 2½-litre Avgas formula for "down-under" international events this year and it would not be surprising if the 1964-65 season brought with it some changes. The American Team Rosebud apparently made overtures to race here this season, but when the word went out about the engine capacity

it was obviously not only a class winner, but also assured of the Index of Price award.

In the late stages most people who were really in the running clapped on the pace and although there were some tussles for the minor placings the leaders were comfortably ensconced. Hyslop made a tremendous effort with the Valiant and its grabbing brakes and was rewarded with second place both in his class and also the Index of Price. The team prize went to the Fords which had been exceptionally well driven and remarkably consistent.

There is no doubt that the Wills Six-Hours will be the forerunner of many similar events in the future. After it was all over New Zealand International Grand Prix president, Ivan Parton, was quoted as saying that the meeting had come up to all expectations and everyone was looking forward to running more and more equally interesting events in the future as it was evident that the public was keen to come to watch motor racing at Pukekohe.

RESULTS

1, A. Shelly/R. Archibald (Jaguar 3.8 Mk. 2), 172 laps; 2, R. Francovic/S. Borich (Ford Zodiac), 168; 3, K. Grant/F. Hamlin (Ford Cortina G.T.), 167; 4, B. Cottle/E. Sprague (Fiat 1500), 166; 5, J. Palmer/C. Giltrap (Volvo 122S), 166; 6, A. Hyslop/R. Langley (Chrysler Valiant), 165; 7, P. Fahey/R. Coppins (Ford Zodiac), 160; 8, R. Emsen/D. Bremner (Fiat 1500), 159; 9, G. Pierce/L. Stanton (Alfa Romeo Giulietta), 158; 10, R. Izard/R. Redmayne (Triumph Vitesse), 156.

Class Winners

Over 3,000 c.c.: T. Shelly/R. Archibald (Jaguar).
1,600-3,000 c.c.: B. Francovic/S. Borich (Ford).
1,300-1,600 c.c.: K. Grant/F. Hamlin (Ford).
1,000-1,300 c.c.: G. Pierce/L. Stanton (Alfa Romeo).
Up to 1,000 c.c.: Yeats/Marshall (Austin Mini).

restriction the proposition was quite impractical according to Christchurch Motor Racing Club officials.

Money is, of course, the big problem and international promoters in this part of the world have had to dig deeper than ever before to secure good overseas men and cars. Everyone would have liked Jim Clark to appear, but apparently that is quite out of the question. It could be that the pattern of New Zealand racing will change in the next year or two. As has been the case in Britain, the cash customers here are showing more interest in saloon racing than anything else. The Pukekohe Six Hours had a measure of trade support and with the New Zealand car market showing signs of returning to normal, with the easing of import restrictions, for the first time since 1938, it could be that the development of a buyers' market will stimulate the trade to take an active interest in racing. Certainly it has done very little to date.

The enthusiasm of the promoting clubs and the support in varying degrees by oil companies and tyre manufacturers, coupled with the appearance of drivers such as Stirling Moss, who has done a tremendous amount to stimulate interest in racing in this country, has kept the wheels turning and attracted amazing crowds in a country which has a population of only about 2,500,000. But now the stage has been reached when everyone directly connected with the sport must seriously consider changing the established pattern. It could be that long-distance saloon races are the answer. Only time will tell.

However, it says a great deal for New Zealand racing that currently the development of this country's first production racing car is well in hand. The first Formula Junior Valour has been delivered to former driver Jack Malcolm and is now being further developed by Cooper-Holden driver Jim Boyd. The Valour is built almost completely of New Zealand materials and components. At present a 1,098 c.c. Ford power unit is being used with a five-speed gearbox. A 1,500 c.c. engine will probably be used as a further development and there is a possibility of a 2-litre engine later. Boyd will race the car this season as part of the development programme. With this kind of enthusiasm the future, although clouded by a number of problems, generally looks good for the sport in this country.

CLUB NEWS

By ROBERT GRANT

A WEEK-END in Paris is the premier award for the winners of the **Farnborough D.M.C.s Winter Mixture Rally** on 7th-8th December. The rally is restricted with invitation open to the A.C.S.M.C. (Reg. members), B.T.R.D.A., B.A.R.C., Cheltenham M.C., Herefordshire M.C., Craven M.C., London M.C., Oxford M.C., South Wales A.C. and the Swansea M.C.; it is also a A.C.S.M.C. Championship qualifier and a B.T.R.D.A. Silver Star Championship event. The route will be approximately over 300 miles of main and secondary roads and stops are arranged so that one driver may drive for the whole of the event. All entries should be sent to H. W. Greenwood, Teceto, Cokenor Wood, Wreclesham, Farnham, Surrey, before 2nd December. . . . The **London M.C.** are promoting the 45th Gloucester Trial on 1st December. All entrants in the R.A.C. Trials Championship and the B.T.R.D.A. Gold Star Competition are eligible as well as the Hagley and D.L.C.C., Kentish Border C.C., Maidstone and Mid-Kent M.C., North Midland M.C., Peterborough M.C., Sheffield and Hallamshire M.C., Shenstone and D.C.C. and the West Hants and Dorset C.C. Entries close on 25th November and should be sent to Mrs. Pamela Hoile, 19 Birchfield Close, Addlestone, Weybridge, Surrey. . . . Due to terrible weather and road conditions in January the Welsh Rally, organized by the **South Wales A.C.**, was cancelled. In spite of this and the consequent financial loss, the event will be held in January 1964 under an International permit. The form is much the same as that planned for 1963,

but some new special stages have been introduced, including the use of the club's new speed venue at Llandow Airfield, Glamorgan. The event will start during the evening of 3rd January from Loton Park, Shrewsbury, and will finish at Cardiff on the morning of the 5th January. Cash awards total £250, with £100 for the winner, there are souvenir awards to all finishers and special trophies to the ladies and highest placed competitor in General Classification competing in his first International Rally. Regulations may be obtained from: Bill Woodroffe, 10 Carnegie Drive, Cardiff. . . . The **Vintage S.C.C.** are holding a driving tests meeting at Silverstone on 7th December. The event will be open to Vintage and P.V.T. cars and will consist of the usual cars. Regs. are available from Tim Carson, 3 Kingsclere House Stables, Kingsclere, Newbury, Berks. For the first time this year the V.S.C.C.'s Measham Rally on 4th-5th January will be a closed event, i.e. members driving Vintage or P.V.T. cars. There will also be a special class for Vintage touring cars with an easier route if preferred. Regs. should be applied for from M. B. Bullet, March Hare, Bellemare Road, Hampton-in-Arden, Warks. . . . The **Bournemouth M.C.** in conjunction with the **Vickers-Armstrongs (Hurn) C.C.**, the **Westland M.C.** and the **West Hants and Dorset C.C.** are co-promoting the 100-mile December rally on 14th-15th December. The route is ideal for novices yet spicy enough to keep the experts on their toes. Mrs. E. Norton, 92 Irving Road, Southbourne, Bournemouth, Hants, has the entry forms. . . . The **Eastern Counties M.C.** are promoting the Albright Rally on 30th November-1st December and it is only open to the Cambridge U.A.C. and the Sporting Car Club of Norfolk. The entry list closes on 23rd November and application should be made to K. H. Brightwell, 8 Ranelagh Road, Ipswich, Suffolk.

potential blackspot on 128. At the final control near Kington stood a results caravan by a phone box, so that on arrival for breakfast at Tewkesbury, crews were presented with sheets showing their performance at individual controls!

The Tewkesbury M5 Service Area makes a first class start and breakfast point, with plenty of space, comfort, excellent facilities, and a wide choice of food. A welcome change from the usual banger, rasher, and cold comfort.

The Boanerges organization was very good, with sharp marshals, plenty of warning boards, and three recovery vehicles. Robin Foster and Oliver Goodman had visited every single house on the route, so there was absolutely no trouble. However, three anti-rally hotbeds were turned up, and Robin was able to divert the route to avoid them. The advance publicity did have the result that crowds of friendly, enthusiastic locals turned out to watch. If only more organizers would take the pains to do this, there would be far fewer bricks, buckshot, and blackspots.

The Oxford Boanerges does show that if you combine regularly rallying organizers, tough terrain, an honest route, and good public relations, even misfortunes on the night cannot upset the happy memories. Robin and Oliver greatly enhanced the growing reputation of the "Boan" by actually delivering the goods promised, a no-trickery, winner-on-the-road, thrash round Wales. The Oxford Motor Club really have earned a full entry for 1964. CHRIS HAWOOD.

RESULTS

1, D. H. Ray/B. Hughes (Allardette), 0 f., 15 m.; 2, J. Dorton/M. Holmes (Morris 1100), 0, 26; 3, P. Brayshaw/T. Wilkinson (Saab 96), 0, 38; 4, F. W. Marriott/J. Granville (Morris 1100), 1, 30.

COMING ATTRACTIONS

FOREIGN EVENTS

16th November. **CAVERSHAM, Australia** (F.L., T.).
17th November. **MACAO GRAND PRIX** (S., G.T., T.).
29th November-3rd December. **TOUR OF NIGERIA**.

BRITISH EVENTS

16th-17th November. **Crawley M.C. "The Nightriders" Rally**, Starts Hindhead Engineering Co., Ltd., Hindhead, Surrey, at 11 p.m.
Mid-Surrey A.C. 200 Rally. Starts Gatwick Airport, Surrey, at 9 p.m.
17th November. **Seven-Fifty M.C. (Tunbridge Wells Centre) Harold Biggs Memorial Trial**, Starts Isenhurst Manor, Cross-in-Hand, near Heathfield, Sussex, at 10.30 a.m.
Airedale and Pennine M.C.C. S. Rodney Whiteley Trophy Trial and Club Team Trophy Trial, Starts Roebuck Hotel,

Greengates, Bradford, Yorks., at 10.30 a.m.
Sutton and Cheam M.C., East Surrey M.C. and Mid-Thames C.C. Sprint, Brands Hatch, near Farningham, Kent, Starts 12.15 p.m.

Havley and D.L.C.C. and Dudley and D.C.C. Production Car Trial, Starts Fred Corbett's Garage, Netherton, Dudley, Worcs, at 10 a.m.

Brighton and Hove M.C. Driving Tests, Starts Sheep Cote Valley, M.R. 182/338051, at 2 p.m.

Southport M.C. November Driving Tests, Starts Pleasureland Car Park, Southport, Lancs, at 11 a.m.

Wessex M.C., Chichester M.C., Ford (So'ton) M.C. and L.C.C., I.S.R.M.C. and C.C. and Mullard (So'ton) M.C. and C.C. 4th Annual McFred Economy Run, Starts West Building, Southampton University, and Hilltop Service Station, Clanfield, Hants, at 2.15 p.m.

OXFORD M.C.

BOANERGES RALLY

DROPPING 15 minutes, Doug Ray and Barry Hughes in their Allardette gained yet more A.C.S.M.C. Championship points by winning the Oxford Motor Club's Boanerges Rally on 2nd-3rd November.

The start, on the M5 at Tewkesbury, was enlivened by a Mini, which departed at great speed—straight into the car-park! A run in via A44 to the Welsh border led to the first shock for the early numbers who discovered that the T.C. 1 marshal at 267580 had disappeared, complete with the marked 128s, the whole meat of the rally! When he reappeared, competitors found Robin Foster true to form, letting go with a bang. Many lost time taking the loop through Gladestry to T.C. 2 at 221½584, instead of the white hidden by the name "Dolyhir", which goes via 217575.

Swinging back north-east through Llan-gunllo, with 5 and 6 on the gated roads in 1971, the route approached 7 at 206735 from the west. However, most competitors did not, since the Dave Street/Ken Coombes Vitesse got stuck on the hill at 187731, causing chaos until they finally got free, only to bog down to retirement at 201741. Trying to bypass the blockage, many no-goers were investigated, but the eventual decision was to wrong-approach T.C. 7 from

the south. That expert shouter-up, John Harding, surpassed himself here by persuading the marshal that they had approached correctly! Disastrous as this section was, with much of the entry failed, the top placings were not affected, with Ray clean, Dorton dropping 10 of his eventual 26, and Brayshaw 9 of 38.

Controls 8 to 24 all lay in the network of whites on the east of 128, and saw the mutual retirement of a Mini and a Cortina. The gremlins then had a field day, the Fincham/Brierley Mini sticking a wheel into a gully at 243908, bouncing against both banks, producing a new variant, the peaked-roof Mini. The Jock Huggins/John Harding Lotus Cortina was stopped a mile farther on with no rear axle oil, the same trouble they had on the Vanguard.

Ignorance was bliss between T.C. 30 at 127876 and 31 at 109881, the correct route being through Wig, whereas most navigators "in the know" had only the white through 116866 marked as going, and this turned out to be decidedly doubtful. Ray dropped 11 of his 15 sorting this out.

From petrol at Crossgates, cars looped north round Rhayader to a magnificent series of 3 minutes out of the Elan Valley to Llanwrthwl, and then along the south edge of 128, on to a slightly doubtful reproduction of a section of 141. Apparently this was needed to avoid a



AUSTIN-COOPER of A. Morgan/A. Maclachlan boasts an array of extras at the start of the Boanerges Rally.

ARMAGH H.C.

SPORTING TRIAL

FOR some time now a group of enthusiasts has been trying to start a "mud plugging" club in Northern Ireland, since before now there has been only one event of this nature, the Irish Experts, held annually by the Newry M.C. A sub-committee was formed by this group, the Armagh club being the parent club and their inaugural event took place on 26th October at the Conleg lead mines.

Quite a crowd turned out to see this new form of sport in the North, many people being impressed enough to express their intention as to getting a car for later in the season.

Of the entry of 14, Desmond Titterton (former works Jaguar driver) took the honours in his new Alexis, while Dr. Thompson Glass and Frank Kelly tied for second place.

Twelve sections were laid out, most of them being fairly easy and, although near the end they were quite tough, Titterton lost only seven marks. All in all, this was a very good first try and augurs well for the remainder of their events this season, the next being due on the 16th November.

D. BEATTY CRAWFORD.

RESULTS

1, D. Titterton (Alexis), 7 marks lost; 2, Dr. T Glass (Cannon) and F. Kelly (Winkler-Ford), 16.

THE GUY FAWKES "200"

A Successful Trial in the Face of Adversity—Peter le Couteur Wins a Premier Award for the Second Year Running



TACKLING Fort I is the Morgan of B. R. Parsons. Parsons was eventually rewarded with a First Class Award for his efforts in the Guy Fawkes Roma Trial.

THIS year's Guy Fawkes "200", held on 2nd-3rd November, was the 10th of these popular events organized by the Falcon Motor Club; just how popular they are was shown by the number of entries which had to be refused long before the official closing date. A fundamental rearrangement of the route, by which the order of tackling the tough hills after breakfast was more or less reversed, was designed to achieve an earlier finish than in former years, but unhappily the vagaries of our weather upset the smooth running of the trial, and the actual time of the finish proved to be an all-time record for lateness. Nevertheless, the majority of the competitors seemed to be quite unperturbed by the delays, and many of them spontaneously congratulated the organizers on a splendid event; it was the unfortunate marshals who suffered most, as they were faced with long periods of inactivity between the sporadic arrivals of small bunches of competing cars. The culprit which caused this state of affairs was Axe, a hill which for several years has been something of a cakewalk but which on this occasion was in a vicious mood and gave even the Rovercovery vehicle food for thought.

To mark the occasion of the 10th anniversary of the event, the Falcon Club introduced special awards to be given to those who gained a first class or individual award three years in succession, and, with the results from 1961 and 1962 firmly under their belts, four drivers qualified for these Cotswold cups, as shown in the results.

Having converged on the Windrush control from starting points at Dursley, Taunton, Southampton, London and Stevenage, the competitors were given a gentle introduction to the art of hill-climbing at Fox Hill, from which they went to an old favourite, Woodmill Lane, which had a fairish bog at the bottom but, characteristically, failed only those who were doomed to retire before the end of the event. Postlip, with the bottom hairpin included, provided its customary fun as a timed climb, and a splendid innovation was the use of a hockey stick at the start in place of the rather hypnotic "traffic-light" of former years.

A few miles down the road from Postlip the field turned off towards Draper's farm, a magnificent piece of territory on which almost any off-the-road event could be staged successfully, for cars or motorcycles. The plot was to run three sections

here but, most unfortunately, three days of solid rain made the exit road a pronounced hazard, and a reluctant decision was made to use only the first, Noverton 1, which was originally intended as no more than a run-in to the sterner stuff near the skyline. As it was, this proved to be a fine little hill which even the intrepid Hobbs brothers dubbed a worthy adversary. Early numbers tackled it just before daybreak and found a glutinous layer of slime under the beams of their headlights; this then wore off and the middle of the field met with little trouble, but they cut some very deep ruts at the start, and the Spridgets in the later runners settled on to their sumps within six inches of the line and incurred the maximum penalty.

The first hill after breakfast was Axe, the nigger in the woodpile, and fortunes here were very varied. A saloon would happily reach the top and, immediately afterwards, a special would fail low down, and the marshals at later sections must have wondered what on earth had happened to delay their customers. A queue of such gigantic proportions formed at the start that, under the guidance of a travelling marshal, the tail end of the field went to Fort and returned to tackle Axe later. A success story from this unexpected stopper: D. Statton's Skoda, climbing strongly near the summit, sat on a rock and closed up its exhaust pipe; the stifled engine promptly died with a sibilant sigh, and some rather brutal surgery with a screwdriver relieved the pressure enough to allow the car to reach the summit after an unscheduled restart. Further surgery with unmentionable weapons excised all traces of the damaged organ, and the car went on to win a second class award.

Fort I came back into its own with a vengeance, and virtually decided the destinations of the premier awards. Despite the removal of the worst root at the top before the trial started, the summit proved well-nigh unattainable, and those who scored a "clean" here can nourish a contented feeling of achievement. We feel sure that the successful contestants will not cavil if we award a special palm to D. C. Hilliard, whose strange square Ford saloon/estate car romped triumphantly over the top in the early stages.

Fort II had a restart line near the top which far too many people overshot, but it was also a section which could not be underrated, and the failures were so

numerous below the line that the organizers had a rethink and treated it as a pure observed section.

Nailsworth Ladder was probably hardest on the specials, whose restart line, although well below the step, was exceedingly slippery. The daughters of the Clerk of the Course, Maralyn and Susan Tucker-Peake in the Tucker Nipper, threw all their weight at the ground in a concerted effort to get under way after the halt, and were rewarded with their first success on the hill as a result, but many of the mere males had to admit defeat.

Minor frolics at Bulls Cross led to Catswood, which was pleasantly gooey, and another timed climb at Honeycombe, and then came the final piece of meat, two sections at Bulls Banks. The first had a restart line which was notable for encompassing the downfall of L. Brearley's Cus-Cus, a Ford Special which has improved immensely since its first appearance two years ago and which was well in the running for a premier award until defeated by this hill. On the other hand, John Tucker-Peake's Olympic, which had burned away all traces of its rear brake linings and had no handbrake in consequence, accomplished the task successfully by dint of superb heel-and-toe work by the pilot. The second section was a fearsome climb, and the rear-engined saloons, sports cars and specials who had to do a stop-and-restart, really had to work for their living to reach the top. Among those who succeeded, one must mention R. C. W. Ellison, who had repaired a broken throttle linkage on his Wolsley Hornet of circa 1935 by sawing up a Biro pen! Efforts such as this add salt to the savour of a long-distance trial.

DAVID PRITCHARD.

RESULTS

President's Cup (best F.M.C. member): P. le Couteur (Dellow), 0 points. Kestrel Cup (best Special): A. E. Hay (Lotus), 0. Rear-engined Trophy: C. Bigwood (VW 1500), 0. Peregrine Cup (best Saloon): D. C. Hilliard (Ford), 0. Falcon Cup (best Sports Car): W. B. Caldwell (TR3), 5. Cotswold Special Awards (for winning 1st class award or individual award 3 years in succession): P. le Couteur, W. B. Caldwell, C. Bigwood and K. Hobbs. 1st Class Awards: E. W. Moss (Ford), 2; K. Hobbs (Simca), 3; A. Hodgkinson (VW), 4; Miss Maralyn Tucker-Peake (Tucker Nipper), 5; B. R. Parsons (Morgan), 6; A. Lefevre (Morgan), 7; D. Hawken (VW 1500), 8; R. J. Barlow (Dellow), 11. 2nd Class Awards: A. Hobbs (Simca), 4; D. Statton (Skoda), 6; R. C. W. Ellison (Wolsley Hornet), 8; A. Collimore (VW), 9; W. Vincent (Vincent Ford), 11; L. Brearley (Cus-Cus), 11; V. Prior (Dellow), 12. 3rd Class Awards: M. Steer (VW), 10; R. H. T. Moore (Wolsley Hornet), 12; K. Huthnance (Fraser-Nash), 12; F. Manyweathers (Ford), 12; E. Dives (Roche), 13; P. Bennett (Sprite), 16. Guido Vase: E. Buxton (Ford), 7. Class B: C. Beadle (Austin), 12. 1st Class Award: R. C. Bricknell (Ford), 16.

JAGUAR APPRENTICES' M.C. HUMBERPUPILS' & APPRENTICES' M.C. MORRIS COMMERCIAL APPRENTICES' M.C. PEAKS NIGHT RALLY

HEAVY rain, and thick mist on high ground, gave competitors in the Peaks Rally, held on 2nd-3rd November, plenty to think about.

A run-in from Jaguar's Coventry works to Ashbourne was followed by a straightforward and interesting route leading northwards to Bakewell. Tight sections around Litton preceded the petrol halt at Flag, where competitors were arriving rather breathlessly.

The second part of the rally included a special stage on Cut-thorn Hill—1.4 miles to be covered in 2 mins. 50 secs.; but conditions made this time out of reach for everyone. Fastest was Chris Leaver (Mini-Cooper) in 3 mins. 2.5 secs.

There followed some tricky navigation around Leek, before the route turned east again to the 5 a.m. finish at Ashbourne, where the winners were found to be David Taylor and Mike Gidlow.

The rally was organized by the apprentices' motor clubs of Jaguar, Rootes and Morris Commercial.

RESULTS

1, D. J. Taylor/M. Gidlow (M.G.), 262 marks lost; 2, R. L. D. Warburton/A. O. Goodall (Mini), 355; 3, W. J. Needham/A. Mayhew (Land-Rover), 575; 4, W. Reynolds/J. Alcock (Mini), 698.

AUSTIN-HEALEY C. DRIVING TESTS

IN that salubrious setting at Brentford Market, so suited to the Driving Tests art, but so unlovely to look at, the Austin-Healey Club organized their Guy Fawkes Driving Tests meeting on Sunday, 3rd November. They were lucky with the weather and to the delight of the 50 competitors the surface was very damp after a night shower, and this, together with the mud remaining on the surface from the produce handled here, left a delightful surface.

After scrutiny, competitors found that the event had started, the lack of Public address equipment being a distinct handicap here as the venue for the first test in each group of three is out of sight behind some very solid buildings. All the tests were straightforward affairs using similar layouts for each test in sequence in groups of three with differing routes, each test to be attempted twice with the better score to count.

In each group, however, the organizers upset the arrangements by having one test rather longer than the other two, this resulting in daylight fading from the scene long before the event was three-parts over, so that only tests 1-6 inclusive were attempted twice and 7-9 once only, the last three going overboard entirely. A pity, for they

were all good tests, but the programme was a little ambitious and entries were rather better than the club expected.

The competitors were in four groups, the inevitable ADO 15s lot doing battle first, followed by Classes 2, 3 and 4 (other saloons) all lumped together and consisting almost entirely of Heralds, and the class winner a very nicely handled Fiat 600 of A. Rogers. The sports cars were in two lots—big and little—no fewer than 27 of them (including the Worgan and Gee entry of the new Worgan Doug-Bug special officially termed the D.H.W. special) being in the smaller-engined group and five only big Healeys.

There ensued a remarkable fight between the writer and John Farncombe, who used nearly everybody else's wheels to keep up the fight, in the Mini class, the latter just taking the lead by 0.8 secs. in nearly 300 sec's. total time. The aforementioned Rogers Fiat 600 had a similar 15 secs. lead over A. Shirley, who was nearly 30 secs. ahead of A. Zafer, Herald and Vitesse-mounted respectively.

The usual ding-dong affair went well in the "Spridget" class but Ron Randall was off-form, letting the exuberantly driven blown 948 c.c. Sprite of Denis Beare only 1.8 secs. ahead of him, with Ron Gee third another 2.6 secs. away. The big sports class went to T. Horn (M.G.B) well ahead of K. Shire.

Night had fallen well and truly before provisional results were available in verbal form, and frankly I fear that the organization had forgotten the onset of Greenwich Mean Time, or whatever it is now. The loose threads in the affair need drawing tight for next time, for the usual lot were to be seen finding the ways of getting round certain test requirements, but still complying with the rules. Some of these gaps were stopped but usually rather too late. A pity for an otherwise first-rate event was somewhat spoilt.

LEO CRUTTENDEN.

RESULTS

B.T.D.: D. Beare, (Sprite s/e), 287.3 s. **Best Invited Club member:** J. Farncombe (Mini-Cooper), 295.4 s. **Best Austin-Healey Club Member:** R. Randall (M.G. Midget), 289.1 s. **Best Lady Driver:** Miss E. Rietberg (M.G. Midget), 332.9 s. **ADO 15s:** 1, L. Cruttenden (Mini-Cooper), 296.2 s.; 2, B. Lawson (Mini-Cooper S), 315.3 s.; 3, E. Nash (Austin Mini), 333.4 s. **Other Saloons:** 1, A. Rogers (Fiat Abarth 600D), 334.5 s.; 2, A. Shirley (Triumph Vitesse), 349.8 s.; 3, A. Zafer (Triumph Herald 1200), 378.7 s. **"Spridgets" and Specials:** 1, R. Gee (Sprite), 291.7 s.; 2, N. Dutton (M.G. Midget), 294.4 s.; 3, R. Hurnell (Sprite), 297.4 s. **Large Sports Cars:** 1, T. Horn (M.G.B), 334.3 s.; 2, K. Shire (Austin-Healey 100), 363.8 s.; 3, J. Chatham (Austin-Healey 100), 368.3 s.

STEVE PAVEY takes his Austin-Healey Sprite through a "garage" test. His class was won by the supercharged Sprite of Denis Beare.

FORCES M.C.

COTSWOLD-CONTINENTAL RALLY

INTERMITTENT heavy rain and some water-logged roads greeted the competitors who arrived at Control 2 at Leigh Filling Station and Café for the start of the route common to all competitors in the Forces M.C.'s Cotswold-Continental Rally on 2nd-3rd November. Of the 29 entries, seven non-started. Road books were sent to competitors two days before the event started, giving them some 60 per cent. of the route.

They started from home and passed through one of the passage controls sited at Chepstow, Hereford, Swindon or Witney, and thence by given routes to Control 2.

The first section was fairly easy, picking up information at seven passage controls, then to time control 10, where one competitor retired. This was followed by an "Eight Clubs" section. Time was lost by four cars at control 19.

The "Point-to-Point" followed and took competitors through to the supper halt at control 39 at Brecon, where 21 cars arrived; 11 were on time, six of whom had clean sheets. Section 4, the "Micro Monte", had three controls cancelled owing to the chief marshal taking a wrong slot and not handing out two supplementary route cards; however, the road book gave all other references.

The special sections at Epynt started to sort out the clean sheets. First came the "Val de Cileni" (4 miles in 5 mins.), followed by two circuits of "Course de Carn

Wen" (5 miles and 6 mins. per lap). Only two of the first six in general classification were clean on these sections, namely, N. Harvey/D. Cardell and M. Gibbs/D. Jenkins.

This was followed by a fairly tight Tulip section which managed to sort out a few more, and then the final section, the "Ap y Alpine", down to the finish at Bishop's Meadows, near Brecon. Twelve competitors qualified as finishers.

JOHN RAPER.

RESULTS

1, R. D. Tilley/F. Rutter, 40 marks; 2, G. Dinwiddy/X, 120; 3, N. Harvey/D. Cardell, 150. **Class Winners:** J. Dodd/D. Tucker, 600; M. Gibbs/D. Jenkins, 160; R. J. Stephens/D. J. Andrews, 820; D. Edwards/J. P. Edwards, 1,700. **Novice Award:** E. J. Rowlands/D. A. Briley, 2,980.

NORTH MIDLAND M.C. and ROTHERHAM & D.M.C. AUTOCROSS, 6th October

RESULTS

B.T.D.: J. H. Parkin (Lotus Cannonball), 1 m. 3.8 s. **Class Winners:** C. Malkin (Mini-Cooper), 1 m. 8 s.; E. Wadsworth (Denzel), 1 m. 14.2 s.; R. N. Thomas (Lotus 7), 1 m. 74 s.; P. B. Kerridge (Morgan), 1 m. 10.8 s.; Mrs. M. Parkin (Lotus Cannonball), 1 m. 5.4 s.

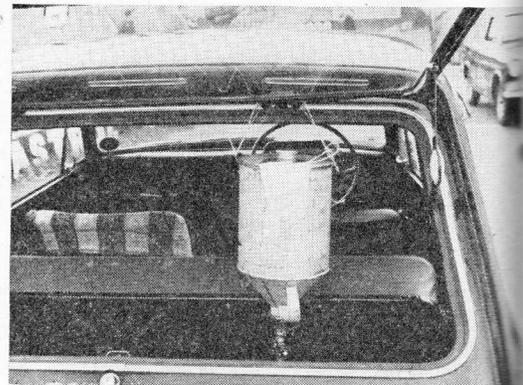
LEICESTERSHIRE C.C., SHENSTONE AND D.C.C. AND KIRKBY MALLORY C.C. BROWETT TROPHY PRODUCTION CAR TRIAL, 27th October

RESULTS

Browett Trophy: D. Stokes, 39 marks lost. **First Class Awards:** R. Clark, 66; M. Swatland, 115; J. Sandbach, 49. **Second Class Award:** D. Holland, 82. **Team Award:** D. Holland, D. Stokes and J. Sandbach.

LANCASHIRE & CHESHIRE C.C. B.R.S.C.C. (N.W. CENTRE) MID-CHESHIRE M.C. OULTON PARK ECONOMY RUN

DRAWING an entry of over thirty, the Lancashire and Cheshire Car Club's Annual Economy Run took place at Oulton Park on Saturday, 2nd November. Briefly, the object of the exercise was to make as many tours of the full circuit at Oulton on (A) one gallon of fuel in the case of cars over 1,150 c.c. and (B) half a gallon of fuel for those under. Drivers stopped when fuel ran out, and then the distance covered could be



MANGOLETSI'S petrol container.

measured (the track was marked out in tenths).

The only regulations in force were: no driving on the starter motor, and tyres were not to be more than half an inch above or below standard size. Competitors supplied their own fuel containers, which were placed inside the vehicle with a flexible tube connected direct to carb or pump; the normal supply was disconnected and sealed off! An average lap time of four to five minutes was in force.

Many and weird were the devices produced to carry the *essence*, the appended photograph showing a container made to his own specification and fitted to the Hillman Imp of that genius of the carburetter, George Mangoletsi; quite up to the usual precision workmanship of his well known company! Incidentally, he walked class 2, 851-1,150 c.c., averaging a fantastic 88.030 m.p.g.

Peter Crummack's well known VW, a many times previous winner, had really been attended to, tyres running at 38-63 and as smooth as the proverbial baby, grade 10 oil and moly, carburetter and ignition tuned to absolute economy level, bumpers removed (an estimated 4 m.p.g. saved—or so he said!), bonnet and all vents sealed, brakes right off and thin oil instead of grease in the hub bearings. Admittedly he won his class, occupying the track whence all but he had fled, but an error in humidity brought him down to "only" 70.925 m.p.g.

J. Harris (Austin Mini) took the "babies" class with 71.064 m.p.g. (35,532 miles), J. K. Barlow (Volvo) won class 4, 1,601-2,500 c.c., with 64.403 m.p.g. P. Grant (Aston Martin DB2) was placed first in Class 5, over 2,500 c.c., with 46.776, while in the class for diesels J. P. Gardner in a Jaguar Mk. 9 made the day with an astonishing 70.825 m.p.g.

FRANCIS PENN.

RESULTS

600-850 c.c. (½ gallon): 1, J. G. Harris (Austin Mini), mileage 35,532, m.p.g. 71.064; 2, D. J. Rowe (Standard 8), 32,771, 65.542; 3, A. R. Francis (Austin Mini), 30,31, 60.62. **851-1,150 c.c. (½ gallon):** 1, G. A. Mangoletsi (Hillman Imp), 44,015, 88.030; 2, B. S. Harrison (Morris-Cooper), 39,554, 79.108; 3, R. L. Ward (Morris 1000), 37,193, 74.386. **1,151-1,600 c.c. (1 gallon):** 1, P. H. Crummack (Volkswagen 1192), 70,925; 2, J. E. French (Volkswagen 1192), 57,020; 3, R. E. Pace (Singer Gazelle), 56,520. **1,601-2,500 c.c. (1 gallon):** 1, J. K. Keith Barlow (Volvo 122S B18), 64,403; 2, L. Meakin (Triumph TR2), 45,076. **Over 2,500 c.c. (1 gallon):** 1, P. Grant (Aston Martin DB2), 46,776; 2, E. F. Smethurst (Ford Zephyr 6), 30,971. **Diesel-engined cars (1 gallon):** 1, J. P. Gardner (Jaguar Mk. 9), 70,825; 2, E. Anderton (Rolls-Royce 20/25), 37,693.

Surrey Sporting Motor Club's BRANDS HATCH SPRINT

THE Pursuit Sprint organized at Brands Hatch last Sunday by the Surrey Sporting Motor Club attracted a fine entry, both in quantity and quality, and was rewarded with some excellent weather. There was even a complaint about the sun shining in drivers' eyes as they entered Kidney Bend! The course consisted of three timed laps instead of the more usual two, but against these competitors were only allowed one go, so that there was no margin for even the slightest indiscretion. Even so, one or two keen types managed two runs at the expense of an additional entry fee by entering the same car in two classes.

Competition for B.T.D. was keen, honours going to Peter Gethin in his Lotus 23 in 3 mins. 3.6 secs., closely followed by Mike Crabtree's gleaming Lotus Seven in 3 mins. 4.4 secs., David Beckett's hairy Lister-Jaguar in 3 mins. 5.0 secs. and Alan Stubb's rapid Elva in 3 mins. 6.8 secs.

Proceedings opened with the 750 Formula boys and of these David Hollister was easily quickest with 3 mins. 42.2 secs. The 1172 Formula class was similarly dominated by Bryan Small in his Milmor Mk. 5, his 3 mins. 13.2 secs. being over 8 secs. quicker than second man Alan Wershat's time. It was this class which provided most of the agricultural motoring, for Clive Garnham lost the Terrier coming out of Druids and was lucky enough to have it roll back on to its wheels again with very little damage to man or machine. R. Ersser's prang in his Lotus half-way up the hill to Druids was probably the more expensive shunt, for he smote the bank after the engine had seized solid.

Gethin and Crabtree ran in class 3, which being simply for open cars up to 1,100 c.c., without further qualification, meant that standard Sprites and Mideets were up against the contenders for B.T.D., a position which was aggravated by the admission of closed two-seaters and G.T. cars into the class. Consequently, Spridgets were less than usually in evidence, the best of them being the 948 c.c. Sprite of C. H. Merriman, with 3 mins. 19.2 secs. This, of course, was quick, but could not hope to match the more potent machinery. After Gethin's 3 mins. 3.6 secs. and Crabtree's 3 mins. 4.4 secs. came the 3 mins. 12.2 secs. of Roy Millbank's Lola, a slightly disappointing time, the interval between him and Crabtree in the same heat seeming to be deceptively less than 7.8 secs. Also quick, particularly off the line, was the Diva G.T. of John Bloomfield in a time of 3 mins. 14.0 secs.

The Mini class was particularly well-supported, no fewer than 22 of them buzzing round. Naturally, competition was fierce in this category, Ted Williams (Morris-Cooper) taking the honours with 3 mins. 24.0 secs., closely followed by C. R. M. Boote's bored-out Mini-Cooper and George Lawrence's S-type, who both returned 3 mins. 25.2 secs. to share second place.

Crabtree took Class 5 with a run in 3 mins. 5.0 secs., Stubb returning 3 mins. 11.8 secs., a time which he subsequently bettered when class 11 was run. Making a welcome return to the Hatch was Harry

PETER GETHIN scored a resounding B.T.D., coaxing his Lotus 23 round three laps of Brands in 3 mins. 3.6 secs.

Epps, who easily took Class 6, for closed cars from 1,100-1,500 c.c., driving a Lotus Elite round in 3 mins. 21.2 secs. With a second entry in Class 9, for closed cars from 2,001-3,000 c.c., Harry improved to 3 mins. 18.2 secs., despite being badly baulked, and won this class also. Class 6 was quite a mixture, with five different makes of car in six runners, Maurice Winch came nearest to Epps with 3 mins. 26.6 secs. in his Anglia 1200 followed by Chris Lawrence in 3 mins. 33.6 secs. in the left-hand drive Alfa Romeo.

Class 7, open cars 1,501-2,000 c.c., was depleted by non-starters, so that only two ran, Alan Coville and Simon Scrimgeour, both in the same 1,650 c.c. Turner, the faster time going to the former.

As expected, Alan Peer's 1,650 c.c. Anglia took Class 8, for closed cars, 1,501-2,000 c.c., as he liked, its 3 mins. 16.0 secs. being good enough by over 12 secs. Of the "big bangers" the quickest, as well as the most inspiring, was the Lister-Jaguar of David Beckett. A time of 3 mins. 5.0 secs. is very good going with such a large motor car, and it sufficed to win the class from Stubb's Elva by the close margin of 1.8 secs.



BLUE FLAG is shown to W. J. Elmes's Cooper-Climax, which was chased and passed by the rapid Turner of R. Joseph. Both were competing in the class for open cars.

LANCASHIRE & CHESHIRE C.C. RALLY PETITE

CONSIDERABLY shorter than in previous years at about 70 miles, the Lancashire and Cheshire Car Club's Rally Petite last weekend resulted in victory for the only lady crew, Shirley Alcock and Julie Davenport. Perhaps it was just as well for Clerk of the Course Ron Pace, since fog and drizzle made things a little difficult and combined with all his white roads to reduce the 24 starters to six finishers, five out of ten Experts and one Novice. It is to be hoped that not too many of the latter were discouraged, for with visibility about two cat's eyes it was only too easy to miss a vital turning. The first time control involved a double back into the tunnel to the Manifold Valley and fooled all but five. The girls, who found the tunnel, saw Charles Pashley, who had not, drive past and very kindly switched off their lights. At the sixth of the ten controls Miss Alcock and Jimmy Shaw were battling for the lead with J. Midgley close and Pashley recovering from his early wrong slot. Then, on the next very tight section, Shaw (or his navigator) got lost and had to miss out 8 and 9. Now only Miss Alcock and Pashley had not failed a section and that is how they finished with Midgley one section adrift in third spot. Shaw still managed fourth ahead of Jack Whitehead, who although on his first rally did not qualify as a novice since he had an experienced navigator. A notable achievement was by P. P. Malpass, the only novice to finish, who failed only one section.

ANGUS COCKBURN.

RESULTS

1, Miss S. J. Alcock (Sunbeam Ranier), 100 marks lost; 2, C. A. Pashley (Simca), 220; 3, J. Midgley (Triumph TR4), 230, 1 failed; 4, J. E. Shaw (Mini-Cooper S), 580, 3; 5, J. Whitehead (Saab), 490, 4. **Novice Award:** P. P. Malpass (Ford Anglia), 150, 1.

With three laps to be covered instead of two, there is more likelihood of baulking in this type of event, and there were occasions when marshals were called upon to wield the blue flag. The medical unit was also pressed into service—nothing serious, fortunately, and nothing to do with the event at all; a marshal at the scramble being run in an adjoining meadow had done himself a mischief with a wooden stake and the wound was suitably dressed.

It says much for the popularity of sprinting that a full entry such as this can be obtained even in mid-November. The least said about the official (not the R.A.C. Steward, and not a member of the organizing club) who motored round the circuit to the scene of a shunt while the boys were still dicing, the better!

RON AMBROSE.

RESULTS

B.T.D.: P. Gethin (Lotus-Ford 23), 3 m. 3.6 s. **Class Winners:** D. Hollister (Austin 750), 3 m. 42.2 s.; B. A. M. Small (Milmor-Ford Mk. 5), 3 m. 13.2 s.; M. J. Crabtree (Lotus-Climax 7), 3 m. 4.4 s.; T. Williams (Mini-Cooper), 3 m. 24.0 s.; M. J. Crabtree (Lotus-Climax 7), 3 m. 5.0 s.; H. Epps (Lotus Elite), 3 m. 21.2 s.; A. P. Coville (Turner), 3 m. 23.8 s.; A. Peer (Ford Anglia), 3 m. 16.0 s.; H. Epps (Lotus Elite), 3 m. 18.4 s.; D. A. Beckett (Lister-Jaguar), 3 m. 5.0 s.

MAIDSTONE & MID-KENT M.C. DRIVING TESTS

MAIDSTONE and Mid-Kent weather greeted the 37 entrants in the Club's annual restricted driving tests meeting on Sunday, 27th October, sunshine breaking through as early morning mist cleared from the Invicta Lines, Maidstone.

This current venue is almost ideal for the tyre-scrubbing pastime, the loose surface of the large, sloping parade-ground being kind to transmissions and relatively easy on tyres.

Even so, a horribly expensive bang from Doug Worgan's Sprite at the start of the penultimate test, a long grid, suggested that pylon-dodging is not the ideal medium for long mechanical life. But Doug returned to the line with his Sprite looking remarkably like John Carlton's immaculate Midget, completing the tests and won his class.

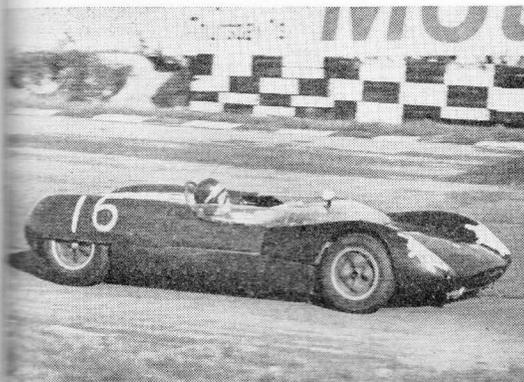
Jack Henley's Imp and Alistair Crawford's Mini-Cooper S contended for "biggest dust cloud of the day", both winning their class after the second runs enabled them to rectify earlier exuberances.

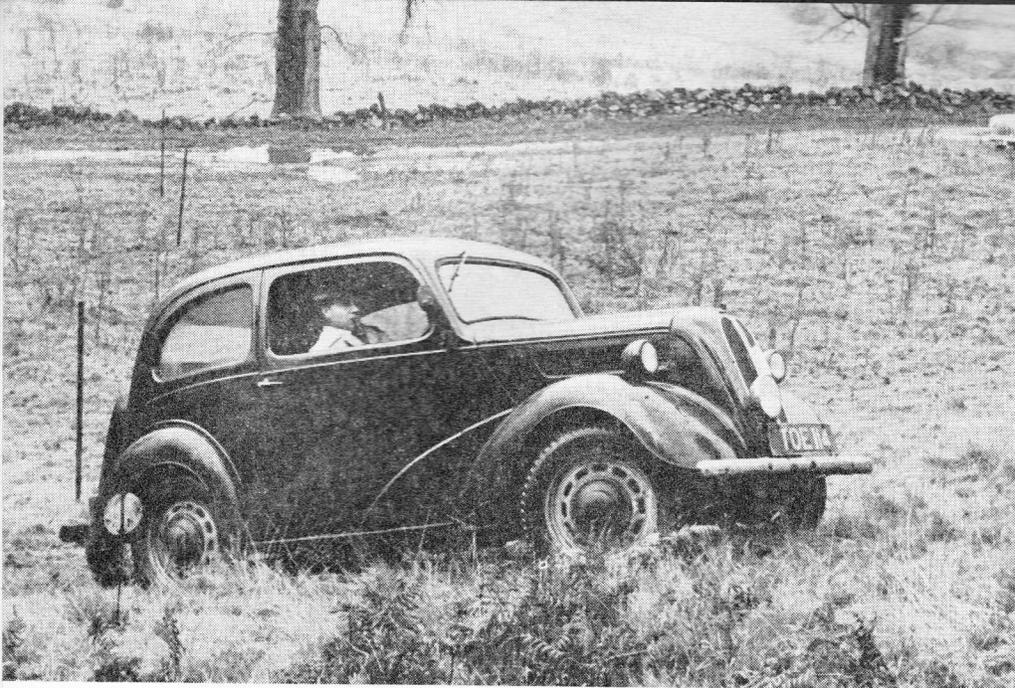
Des Chappell, fast and very neat, showed that with a spot more steam the Saabs could show most in their class the way home. David Haynes (Corsair G.T.) hounded Rod Hulks and David Brown (Vitesse) right up to the box, first of the afternoon tests. Judging by his racing starts, he must have had some practice somewhere.

TONY TUCKER.

RESULTS

B.M.C. Minis: 1, A. Crawford (Morris-Cooper S), 301.4 s.; 2, J. Kennedy (Morris-Cooper S), 308.5 s.; 3, P. Arnold (Morris-Cooper S), 312.0 s. **Saloons up to 1,200 c.c.:** 1, J. Henley (Hillman Imp), 310.4 s.; 2, D. Chappell (Saab), 319.3 s. **1,201-1,600 c.c.:** 1, R. Hulks (Triumph Vitesse), 337.7 s. **Over 1,600 c.c.:** 1, A. Tucker (Ford Zephyr 6), 380.8 s. **Open Cars up to 1,300 c.c.:** 1, D. Worgan (Austin-Healey Sprite), 283.9 s.; 2, N. Dunton (M.G. Midget), 289.4 s.; 3, J. Caltan (M.G. Midget), 295.4 s. **Over 1,300 c.c.:** 1, R. Taylor (Triumph TR3A), 360.3 s. **Specials:** 1, W. Durling (Cannon), 286.6 s. **B.T.D.:** R. Gee. **B.T.D. by M. and M.K. member:** W. Durling.





RESULTS

Overall Winner: 1, D. Stokes (Ford Popular); 2, R. B. Fletcher (Volkswagen). **Class 1:** 1, D. Stokes (Ford Popular); 2, A. Eadon (Triumph Herald Estate); 3, R. P. Standbridge (Austin-Cooper). **Class 2:** 1, H. Rose (Morgan); 2, M. Hazlewood (Austin-Healey Sprite). **Class 3:** 1, E. B. Wadsworth (Denzel). **Class 4:** 1, M. T. Marsden (Morris-Cooper). **Classes 5 and 6:** 1, R. B. Fletcher (Volkswagen); 2, J. A. McEwan (Austin 7).

OVERALL WINNER of the North Midland Motor Club's Autumn Sporting Trial for Production Cars, held last Sunday at Elton, Derbyshire, was D. Stokes in his Ford Popular. He is seen on the first hill of the afternoon which he climbed after everyone else had failed.

WINNERS ALL

Three Winners Photographed by FRANCIS PENN in Last Sunday's North Midland M.C. Production Car Trial



HARRY ROSE won the class for open sports cars in his Morgan (left). Here he is in the mud of Hill 4 in the dry(?) afternoon. ENTHUSIAST Edgar Wadsworth in his veteran Denzel on Hill 6, a steep straight grass climb, in the wet morning. Edgar won the class for rear-engined cars.



STONE CROSS A.C.

DRIVING TESTS

THE Stone Cross Auto Club, who hail from Harlow New Town and surprisingly title their club after the name of the Market Square, ran their first restricted Driving Tests meeting on Sunday, 27th October, in the car park in the centre of the town, by courtesy of the Local City Fathers.

The entry of only 21 was dominated by Don Harris in both D.M.F. II and Sprite, ably supported in D.M.F. I by J. Price, but Harris's lead was so enormous that the rest of us could only stand and gasp at his ability to handle this fine little vehicle. The small saloons went to the writer, some 26 secs. ahead of S. Vannenberg in a similar Austin-Cooper. The sports class went to Harris, but he passed up this award in view of the entry and his B.T.D. spot in the special, and the class went to B. Walter, also Sprite-mounted.

The class for other saloons went to B. Doyland in a Ford 100E with a rare bird in the form of a Lloyd driven by H. Graham in second place. The specials class was very well supported, six assorted specials being present with the D.M.F. II and I respectively in the lead.

The organizers had to forgo two tests and were sensible enough to take some advice on test layouts from the elder brethren there assembled, thus making the event rather more interesting for both competitors and spectators alike. It must be said that

the Stone Cross A.C. deserve support in their area for they display much enthusiasm, and when this is tempered with as much talent and knowledge they will be a force with which to reckon.

LEO CRUETENDEN.

RESULTS

B.T.D.: D. M. F. Harris (D.M.F. II), 228.5 s. **Team Award:** P. M. Fisk (M.G. Midget), J. Price (D.M.F. II) and L. V. Cruttenden (Mini-Cooper). **ADO 15s:** 1, L. V. Cruttenden (Mini-Cooper), 314.2 s.; 2, S. R. Vannenberg (Mini-Cooper), 340.9 s.; 3, J. Farncombe (Mini-Cooper), 363.8 s. **Saloons up to 1,300 c.c.:** 1, B. H. Doyland (Ford 100E), 474.6 s.; 2, H. W. Graham (Lloyd), 506.6 s. **Over 1,300 c.c.:** 1, W. J. Woodbine (Bedford), 516.8 s.; 2, P. Gimblett (Oxford), 732.4 s. **Sports Cars:** 1, B. Walter (Sprite), 316.4 s.; 2, A. L. Cook (Sprite), 407.6 s.; 3, P. M. Fisk (Sprite), 474.8 s. **Specials:** 1, J. Price (D.M.F. I), 293.4 s.; 2, S. Vannenberg (S.D.V.), 313.5 s.; 3, P. J. Moore (S.D.V.), 405.8 s.

CAMBRIDGE C.C.

NUTCRACKER RALLY

SHORT, twisty and very greasy sections at an average speed of 30 m.p.h. throughout were the main reasons for only 12 out of the 35 entrants finishing within the maximum time limit in the Cambridge C.C.'s Nutcracker Rally last week-end; and of these four missed at least one time control.

The organizers promised a no-nonsense rally with plenty of excitement, and they certainly kept to it. From the start near Cambridge competitors had a 40-mile run on main roads to Time Control 1, giving them time to plot the first 21 controls but

without the times which were to give the order of visiting. These times were given at the start of what turned out to be a real test of car, driver and navigator from Time Control 2 to T.C. 92, covering about 140 miles of mainly 1-, 2- and 3-minute sections which included the usual airfield with its no through roads or unmapped alternatives to confuse the unwary navigator. Several people found the mud left behind by the sugar beet lorries just a little too much for them with the net result of five cars in the ditch, fortunately without casualties. The rally finished at Jack's Hill Café on the A1 where a first-class breakfast could be obtained for a very reasonable price.

PAUL KERRIDGE.

RESULTS

1, A. L. M. Shepherd/J. Coles (Mini), 100 penalties; 2, N. M. Leslie/J. S. Follis (Ford Cortina G.T.), 180; 3, G. Newman/G. Stalley (Wolseley 1500), 280; 4, J. P. Tanswell/E. Rieden (Riley 1.5), 300; 5, P. B. Kerridge/M. King (Austin 7 Traveller), 320. **Novice Award:** Newman/Stalley.

SUSSEX C.C., SOUTHSEA M.C., SPORTING VW.C., SEVENOAKS & D.M.C., WINCHESTER & D.C.C. and EASTBOURNE & D.M.C. PRODUCTION CAR TRIAL, 13th October

RESULTS

Overall Winner: M. Haywood (Volkswagen), 14. **Class A:** 1, I. Dussek (H.R.G.), 42; 2, M. Wright (Austin-Healey Sprite), 76; 3, J. Barrington (Austin-Healey Sprite) and K. Heim (Morris 1000), 86. **Class B:** 1, M. Haywood (Volkswagen), 14; 2, P. Wood (Volkswagen), 16; 3, D. White (Volkswagen), 36.

BARDEN AGAIN IN ROY FEDDEN TROPHY TRIAL

BY COLIN TAYLOR

LAST Sunday Percy Barden demonstrated his skill in trialing in mud and using his gamesmanship to the full, finally beating the runner-up Don Rawlings and Bruce Blundell, who was third with the same number of marks lost, 13 points behind the winner.

The start of this year's Roy Fedden Trophy Trial was the same as last year, starting on the windswept airfield of Lulsgate, situated seven miles south-west of Bristol on the A38. The officials were tucked away in the cosy surrounds of the airport buildings where signing on took place for this annual B.T.R.D.A. Gold Star and R.A.C. Championship qualifying event. The Bristol M.C. and L.C.C. used the same morning sections as last year, but instead of driving many miles to another site for the afternoon, the whole trial was conducted at the one place, known as "Goblin Coombe". The site was not a fairy tale, but more of a nightmare, not from the danger of turning over, the trouble being with the sticky conditions—one tended to come down the hills quicker than it was possible to go up, with the result many trials cars had their boots squashed.

Of the 33 entrants, only 29 assembled in the compounds of Goblin Coombe, after a short road section from the airfield. The non-starters included Ken Barrow of TV Trial fame, David Render, Bill Warr and Ivor Portlock, the two last-named unfortunately breaking down in their transporter coach on the way to the trial.

The field of participants adjusted their tyre pressures to suit the conditions, the pressures ranging from nil to a maximum of a pound, the only answer to the ground condition, best summed up by the song "Mud, mud, glorious mud", and, as the song tells us, there is nothing quite like it. This fact was emphasized by the first three hills all situated in the comparative open, and of a simple nature; although covered by grass, the angle of mount was such that only one approach was successful and that was a full-blooded foot-hard-down-and-hold-your-breath attack. On Hill 1, Percy Barden demon-

strated this with an ear-splitting eight; the rest of the field settled for the nine and 10 markers.

Hill 2 saw Percy Barden again setting the pace with another blasting effort, and a nine score, this being equalled by Peter Highwood and Don Rawlings. Hill 3 was another Barden best with a seven, followed by the fighting eights of Gordon Jackson, Bruce Blundell, Ron Kemp and Don Rawlings.

The fourth hill, a greasy climb, left a barbarous-looking thorn on the left to swing round and up the final and, as it turned out, unassailable slope. The best score was the three of number 10 man Ron Kemp, followed in line by Ken Lindsay, Paul Faulkner and Percy Barden; from then on nines and tens were more numerous.

Hill 5 proved another non-goer with scores ranging from seven to 10. Hill 6 was different, although still very slippery, the problem being a wee hump, followed by a dog-leg corner; most competitors spent their time on the hill spinning on the hump to no avail. The lucky ones to reach the bend were Charles Pollard, Colin Taylor, Robin Jager and Mike Drabble.

Hills 7, 8, 9 and 10 proved unconquerable with the common denominator being the nine marker.

The nearest thing to a goer was Hill 11, with 10 people reaching the two marker; these included Tony Harrison, whose car gave an ear-splitting roar all day. Eric Yarwood driving his brand new Cannon settled for a nine, taking it easy on the car's first outing.

Hill 12, a straight-up climb between the trees, was comparatively easy to start with, but getting more difficult at the higher altitude. On this hill Tony Thompson, driving with great dash, scored a splendid one, followed by the twos of Bruce Blundell, Allan Robbins, Len Tucker, Ken Lindsay, Paul Faulkner, Percy Barden, Colin Taylor and Don Rawlings.

The two remaining hills before lunch were suffering from the damp conditions and scores remained in the lower bracket.

Lunch was taken back at the Bristol Airport and, while the competitors were busy satisfying their requirements, the organizers were working out the lunch-time results, which showed Percy Barden was in the lead followed closely by Don Rawlings and Ken Lindsay.

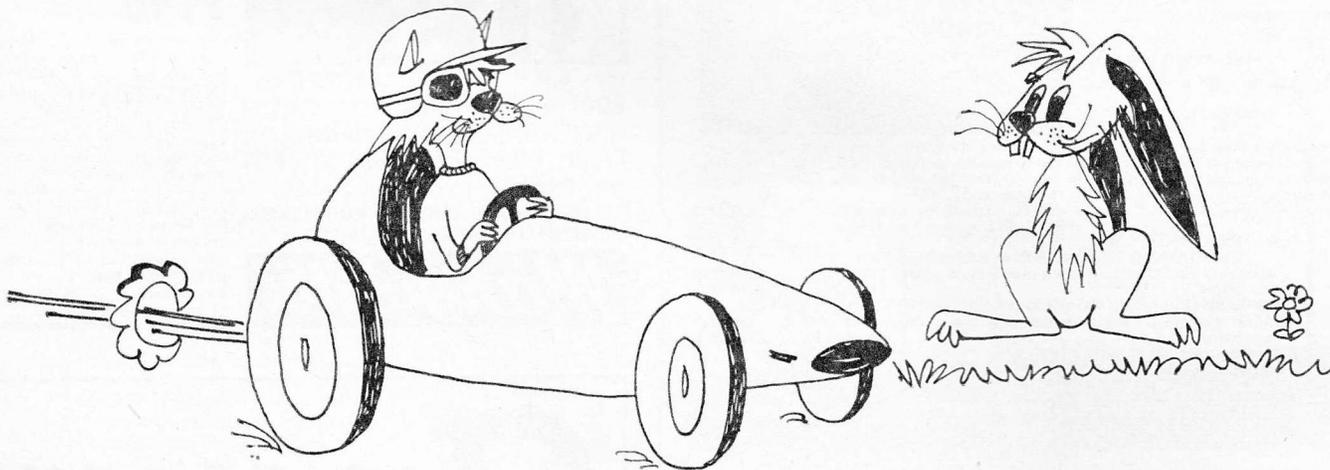
The afternoon sections took us back to the "Goblins' Paradise". The hills were basically the same with a few exceptions, with two hills cancelled and one completely new one included. As competitors lined up the rain began to fall, which was not a good thing for the late runners; this was soon evident on the first three hills, especially the third one, Hill 17. First man away, M. Smallwood, managed the five marker, the next one up, Gordon Jackson, scored a three, while Geoff Smith, in a supreme effort, scored the highest of all with a one. Percy Barden, running early, scored a rewarding three, which compared favourably with the late runners, whose scores were obtained by the deteriorating start.

Of the remaining 10 hills, all remained intact; one of the nearest to being climbed was the new hill 25, the older trialists saying it reminded them of the old sporting days of the Allards and other hairy beasts. The actual hill was intended as a way down, but with the wet, greasy conditions, this intended way down proved an enjoyable hill, running up a track of cobble base, surmounted by forbidding rocks with a drop down one side and a slope on the other. The section finished up a shortish grassy slope of rare gradient. The drivers summoned their mounts to the utmost chat, and rocketed up the track and, they hoped, between the rocks to the grassy slope. Nearest to getting a clean were the ones of Gordon Jackson, Charles Pollard, Tony Thompson, Peter Highwood, Mike Drabble and Don Rawlings. Allan Robbins, during full flight on this hill, broke his radius rod—the noise was such that people imagined the engine had fallen out.

RESULTS

1. P. A. Barden, 165 marks lost; 2. D. J. Rawlings, 178; 3. B. Blundell, 178; 4. K. Lindsay, 181; 5. C. Taylor, 184; 6. C. W. Pollard, 185; 7. R. Kemp, 185; 8. G. T. S. Smith, 189; 9. L. C. Tucker, 189; 10. G. L. Jackson, 190; 11. P. Faulkner, 190.

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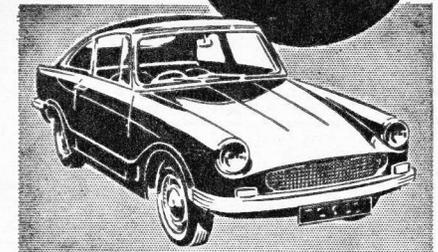
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Team Elite offer one only of their highly developed but reliable Elites at the realistic price of \$3,400 including spares. **Delivered Nassau.**

During the last three years these cars have earned respect at all their appearances, having won their class at almost every G.T. World Championship and International Event including Le Mans, Nürburgring, Spa, T.T., Silverstone, Oulton, etc., etc.

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Specification includes:

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Fitted with four R6s, modified hubs, diff unit, front and rear suspension. This class-winning Elan, one of the finest looking G.T. cars available, is completely ready to race for the 1964 season.

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ELITE. This car has been built for racing without concession to comfort or cost. All the original trim has been removed, and boot, bonnet, doors and windows replaced with lightest possible. Suspension set up for racing. Mk. III engine, red spot racing wheels, etc. For sale, including trailer, host of spares and all parts to reconvert to standard. Checked over by my racing mechanic and ready to race. £720.—F. Radford, 4 Ancaster Road, Bourne, Lincs. Bourne 290.

ELITE Super 95, 1963 series. White/silver, 3,900 miles. This car is outstanding. Being as new with many refinements in performance, comfort and silencing. Fireproofed, rustproofed. £1,150 o.v.n.o. H.P. available.—Bates, "The Nook", R.A.F. Manston, Kent. Manston 351.

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LOTUS Elite, 1961, Stage V, 1,216 c.c. ZF box. Lightened body, 5-inch wheels, many spares. Lap record-holder Silverstone Club, 1:11; Mallory, 58.4. H.P. or exchange arranged.—Sidney Taylor, Hipkins Street, Tipton, Staffs. Tipton 3196 (anytime).

LOTUS Super 7 in full race trim. Fitted rebuilt (new block, pistons, steel rods) 1,100 c.c. Cosworth F.J. engine, c.r. box, new clutch, special rear springs and anti-roll bar, oil cooler, racing tyres, etc. Immaculate in Ferrari red, complete with excellent trailer. £545, or part exchange Mini-Sprite, W.H.Y.—15 Hill Top, Hale, Cheshire. Ringway 4886.

LOTUS XI, Series 1, with standard 105E engine, new R5s, £240 or with Morris transporter, £300. Photographs available.—Nicholson, 99 Meams Road, Clarkston, Glasgow. G1F 4361.

Continued overleaf

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TRIUMPH SPITFIRE, 1963. Unmarked in signal red. A well maintained, one-owner car. **£565**

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LOTUS—continued

LOTUS VI Ford. £112 or exchange for interesting saloon.—SPEdwell 7272.

LOTUS XI, '59, Mk. II. Le Mans body, mag. wheels, ex-Bluebell Gibbs, 1098 stage III Climax, new gearbox. Brands '59'. £300 less engine, £395 complete. 1956 Morris Utility tow bar, £55 plus trailer £29, or what offers for whole lot?—FREMantle 402 (evenings), Hambleton 432, Hants (weekends).

LOTUS XI Series 2. Special Stage III Climax. Mag. wheels, R6 tyres. Placed seven times this season. Very light car. Will completely recell/used. Well maintained. Suitable G.T. racing. Best over £395.—78 West End Lane, N.W.6. MAIDA VALE 6320.

SUPER SEVEN, Sept. '62, c/r box, full weather 7,000 miles, new tyres, perfect condition, £485. Redhill 4011.

SUPER 100 Special Equipment, Series II Elite. 15,000 miles. 2,500 miles ago 2nd owner had car completely rebuilt and resprayed navy/silver. Bills for £200. Stage III plus engine, Servo brakes, new Pirellis, close ratio synchro on first, ZF gearbox, air duct, etc. Will take Mini-Cooper against £885.—Mr. Robert. BISHOPSGATE 8724 day, SPEdwell 5739 evening (London).

1,500 MILES only Elite or team Lotus. Spec. Stage 4 complete equipment to convert to I, II or III Lotus or Climax. White. Cost well over £2,000. £1,245.—J. C. Alexander Ltd., 96 Bury Old Road, Manchester 8. Cheetham 5893.

1962 LOTUS Elite Super 95. 14,000 miles. In white with black interior. Impeccably maintained by a member of the medical profession from new. Three months guarantee. £1,045.—Lotus Retail Sales Department, Waltham Cross 26181.

1962 LOTUS VII Mk. II. A well-known and successful car. Fitted 85 b.h.p. 105E engine, c./r. gearbox, and available with full weather equipment, £395. 1961 Lotus VII Mk. I, fitted 105E engine, £315. Hire purchase and part exchanges.—Caterham Car Services, Ltd., Caterham 2381.

1962 LOTUS Super Seven, 1,475 c.c. Ford engine. Balanced and polished. D12 tyres, c.r. gears, etc. Red/yellow. As new condition. £550.—Phone: Vange (Essex) 2228.

1962 (REG. October) Lotus Elite, red with black interior, 400 miles only, as new, £1,025. Part exchanges welcomed.—Ashmore Bros., West Bromwich 2350.

1961 LOTUS 21 Formula 1s. Mark 11 Climax. Webers. Fitted Colotti or Lotus 5-speed gearboxes, spare axle ratios, body panels, shock absorbers, engine spares, tyres, etc. Both cars just completely checked. These cars have competed in several Continental G.P.s this season: Rome, Solitude, Karlskolga, Zeltweg, Silverstone, Mallory, Oulton Park. Driven by Andre Pilette, Tim Parnell, Ron Carter. £975 o.n.o. Road cars taken in p.x., terms. For further details write, phone or call.—Grove Filling Station, Auto Sales, Etruria Road, Stoke-on-Trent. Tel.: 21798; or phone Derby 23691.

WANTED. Junior "22", complete or less engine and gearbox for cash.—UPLands 7733.

WANTED.—Lotus XI with or without Ford or B.M.C. unit. Around £200.—See under "Ford", Hawkins.

MARCOS

PETER BRAYSHAW is now prepared to accept money for his 1963 1,650 c.c. Marcos G.T. Eight firsts, three seconds out of 14 starts.—Offers to: Brayshaw & Carr, Ltd., Loughborough Road, Leicester. Phone: 61874.

1962 MARCOS (Ex Dave Rees car). Fitted full Cosworth 1,000 c.c. engine which has just been rebuilt. Close ratio gearbox. This car has had many racing successes, £545. H.P. arranged. £136 deposit—balance over three years. Part exchange accepted. Contact—Robert Ashcroft, 17 Sefton Drive, Worsley. Tel.: (Manchester) SWinton 3674.

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1955 180 Mercedes, green, sun roof, radio. Over £180 has been spent on this car in the last nine months. L.h.d. Bargain. £230.—Slough 20028.

MERCEDES-BENZ

MERCEDES-BENZ. 1961, Oct., 190SL. Hard/soft tops, tonneau, radio, etc. £1,575.—J. Dangerfield, Bristol 692778.

M.G.

U.M. HAVE the largest stock of M.G. spares in the country outside of the M.G. factory.—University Motors, Ltd., 7 Hertford Street, London, W.1. GROsvenor 4141.

TOULMIN MOTORS (1962), LTD.

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

E.P.I. CARS offer 1960 M.G.A., immaculate in red, all new tyres, £475.—E.P.I. Cars (St. Leonards) Ltd., 12A Eastern Street, St. Leonards-on-Sea, Sussex. Tel.: Hastings 28619.

LESTER M.G. comp. New 1500 engine. New c/r box. Exchange good Mini.—Jones, Glebe Farm, Lydham, Bishop's Castle, Salop. Phone: Bishop's Castle 98 (evenings).

M.G.A. 1957. Hard and soft tops, radio, heater, new tyres, etc. £340.—Austin, 209 St. Bernards Road, Solihull, Acocks Green 0081.

M.G.A. 1956, recent respray, h/top, s/top, tonneau, heater, rack, w/mirrors, X tyres, reconditioned engine 3,000 miles only, new batteries, brakes. Taxed, tested till August 1964, £360.—Phone Mr. Gillett, Bishop's Stortford 2165.

M.G.B. 1963, 2,800 miles only. Extras galore. £800.—J. Dangerfield, Bristol 692778.

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

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

M.G. TA, 1939. Needs one big end, otherwise good condition. £45 o.n.o.—LADbroke 7011.

M.G. TC, fair condition, good interior, needs slight attention. £115 o.n.o.—Phone: HILLSide 7134.

M.G. 100, December 1962. 18,000 miles, four-door, Connaught green, one owner. Underseal, laminated screen, safety belts, new tyres, wing mirrors, £640.—S. Marriott, Abbey House, Colchester. Col. 5121, ext. 360.

M.G. 1100. White, Alexander head, 8,500 miles, undersealed, safety belts. Cost £800, accept highest offer. Owner taken delivery new M.G. 1100.—Ring: Caterham 42002.

117 M.P.H. Spridget, 8,000 rev. limit, oil cooler, discs, anti-roll bar, Panhard rod, radio, new SPs, many useful extras, £550 o.n.o.—Bournemouth 25951. Private sale, part exchange considered.

1963, SEPT., M.G.B. red, heater, etc., as brand new. £795.—Waldron, Chatham 41811.

1962 M.G. Midget, Brabham Coventry-Climax conversion, 108 m.p.h., 1,220 c.c. balanced engine, discs, anti-roll bar, Avon Turbospeeds. Immaculate in black, red carpets, fog/spotlamps. Cost over £1,000. One owner. £625.—Berry, 58 Burston Road, PUTney 5513. Office MONarch 6510.

1958 F.H.C. New engine, tyres, c/r gearbox. Need's attention. £245.—SPEdwell 0328.

1946 M.G. TC black. £125.—Caterham Car Services Ltd. Caterham 2381.

£295! 1955 T.F. 1500. Ivory, red interior, Gold Seal engine, M.o.T. £100 deposit.—Mercury Motors, 824 Harrow Road, Wembley 6058.

£95. PA Midget. Completely rebuilt with many extras.—J. C. Alexander Ltd., 96 Bury Old Road, Manchester 8. Cheetham 5893.

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EAT hot Minis for £225. A35 full Speedwell conversion. Brakes, suspension, Junior engine, etc. Fast, safe and a crowd drawer. Part exchange. Finance.—The Vintage & Sports Car Garage, The Square, Lenham, Maidstone, Kent. Tel.: 216.

MINI-MINOR, 22,000 miles, genuine, twin carbs., Downton head, Konis, special inlet and exhaust manifold, Lockheed power brakes, rev. counter, wood rim wheel, safety belt, laminated windscreen, spare set of wheels, £400 o.n.o.—Phone: HILLSide 7134.

MINI-Minor. Modified for saloon car racing, 960 class. Unraced. Any reasonable offers.—Ring LOUthton 4503.

NEW Austin Mini Cooper "S". Red, immediate delivery.—UPLands 7733.

T.T. RACING Tune offer. 1963 Racing Group III 850 Mini. Black and white, full mods, to engine include F.J. type head, special camshaft, 40DCOE2 SD carb., special inlet and exhaust system, modified clutch, lowered suspension, anti-fade brake linings, wire wheels, special seats, belts. Car at present equipped for road use as two-seater G.T. complete with bored-out Mini block with pistons to 1,000 c.c., four con. rods, distributor, etc. (0-60 in 8.6 secs. with 1,000 c.c. engine.) £420 o.n.o.—Brighton 773640.

1963 MINI COOPER. 4,500 miles only and absolutely new condition. £485 cash or terms.—UPLands 7733.

1962 (OCT.) Austin Minivan, beige, 8,000 mls., removable bed/back seat. Owner posted overseas. Details, write—Howard, 58 Station Ave., Walton, Surrey. £325 o.n.o.

1962 (MAY). Mini-Austin pickup, excellent condition (mechanically, bodywork and tyres), one owner (gone abroad), low mileage, always used and nursed as private car, safety belts, tonneau cover, tilt cover and frames (ideal for camping). Remote gear lever extension, very snappy. £285.—17 Hillerof Avenue, Purley, UPLands 7859.

1960 MORRIS Mini, one owner, red, exceptional condition. £295. Hire purchase and part exchanges.—Caterham Car Services, Ltd., Caterham 2381.

MINI-COOPER

1963 MINI-COOPER Speedwell, 1,152 c.c. Not raced or rallied. Fantastic performance, cost over £850.—Ring D. L. Hebditch, Wessex Motors, Ltd., Andover 2326.

DISC BRAKE conversion, giving 40% pad area increase—a must for Rallyists. Exchange calipers by return £7, inclusive of pads, fitting extra. Stage I and II performance conversions £12 and £30. Details on request.—Southam Speed Equipment, 7 Hillyard Road, Glebe Gardens, Southam, L/Spa, Warwick.

1963 COOPER-AUSTIN. Nominal mileage. Company director's second car. Red with black roof, heater. Excellent value. £525.—W. S. Yeates, Ltd., Loughborough, Leics. Phone: 4321.

1963, 8,000 MILES. Balanced, 10.2:1 head, lead-ium bearings, stiffer valve springs, wood-rim wheel, Restall seat, rev. counter, radio, additional calibrated gauges, lowered wheel, Triplex screen, heater, washers, safety belt, Pirelli Sempione tyres, four C.41s, two Town and Country. Neither raced nor rallied, maintained for Fordwall Garages. Immaculate in "one-off" blue. £420. Present owner buying Elan.—Reeves (Mr.), 25A Scarsdale Villas, W.8.

1962 AUSTIN, smoke grey/white, laminated windscreen, seat belts, revolution counter, S.P.s, 1963 hubs, bearings, exhaust, professionally maintained. £475.—Grangewood 1311.

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E.P.I. CARS offer 1962 4/4, white, as new, at £485. And the only 4/4 fitted with a drophead coupé body at £375.—E.P.I. Cars (St. Leonards) Ltd., 12A Eastern Street, St. Leonards-on-Sea, Sussex. Tel.: Hastings 28619.

MORGAN Plus 4, 1960, fixed-head coupé. Ex-Peter Morsan, Konis, discs, LawrenceTune. £500.—135 Penn Road, Stevenage, Herts.

MORGAN Plus Four, 2.2-litre, LawrenceTune racing engine, Konis, Webers, oil cooler, comp. clutch, discs, etc. Very fast and in exceptional condition. £575.—Altrincham 3863.

PLUS 4, 1955, green, new crank, new tyres, tonneau, many extras. £250.—Maidenhead 20007.

SERIES II, B.R.G., 28,000 mls., garage maintained, immaculate, radio, £325.—206 Clyde Road, N.15.

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PEERLESS.—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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PORSCHE Super 90 coupe. First reg. June 1960. Finished in silver with black leather reclining seats. Extras include: Becker short wave radio and Cintura tyres. This car is the personal transport of our Managing Director and is absolutely unmarked. £1,295. H.P. and part exchange.—Dukeries Garage Limited, Nottingham Road, Mansfield, Notts. Tel.: Mansfield 2292.

1960 356B Super Porsche fixed head coupé, excellent in strato silver. £935. Hire purchase and part exchanges.—Caterham Car Services, Ltd., Caterham 2381.

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EX SID FOX Elva Climax 1100 sports racer. £325 or offer for quick sale.—M. Grassie, 53A Donkin Hill, Caversham, Reading. Phone: Twyford 215.

BRABHAM FORMULA JUNIOR

Brabham F.J. purchased new September, 1962, from Jack Brabham, complete with Holbay 1,100 c.c. engine and Holbay 1,475 c.c. engine, having aluminium head and steel crankshaft fitted with H.S.C. 101 Twin Scavenge pump dry sump system. Special large bore exhaust system, alternative gear ratios and alternative rear axle ratio. This car has raced six times since purchased and is in immaculate condition mechanically and bodily and has been maintained regardless of cost. It comes complete with Parker trailer, PVC cover and spare set of tyres and tubes. £1,700 complete.

Ward, Richfield House, Waste Lane, Berkswell, Warwickshire.

EDGWARE RACING STABLE must sell a June 1963 Merlyn Mk. 6A Climax Sports Racing Car, in mint condition, the reason being forthcoming season G.T. racing. Stage 4, 1,098 c.c. engine, Hewland 5-speed close-ratio gearbox, clutch diaphragm unit, latest magnesium wide rim wheels, lightweight disc units, colour blue. Specifications to sports racing international class. Price £900 or no reasonable offer refused. For further details, write or phone 13 Glengall Road, Edgware. STOne-grove 7727.

H.K. JAGUAR sprint hill-climb car, tuned XK unit fitted 2 superchargers, de Dion back axle, preselector gearbox, 360 b.h.p., 0-100 m.p.h. 10 secs., F.T.D. Brighton 1961, superb condition. £450.—Waldron, Chatham 41811.

LOLA Formula Junior chassis, complete, and Ford Cosworth 1100 Formula Junior engine and Hewland five-speed gearbox.—Cooke, O.V.C., 180 Earls Court Road, London, S.W.5.

LOTUS 20, Raced by Paddy Driver, excellent record, engine to latest specification, spares include diff. unit, wheels, long-range fuel tank, etc. Dry-sump Cosworth-Ford 1100 engine, unused, can be stripped for inspection. Shorrock blower/manifold assembly to suit 1½-litre Coventry Climax.—Offers to Tony Marsh, Soal Farm, Steep, Nr. Petersfield, Hants.

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

LOTUS 27 Monocoque FJ/F2. Latest Cosworth Mk. XI steel crank 1,100 c.c. engine. Diaphragm clutch. Hewland five-speed gearbox. Twin fuel tanks. Spares include wheels and gear ratios. Perfect condition. Fast towing trailer available.—Apply: Adam R. Wylie, "New Calder", Mid Calder, Mid Lothian. Phone Mid Calder 358.

LOTUS F.1, ex-U.D.T. 1,500 c.c. Mark II Climax engine No. 1204, Lacey valve gear (safe rev. limit 8,000). This engine was overhauled at a cost of £225. New crankshaft, b.h.p. 149. Special Hewland 5-speed box, limited slip diff., 90-ton input shaft and special bell housing. History on request. Offers to—Jock Russell, Mansfield, West Calder. Phone 436.

LOTUS F1/F2, 1959-60, less engine, car completely rebuilt, must sell.—Phone: Pressly, Preston 3253 (Dorset).

MERLYN VI, 1963, Sports Racer fitted 1½-litre F.P.F. Climax, 140 b.h.p., 3 races since complete rebuild by works. Hewland 5-speed box. This car has all latest modifications and has not been shunted. £1,200.—Ring Underhill (Middlesex) 2080. Also trailer, £20.

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 tower. £300.—Box 9273.

MERLYN Mark 4A, 1963, 1,000 c.c. Cosworth Mark 3 engine, c./r. four-speed box, finished in bright red, many successes this season. £850, trailer extra.—Apply: C. Irwin, Box 9323.

TERRIER Mk. II, 1172 F car. Inclined engine. Twerhat block and camshaft, oversized valves, Ali flywheel, 60 thou. bore, Weber carb., etc., etc. Engine fully balanced and revving to 7,000. Very clean car. Offers around £390.—7 Blenheim Road, Kidlington (3394), Oxford.

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1962 ROCHDALE Olympic, 93 b.h.p., M.G.A 1600 engine, c./r. gearbox, microcell seats, etc., 40 m.p.g. Must be cheapest on sale. Nearest £440.—HAYes 0899.

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1959 3-LITRE, 30,000 miles. Immaculate. £580.—J.G.J., Car Services, Ltd., 2A Victoria Road, Leeds 6, Yorks. Tel. 52259.

SAAB

SAAB 1962, immaculate, all extras, 10,000 miles. £540.—Leamington Spa 24081.

1963 SAAB 96/60 Sport Special Equipment model. Identical to the one driven by Carlsson in Monte Carlo Rally, one owner, 10,000 miles, finished in blue, vehicle is immaculate and as new. £875. Hire purchase, part-exchange arranged.—Heath & Wiltshire Autos (Berks), Ltd. Tel.: Bracknell 1650

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1951 SINGER Le Mans. £115.—J. Dangerfield, Bristol 692778.

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AUSTIN 750 Special. Over £200 spent, fibre-glass body. Offers.—Westcott, Perranporth, Cornwall.

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1955 LISTER-BRISTOL sports/racing car. Don Moore-tuned. Spares include Arnott blower, oil cooler, alt. axle ratio, full-width screen, etc. £325.—Curfew Garages, Ltd., Tel. 23, Moreton-in-Marsh, Glos.

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ALPINE, export model, 1961, hard top, heater, wire wheels, new tyres. £545.—Dawes Green 295 (Surrey).

SUNBEAM Alpine 1961, low mileage, heater and other extras, very good condition. £585.—Targett, Chine Road, Woodford, Salisbury. Mid-Woodford 292.

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ONE new Smiths electronic rev. counter, 8,000 r.p.m. £6, also Speedwell, little used £8. One B.M.C. AEA 544 £10, AEA 731 £8. Camshafts nearly new.—Arnold 9461.

REMOTE control Mini g./box £7. Microcell seat complete £10.—Campion, Grosvenor 3434, 9-6 p.m.

RENAULT. Extensive spares stockists.—Gordon King Motors, Ltd., Main Renault Distributors, Mitcham Lane, S.W.16. STReatham 3169.

SPRITE, Aquaplane alloy head, new valves and S springs, £10. Nerus "Road-Race" camshaft, £4. Standard crank, 50s. Cooper "S", new carb. assembly, £12.—GULliver 1529.

NEW sealed beam Lucas headlamps to fit Ford Cortina. Offers to—Box 9278.

450-15 R5D9, UNUSED, £5. One F.J. clutch, £5. One rear-engined chassis frame, £10.—67 Cedar Grove, Yeovil.

STEERING WHEELS

BEFORE you buy a woodrim wheel why not visit the Steering Wheel Centre and see our selection. We specialize in quality, formula wheels, accessories, tuning equipment. Open until 7.00 weekdays, also Sunday mornings. Write for price list.—The Steering Wheel Centre, Dept. A.L., 28 Silverthorne Road, S.W.8. MACaulay 8569.

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ARNOTT 1600. Perfect. Best offer secures.—Bartter, 24 Westcar Lane, Walton-on-Thames.

ARNOTT Supercharger for 850 Mini. Complete with all fittings as new. £45.—Telephone: GLADstone 0863.

SHORROCK distributors in the North. All kits in stock.—The Rally and Speed Shop (Bob Soper), 194 Harrogate Road, Leeds 7. Tel.: 684020.

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AVON Turbospeeds. 5.50-5.90 x 15, with tubes (new), £5 each.—Staines 52006.

MONTÉ competitors—six Dunlop Duraband 5.90 x 15 fully studded, two unused, four run approximately 700 miles. £5 each o.n.o.—Ring Peter Bolton, Leeds 36031.

4 14 INS. Dunlop Duraband studded tyres, tubes, wheels, VX4/90, 500 miles. £30.—Dartmouth 465.

WHEELS

SET of 1963 Lola Mk. 5A 13 in. F.J. wheels, 4- and 6-stud fixings.—Roy Winkelmann Racing, Great Central Avenue, Ruislip, Middlesex. Uxbridge 37694.

TR2-3-4 NEW disc wheels, 30s. each. Secondhand wire wheels, £4 each.—Staines 52006.

WHEEL repairs—wire, easy-clean. Electromatic wheel balancing, conversions, stove enamelling.—W. L. R. Co., Ltd., 5 Lancaster Road, Wimbledon. WIMbledon 6316/7.

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BASIL ROY, LTD., require Morgan Plus Four models for cash or part-exchange for any make.—161 Gt. Portland Street, W.1. LANgham 7733.

B.M.C. TYPE A gearbox with close ratios, alloy final drive unit, ratio 4.5 to 4.75, 9 in. dia. Alfin drums.—Cowburn, Lamphey Court Flat, Lamphey, Pems.

FIVE-BEARING camshaft complete for Climax 1,100 c.c.—Elmes, 13 Hazelton Road, Bristol 7.

GARAGE for two or more cars with light, within ten miles of City, prefer north.—John Miles, CITY 6981, or write, Mermaid Theatre, Blackfriars, E.C.4.

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HARD Top for Morgan Plus 4. Condition immaterial.—Box 9326.

HARD Top for TR3 wanted. Very cheap. Any condition.—TEDdington 6109.

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LIST OF STOCK

- £1,825 **PORSCHE SUPER 90 CABRIOLET**, Nov. 62. This car cost £2,700 and has covered only 8,000 miles. Becker radio. Bodywork in dark blue with black trim. Chrome wheels.
- £1,645 **1956 S TYPE BENTLEY SALOON**. This superb example has had two owners only from new. Duo green with matching hide. Radio, etc. Excellent history.
- £1,245 **1957 MERCEDES 300 SL ROADSTER**. An extremely fine example of this most desirable marque in Cotswold blue and grey hide upholstery.
- £1,095 **1961 FACEL VEGA FACELIA FHC**. Finished in white. R.H. drive. Four seater. Engine overhauled in Paris last month.
- £895 **1960 ACE BRISTOL (PHOTO No. 1)**. 100 D.2 unit. Detachable hard top. Finished in B.R.G. Chrome wire wheels, heater, etc. One owner.
- £865 **1963 T.R.4**. 8,000 miles only. Fitted overdrive, Cintura tyres, wire wheels, hard top, etc. White with black interior.
- £795 **ALFA ROMEO SPIDER 1958**. This immaculate example is finished in birch grey with matching detachable hard top, red interior, excellent history.
- £795 **1963 SUNBEAM ALPINE MK. III**. 1,000 miles from new. Red with black trim. Reclining seats, etc.
- £725 **1962 T.R.4**. Red. Heater, wire wheels, black trim. Immaculate.
- £725 **1955 (NOV.) ASTON MARTIN DB 2/4 DROP HEAD COUPE (PHOTO No. 2)**. 3-litre Vantage unit. Two owners from new. B.R.G. with beige hide.
- £715 **1963 M.G.B.** L/hand drive. Red, heater. Wire wheels, etc.
- £695 **1960 JAGUAR XK 150 FHC**. Superb in Sherwood green, overdrive, wire wheels, radio. Wood rim wheel, etc., and specimen example.
- £695 **1962 TORNADO TALISMAN**. Four seater Grantura. Cosworth 109E unit. Disc brakes, etc. Indigo blue.
- £665 **1957 PORSCHE 1600 FHC MOS 6** attractive and genuine car in polychromatic grey with red interior. This vehicle is quite exceptional and cannot be faulted in any respect
- £645 **SUNBEAM ALPINE, 1962**. Overdrive, heater. Blue with black trim.
- £595 **1959 'S' TYPE JAGUAR XK 150 F.H. COUPE**. Modified engine, radio, etc. Bodywork in ivory with brown hide, staggering performance.
- £595 **1963 TRIUMPH SPITFIRE**. Finished in red. Fitted with radio, etc. 9,000 miles only. As new.
- £595 **TRIUMPH TR3A, OCT. 1961**. Low Mileage. White with red interior. Wire wheels, heater, etc.
- £595 **1961 AUSTIN-HEALEY 3000**. 2/4 seater. Polychromatic blue, white hard top. Extras: overdrive, disc brakes, Hard top. Excellent value.
- £575 **1963 TRIUMPH SPITFIRE**. Finished in yellow with black interior. Heater, etc. Low mileage.
- £575 **1961 M.G.A MK. II 1600**. White with black upholstery. 19,000 miles only. Another with hard top at £615.
- £545 **AUSTIN-HEALEY 3000, 1960**. Polychromatic grey with contrasting interior, overdrive, heater, etc.
- £545 **VOLKSWAGEN SALOON DE LUXE, 1963**. Finished in steel grey. As new throughout.
- £545 **1963 LOTUS SUPER AMERICA**. Cosworth 1500, 109E unit. Disc brakes, etc.
- £545 **1959 VOLKSWAGEN KARMANN GHIA F.H. COUPE**. Right h/drive. Black with contrasting interior, push-button radio, heater, fog lamp, etc.
- £495 **1960 TRIUMPH T.R.3A**. Finished in B.R.G. Fitted with heater, overdrive. Power discs, hard top, etc.
- £495 **M.G.A 1600 ROADSTER, 1960**. Detachable hard top, radio, heater, etc. Powder blue with black top and interior.
- £495 **1960 MODEL SUNBEAM ALPINE**. Finished in white with contrasting interior. Radio, disc brakes, hard top, etc.
- £495 **1960 AUTO UNION 1000S SALOON**. A very attractive car in primrose and white. Low mileage.
- £495 **1959 SUNBEAM ALPINE**. Finished in apple green fitted with overdrive, wire wheels, heater, etc. Fabulous condition.



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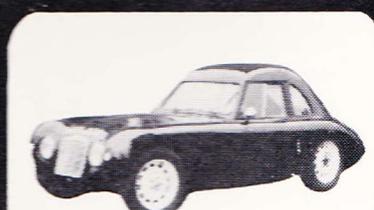
LOTUS AGENTS

ELAN and VII KITS AVAILABLE

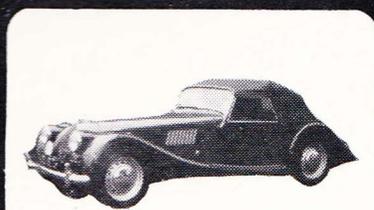
- £475 **LOTUS SUPER SEVEN (PHOTO No. 3)**. Cosworth 109E unit. Indigo blue. Superb.
- £475 **AUSTIN-HEALEY SPRITE MK. II, 1962**. Low mileage. Ivory with red trim, usual extras.
- £475 **1960 T.V.R. GRANTURA, M.G. 1600 UNIT**. Grey. Heater, reversing light, etc. Rev. counter.
- £475 **M.G.A ROADSTER, 1960**. Finished in powder blue with black trim, usual extras.
- £465 **1955 A.C. ACE**. An exceptional example in red with dark green trim.
- £445 **GILBERT G.T. (PHOTO No. 4)**. Modified B.M.C. 'A' Type unit. Maroon. Full four seater.
- £445 **M.G.A TWIN CAM F.H. COUPE, 1959**. Red with black interior. Extras include twin spots, roof light.
- £445 **1958 M.G.A FHC**. All extras including radio, twin spots, roof light and modified engine. Must be seen.
- £425 **T.R.3A, 1958**. O/D, heater, etc. Superb in red with black hide.
- £395 **ELVA COURIER-M.G.A 1600 UNIT**. Heater, polychromatic green with red upholstery. Superb.
- £395 **1960 TURNER**. Finished in flame red. Fitted with wire wheels, disc brakes, hard top. Special engine.
- £395 **AUSTIN-HEALEY 100/6, 1957**. Wire wheels, overdrive, heater, etc. Indigo blue.
- £375 **FORMULA JUNIOR**. Rear engine, B.M.C. Volkswagen gearbox. Further details on request.
- £345 **FORMULA JUNIOR**. Rear engine, B.M.C. Volkswagen gearbox. Further details on request.
- £345 **AUSTIN-HEALEY 100/6**. Finished in red/black. Various extras. Above average condition.
- £345 **JAGUAR XK 140 DHC, 1955**. Superb in luxury with red trim. O/D, heater, etc.
- £345 **LESTER M.G. G.T. 1600 (PHOTO No. 5)**. Built by Toulmin Motors. A very well finished car with excellent history and fabulous performance.
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- £335 **M.G. T.F. 1250**. Flame red. A most attractive and desirable vehicle.
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- £325 **1960 LOTUS SEVEN**. B.M.C. 'A' Series engine, usual extras. Finished in polychromatic blue.
- £325 **1959 AUSTIN-HEALEY SPRITE**. Finished in green with matching trim. Various extras.
- £295 **AUSTIN-HEALEY SPRITE, 1958**. B.R.G., modified engine with Weber carb. Very fast.
- £295 **1954 M.G. T.F. 1250**. Most original. Finished in red.
- £295 **1955 AUSTIN-HEALEY BN1**. Red. Wire wheels, overdrive, etc. A much above average example.
- £295 **VOLKSWAGEN SUN ROOF SALOON, 1956**. New engine in 1962.
- £265 **1958 FORD ZODIAC**. Blue and black, radio. Exceptionally clean.
- £265 **AUSTIN-HEALEY SPRITE, 1960**. Noisy gearbox, hence price.
- £265 **AUSTIN-HEALEY BN1**. Disc brakes all round and independent suspension all round.
- £265 **1956 VOLKSWAGEN**. Saloon, dark green. Excellent throughout.
- £265 **1955 JAGUAR XK 140 DHC**. Black, radio, heater, etc.
- £245 **1954 JAGUAR XK 120 DHC**. A superb example in carmine red. Fitted with various extras.
- £245 **M.G. T.D. 1951**. Red, with beige trim. Exceptionally well maintained throughout.
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- £225 **MORGAN 1952 4 SEATER PLUS FOUR**. Blue with black interior. Excellent throughout.
- £195 **FORD 1172 SPECIAL. AKS**. G.T. body, Bellamy suspension. Ivory with black trim.
- £195 **1949 M.G. T.C.** Maroon with black interior. Well above average.
- £195 **ROLLS-ROYCE LIMOUSINE, 1935**. A splendid example.
- £145 **DELLOW 4 SEATER**. Finished in primrose. Recent engine overhaul.
- £145 **M.G. T.B. TICKFORD**. Immaculate in burgundy. Superb.
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- £125 **TORNADO TYPHOON**. C/R gear, high ratio axle X tyres.
- £95 **AUSTIN A.40 SOMERSET**. D.H.C.



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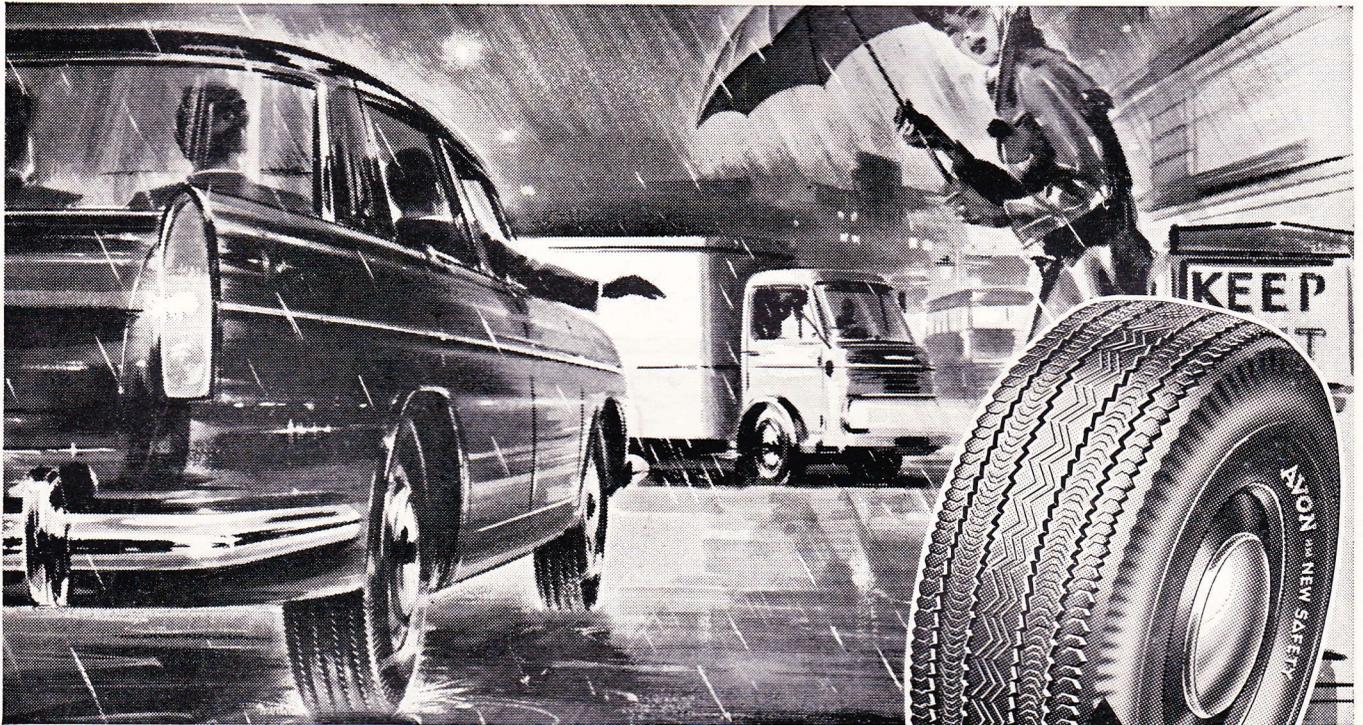
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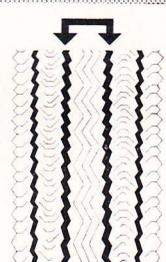
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The broad centre rib gives maximum stability at higher speeds.

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