

MODEL CARS ISSUE

AUTOSPORT

NOVEMBER 29, 1963

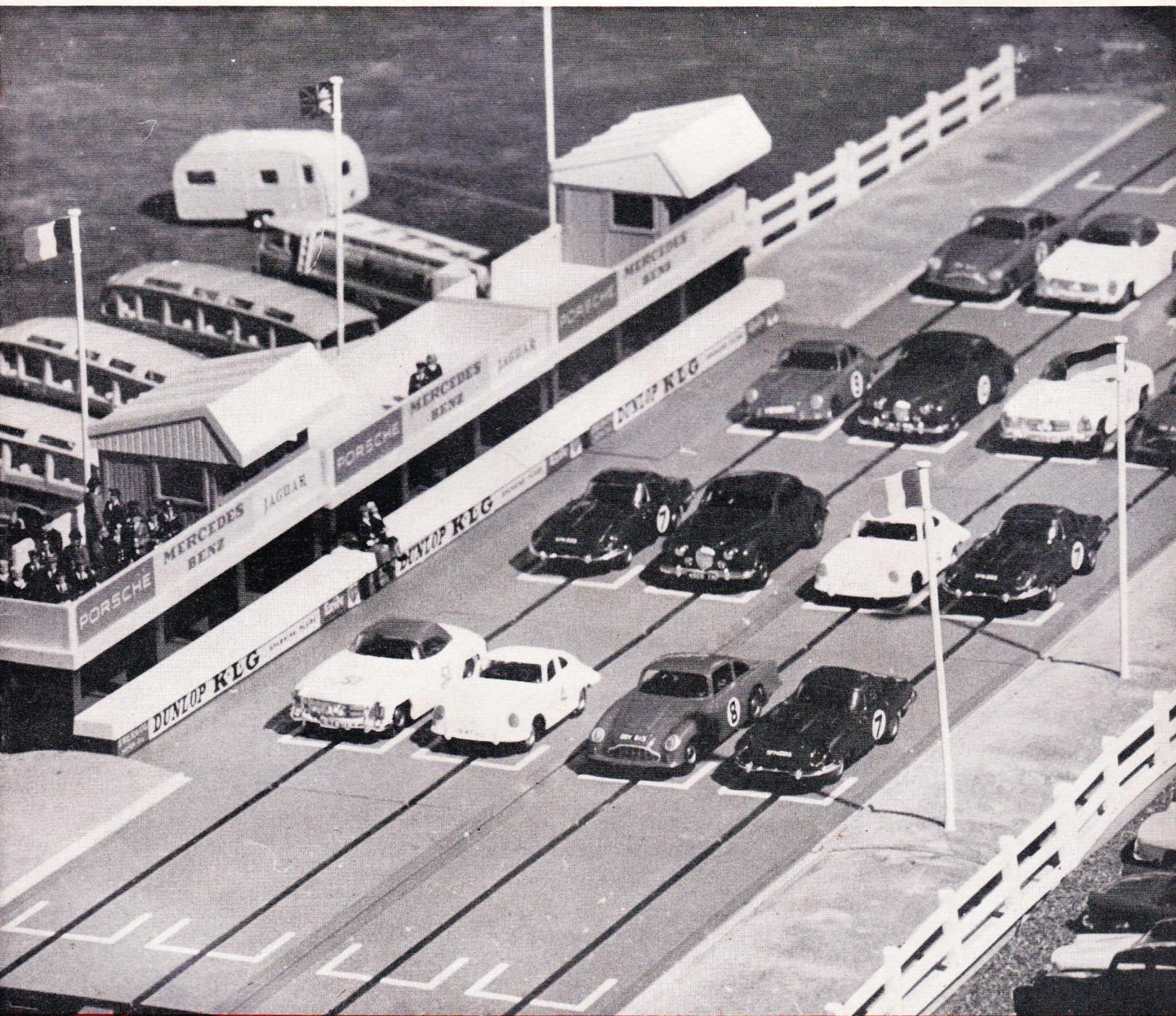
# AUTOSPORT

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EVERY FRIDAY  
Vol. 27 No. 22

BRITAIN'S MOTOR SPORTING WEEKLY

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

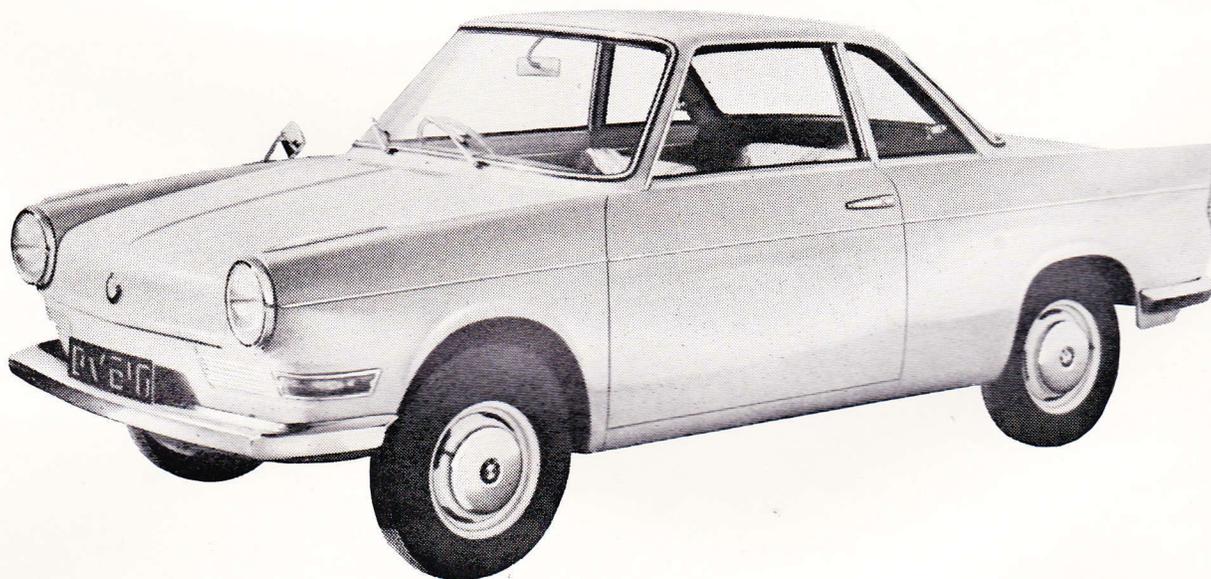


## IN THIS ISSUE

ARGENTINE ROAD RACE—FULL REPORT AND PICTURES : KEN WHARTON MEMORIAL DRIVING TESTS  
NORMAND RACING DIVISION : RACING "DOWN-UNDER" IN AUSTRALIA AND NEW ZEALAND

“What a *marvellous* little Grand Touring Car this is!”

says the AUTOSPORT Test Report on the



## BMW 700 COUPÉ £728.9.10 (inc. tax)

“A very attractive coupé which will average 80 m.p.h. for the full length of the M1, this little marvel has a performance which is almost beyond belief.”

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“What a marvellous little Grand Touring car this is!”

*From AUTOSPORT 16.3.62*



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# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

November 29, 1963 Volume 27 Number 22

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

Editorial and General Office Telephone Paddington 7673  
Advertising Department Telephone Paddington 7671-2

Advertisement Director **Norman H. Bigsby**  
Business Manager **W. R. Blackmore, M.Inst.MSM**

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

Direct from the Publishers or all newsagents

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## EDITORIAL

### MODELS AND MINIATURES

MOTOR sporting folk are notorious collectors, and during the past decade or so, a huge market has sprung up in the sale of model and miniature cars, and the publication of motoring literature. With Christmas in the offing, these automatically offer themselves as making ideal gifts, and in this issue, **AUTOSPORT** describes a number of the latest productions in the former field. The exquisite work of men like Henri Baigent and Rex Hays is appreciated all over the world, but very few people can afford the necessarily high cost of acquiring these meticulously constructed examples of the model makers' art. Fortunately there is now an ample supply of manufactured cars and construction kits, which enable anyone to start a collection at fairly low cost. Also, miniature circuit-racing has caught on, and there is equipment available to suit everyone's pocket. As regards books, the library list of motoring subjects has increased to an astonishing degree, and shows no sign of lessening. **AUTOSPORT** will feature the latest titles in next week's issue.

### MORE POWER POSSIBLE

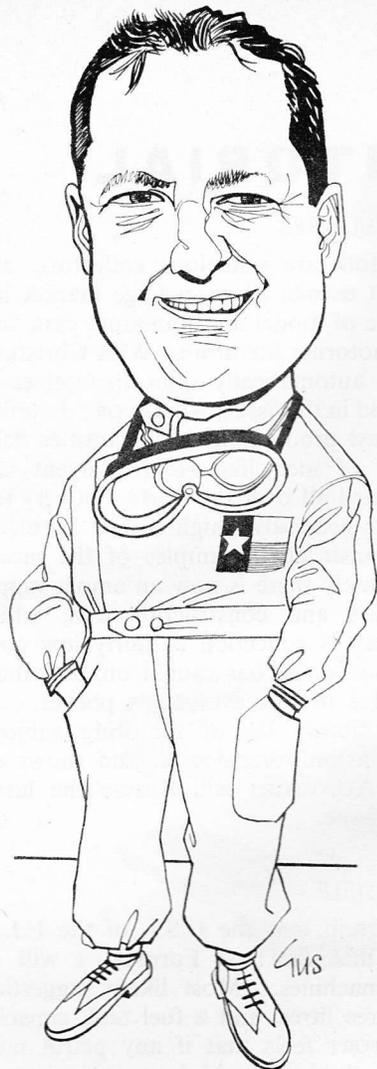
IT seems almost certain that the C.S.I. of the F.I.A. will recommend that the next Formula 1 will be for larger-capacity machines. Most likely suggestion will be a limit of three litres, and a fuel tank capacity restriction. **AUTOSPORT** feels that if any petrol tank limitation is sought, then it would be unnecessary to limit engine size at all. A sensible capacity would permit smaller-engined cars to compete on level terms with bigger-engined rivals, and not automatically make current designs obsolete overnight. The challenge of obtaining maximum m.p.g. from large engines would still be in the tradition of Grands Prix in advancing automobile engineering, and might lead to an entirely new phase of Formula 1 racing by encouraging maximum efficiency, in addition to performance.

### BRUCE McLAREN'S VENTURE

WHILE we sat at home freezing last winter, Bruce McLaren was "Down-Under," racing his 2.7-litre Cooper-Climax in the Australian and New Zealand series of races; he scored five wins in the seven-race series. Determined to stay successful, Bruce has taken two new 2½-litre Cooper-Climaxes with him for the forthcoming "Down-Under" season, to be driven by himself and Tim Mayer. Constructed in 12 weeks, the cars have an estimated top speed of 190 m.p.h. and are very slim indeed. For the forthcoming series a new championship has been inaugurated—the Tasman Championship—and it appears as though Bruce McLaren Motor Racing, Ltd.—the company formed to race the two cars—will have a successful time.

### OUR COVER PICTURE

NO, not a real Grand Prix! This week's issue of **AUTOSPORT** features model cars, and for a change George Phillips went to the Minic factory to take photographs at a motor race. Amongst the models about to set off are Mercedes-Benz, Porsche, Aston Martin and Jaguar.



**AUTOSPORTSMAN by Gus**  
**No. 29: Hap Sharp**

THE AUTOSPORT 1963 Championship awards and trophies will be presented on 13th December, at the annual dance of the Snetterton Motor Racing Club, in the Guildhall, Thetford.

THE Sports Car Club of America have included the Sunbeam Thunderbolt in their Production category classifications for 1964. Could this be the rumoured Sunbeam Alpine fitted with the 4.2-litre V8 Ford engine?

GRAHAM HILL is scheduled to take part in a few of the Tasman Championship events this winter. When B.R.M. commitments allow he will drive Australian journalist David McKay's 2½-litre Brabham-Climax.

RUMOURS have it that the Lotus 30 will be a two-seater monocoque intended for G.T. Prototype racing and powered by a rear-mounted twin-cam V8 Ford engine.

THERE will be a new award in the 1964 International Scottish Rally, which takes place at Whitsun. This is the AUTOSPORT Sassenach Award, and will go to the highest-placed entrant born outside Scotland.

RACES for Formula 1 and Formula 2 cars will be included in the programme for the Pau Grand Prix meeting on 5th April next year.

RAY TERRY (Lotus 7) has won the 1963 Junior Hill-Climb and Sprint Championship by three points from Tom Jones (Envoy F.J.).

THE Canadian Comstock Racing Team have ordered two "King Cobra" Cooper-Fords from Carroll Shelby for racing next season.

### B.R.S.C.C. REVELS

THE annual dinner-dance of the B.R.S.C.C. (Midland Section), in the Raven Hotel, Droitwich, on 20th November, was quite a riotous affair. Noises off were supplied mainly by a large party from the Midland Racing Partnership, including drivers Dick Attwood, Bill Bradley and David Baker.

After Dick Eaton had toasted "The Guests", the Editor of AUTOSPORT replied. Awards were presented by Mrs. George Wicken, Jack Pearce carrying off quite a collection of silverware. Dick Attwood, still on crutches, received the main trophy for his performances during 1963.

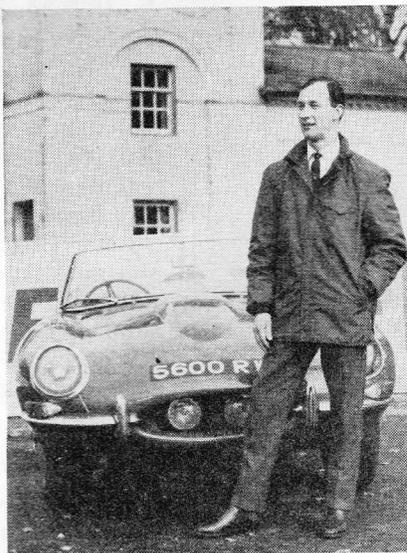
M.R.P. then took over, and Nick Syrett was presented with a mobile "meditators' tent", (furnished interior by Shanks). To John Webb went an enormous "chain of office", which could have carried the *Queen Mary's* anchor.

The club is organizing a Boxing Day race-meeting at Mallory Park, and Don Truman would dearly like to hear from people interested in doing a spot of marshalling.

### THE PORSCHE 904

FULL details will appear in a later issue of Porsche's new G.T. competition car—the 904. Of very low and smart lines, this rear-engined car is fitted with a 180 b.h.p. version of the 4-cylinder, 2-litre engine used in the Carrera 2 which won the 2,000 c.c. class of this year's G.T. Manufacturers' Championship.

The car is 150 kg. lighter than the Carrera 2 and is fitted with Porsche-ATE disc brakes all round. Price in Germany is 29,700 D.M.



*TRACK-STYLE motoring jacket is waterproof, has map pockets, quilted insulated lining, a fold-away hood and self-adhesive "lifetime" fastening. Price is 8 gns. from Sports Motors (Manchester), Ltd., 185 Oxford Road, Manchester 13.*

THE film *Tribute to Stirling Moss* was given its premier at the B.P. Motor Racing Conference at the Waldorf Hotel last Monday. Produced for B.P. by Ronnie Riley, it gives a vivid, brief review of Moss's racing achievements, in the form of interviews by Raymond Baxter, and flashbacks. The film will be available free for club showing on application to British Petroleum, Britannic House, Finsbury Circus, London, E.C.2.

SOUTH AFRICAN motor-cyclist Paddy Driver may take part in the S.A. Grand Prix if a suitable mount can be found. During the 1963 European season Paddy drove an outclassed Lotus 20 effectively in many Continental and a few British Formula Junior races.

## PIT and Paddock

DAVID PORTER has sold his very successful Lotus 7/20 to Natalie Goodwin, who is to continue to use it in 1,000 c.c. sports car races next year. Out of 13 starts last season David had 10 wins, being second on two occasions and retiring once; the car also holds the class lap record at five circuits. David hopes to progress to Formula 2 or 3 next season.

### OPENING OF CROFT

THE new racing circuit at Croft, four miles south of Darlington, Co. Durham, will see its first meeting, on a brand new 1.75-mile track, on Whit Monday. So far the likely programme for next year is not certain, but it seems that there will be between five and eight meetings, some for cars alone, some for motor-cycles and some mixed with a special meeting for cars, such as a relay race.

The first use of the former airfield will be for driving tuition and negotiations with a driving school are going on at present. Later it is hoped to include a skid-pan.

Recently Basil Tye, Deputy Competitions Manager of the R.A.C., inspected the site to advise on safety measures. These are likely to take the form of a protective barrier for spectators using a sloping ditch and bank with a six-foot face. It is hoped that work on the track will begin shortly after the New Year.

Other provisional dates for the circuit's first season are a motor-cycle race meeting on August Bank Holiday Monday and a cars-only meeting on 6th September.

THE Ford Falcon Sprint Hardtop with 4,727 c.c. V8 engine has been homologated as a touring car.

### SCOTLAND HONOURS JIM CLARK

ON 18th November, members of the Royal Scottish Automobile Club gave a complimentary dinner to World Champion Jim Clark, at the Clubhouse in Blythswood Square, Glasgow. About 200 persons packed the main dining room, and in the chair was the President, Lord Bruce, who gave a racy toast to "Our Guest of Honour", to which Jim replied in his usual modest manner.

"The Sport" was proposed by Dr. James Watson, convener of the competitions committee, and was replied to by Colin Chapman, who spoke warmly of the splendid efforts of all the rivals to Team Lotus, and also of the prestige given to Scottish motor-racing by Ecurie Ecosse and the Border Reivers. "Our Guests" was toasted by R. Hunter Forbes, R.S.A.C. vice-chairman, the reply being given by Jim Clark's lifelong friend and original sponsor, Ian Scott-Watson.

After proposing the toast of "The President," Alen Wallace, R.S.A.C. Chairman, announced that the Club had decided to make Jim Clark an Honorary Member, only the 61st similar honour given by the R.S.A.C. since 1902.

Lord Bruce made a brief reference to Poltkeppet circuit, and hoped that negotiations would soon be completed. Jim Clark, in his speech, said that he looked forward to competing there, and that possibly, some day, there might be a Scottish Grand Prix!

Amongst the guests were Mrs. Clark, Jim's three sisters, Susan, Mattie and Isobel, Sally Stokes, Paddy Hopkirk, members of the Scottish motoring press, the Editor of AUTOSPORT, and a strong contingent of the Border Motor Racing Club.

## DIVA DEVELOPMENTS

TUNEX CONVERSIONS, LTD., have just delivered two 1,650 c.c. Ford-engined Divas to Team Diva (which is now a separate concern) and these cars, together with two 1-litre Divas, will be raced as a team next year in all suitable events. If homologated by next year, the 1-litre cars will be run in national and international events both in this country and abroad.

A hill-climb version of the attractive, small and light Diva has been developed and, subject to satisfactory arrangements with the organizers, it is intended to run it in European Mountain Championship events with a 1½-litre engine.

Tunex Conversions are a go-ahead firm and deserve a lot of success; it is not everyone that commences manufacturing small Grand Touring cars! One hopes that directors Leo Bertorelli and Don Sim—both well-known motor sporting personalities—will overcome their homologation troubles satisfactorily.

THIRD position in the Club Team category of the R.A.C. Rally was amended and awarded to the Civil Service Motoring Association; their combined penalty total for the course was 200 marks less than the Rhyl and D.M.C.



*NEW NAME in the high-performance field is that of Woodrim Cars. Owned by Keith Darby and Lord Strathcona, this garage at Wombourne, near Wolverhampton, has retail agencies for Alfa Romeo and Ford. The opening ceremony was performed by John Bolster, who drove up to the petrol pumps in a 1903 Humberette.*

FOR some unaccountable reason someone stole 200 results folders from Jack Kemsley's office at R.A.C. Rally Headquarters in Blackpool. Lombank, the event's sponsors, had had these made in blue plastic embossed in gilt to contain copies of the results and times, and Jack could not imagine them being of any use for any other purpose—nevertheless some folk will steal anything. Within hours Lombank had put a fresh batch in hand, and these were distributed on schedule in Bournemouth.

The Ford-France A.C. Cobra, driven by Jo Schlessler/Jacques Greder, won last weekend's French Critérium des Cevennes rally, heading René Trautmann/Claudine Bouchet (Citroën DS 19) and many other top French and Belgian rally crews.

## SPORTS NEWS

## TOUR OF BRITAIN

THE R.A.C. are proposing to organize a Tour of Britain in 1965, on the lines of the well-established "Tour de France Automobile". This would not supplant the R.A.C. Rally, but would be an entirely different event, with the accent on circuit racing and speed hill-climbs. The Club is considering incorporating the event with the Tourist Trophy, which, since it was moved from Dundrod, N.I., has gradually slipped in status.

Unlike the French event, there would be no tight road sections, or anything which might interfere with holiday tourist traffic—the suggested date is August. An invited entry of about 80 cars is proposed, either all touring vehicles, or separate G.T. and touring classes.

Circuit events could be run both by day and by night at Goodwood, Silverstone, Mallory Park, Brands Hatch, Snetterton, Aintree, Oulton Park, Croft and Polkemmet. Hill-climb venues could be arranged at Shelsley Walsh, Prescott, Rest-and-Be Thankful, Loton Park, Castle Howard and Wiscombe.

The event would have to be of about seven days' duration, and considerable financial support would have to be guaranteed before any regulations could be formulated or issued. Application would also have to be made to the F.I.A. for inclusion in the World Championship, in order to attract important Continental entries. Naturally such a contest will require very careful planning, and one of the drawbacks of an August event will be the difficulty of obtaining adequate hotel accommodation at the various centres. This is not so in France, where the "Tour" is organized when tourist traffic has considerably diminished.

It could not be classed as a rally, and it would probably follow the French event in being included in the International calendar as a racing fixture. August is the least busy time on the circuits, but this will not ease the accommodation problem as, during the most popular holiday month, hotels and pensions all over the country are packed to capacity. G.G.

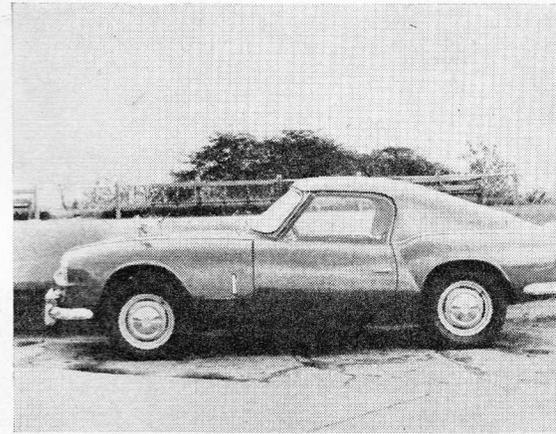
THE Auto-Models Club has recently been formed for those who are interested in either collecting, constructing or racing model cars. Members of the club will receive regular news-sheets and model news. All membership enquiries should be sent to Ron Glover, 70 Finsbury Pavement, London, E.C.2.

## MECHANICS MAKE MERRY

MEMBERS and guests of the British Racing Mechanics Club (Social Section) had yet another splendid evening in the Criterion Restaurant last Friday. Bruce McLaren delivered a short and brilliant speech in proposing "The Club". Jim Clark, for the guests, was also in fine form and told one or two typically Scottish stories. In the chair was the President, Mike Costin, and bouquets were presented to Mrs. Costin and Sally Stokes by ex-President Harry Mundy.

Drivers and entrants were there in force, including Stirling Moss, Graham Hill, Jack Brabham, Trevor Taylor, Tommy Atkins, John Cooper, Colin Chapman and many trade and press representatives. From the Midlands came M.R.P. at full strength.

An excellent dinner was followed by a bright cabaret, and dancing went on till 2 a.m.

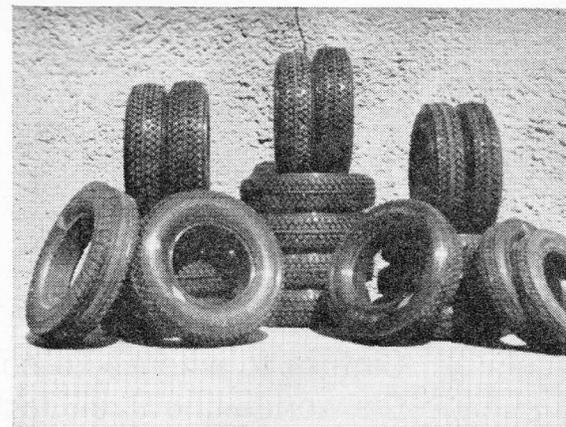


*AVAILABLE in three versions, Fibre-rip, 21A Lancaster Mews, London, W.2, have introduced a G.T. hard top conversion for the Triumph Spitfire 4. Prices are £82 (de luxe), £67 (super) and £57 10s. (standard). Made from glass-fibre, the hard top was designed by Roy Ireland.*

IT seems likely that the R.S.A.C.'s 1963 Scottish Rally's success and the prospect of even more miles on Forestry special stages in 1964 will result in record entries from crews anxious to practise on roads which will enable them to try Scandinavian techniques. The event is likely to be trade supported. If British drivers cannot find some more colonial roads to rally over it seems that Swedish domination of our main international is here to stay.

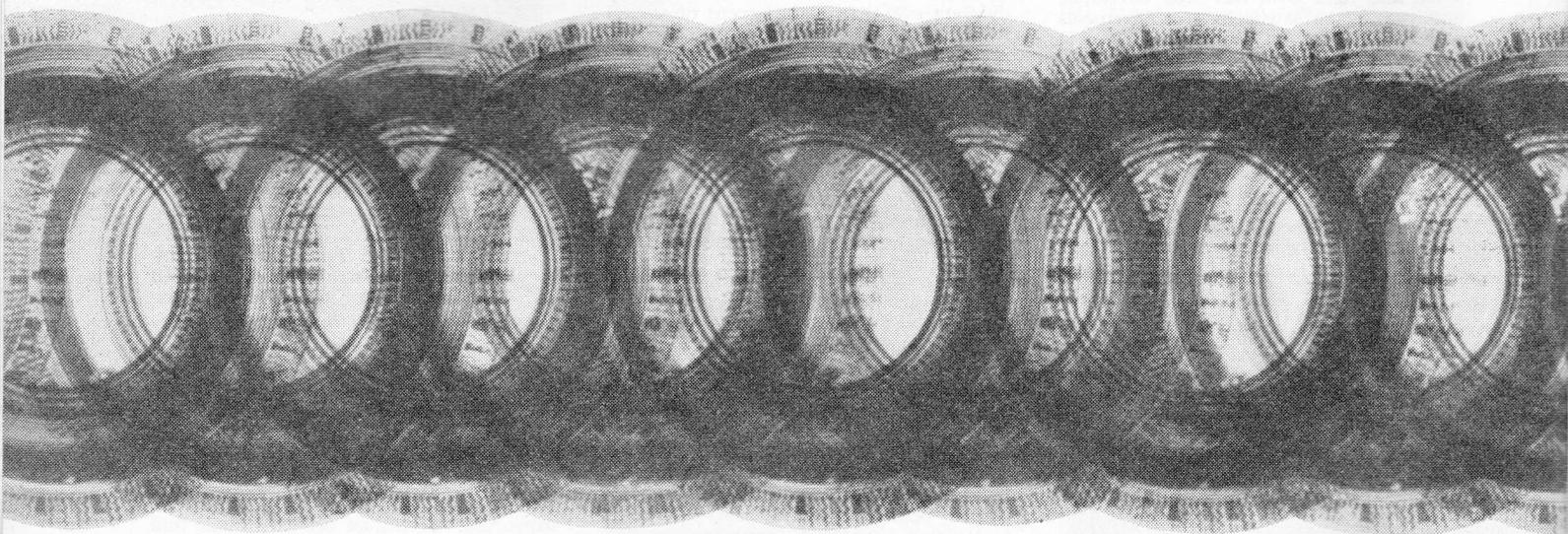
CLIVE YOUNG of Leatherhead has purchased one of the old Formula Junior Caravelles and is busy preparing it for next year as a Formula 3 car. Young's previous experience has been limited to a very rapid Morris Minor 1000.

WE regret to announce the death of Arthur Prince, in his 60th year. Arthur drove in every Brighton Run since his first appearance in 1934. He was especially keen on Continental events, and frequently took his 1903 Panhard abroad. A capable engineer who prepared his own car, he will be greatly missed at Veteran events, where his cheery good humour and impeccable driving manners were always appreciated.



*FORT DUNLOP? No, just a pile of master model-maker Henri Baigent's own moulded miniature tyres, looking for all the world like the old R3 pattern! Baigent's story appears in this issue.*

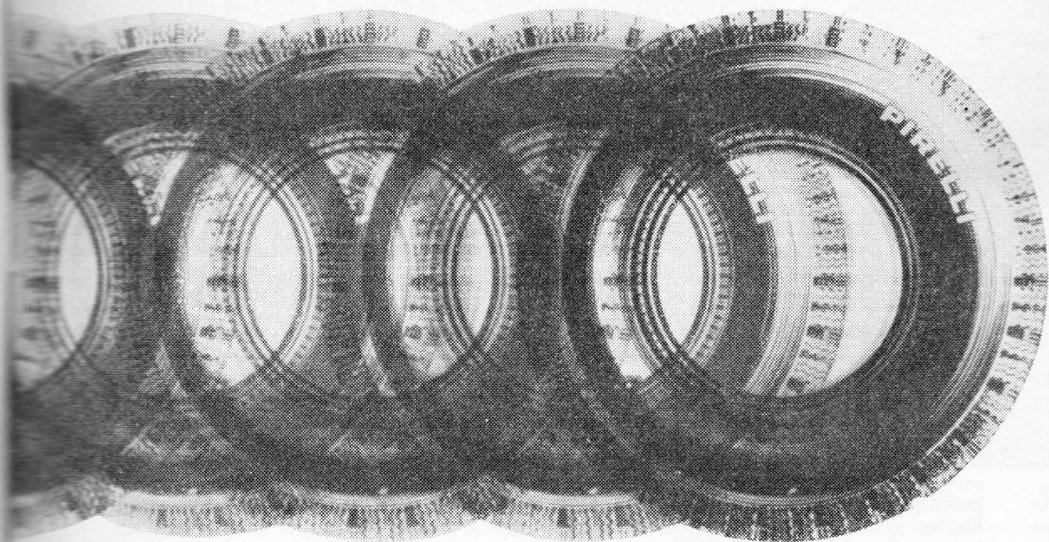
THE South Yorkshire Car Enthusiasts' Club are holding a Midnight Film-show at the Arts Centre Cinema, Doncaster, on 6th December. Admission is 5s. per person, no booking nor tickets being necessary.



## Cintura to...

Cintura to where? To countries all over the world—the Pirelli factories in Europe have been exporting this fabulous tyre everywhere. Pirelli have recently expanded their factory here in Britain, but the only trouble is that while we call this tyre the Cintura, everywhere else it's

called the **Cinturato**. So to avoid confusion when Britain sells this tyre in world markets, Pirelli in England have decided to standardise its name to **Cinturato**. Remember the new name: Pirelli **Cinturato**—the fabulous tyre with the built-in safety belt.

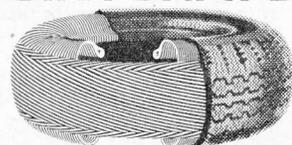


# Cinturato.

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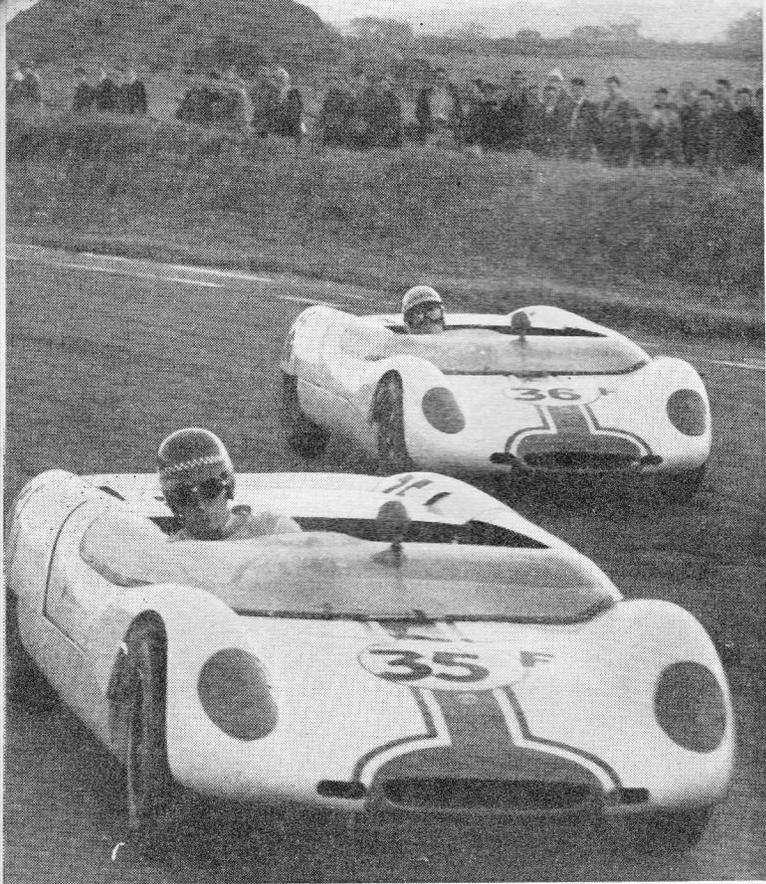
Usual garage \_\_\_\_\_

# NORMAND

## RACING DIVISION

The Second of a Series of Articles Giving Inside Information on Britain's Many Racing Teams

BY ROBERT GRANT



*ENTERING Riches Corner during the AUTOSPORT Three Hours race last September, Tony Hegbourne holds a slight lead over Mike Beckwith. At one stage having held second and third positions, the pair both succumbed to transmission bothers—but their "guest" team leader, World Champion Jim Clark, saved the day and won the event in his Normand Lotus 23B.*

compulsory pit stop put the Lotus down to eleventh place; after a great fight Mike came back to finish third, just behind Dizzy Addicott.

The season closed with two notable drives: first, at Snetterton, when lying second to Mike Parkes during the AUTOSPORT Three Hours, a bent valve began to hinder progress; however, after a while the valve somehow managed to reseal itself, enabling Mike to finish seventh overall and third in his class; secondly, at the Clubman's Championship, his was the first car in the 1,100 class to achieve a 100 m.p.h. lap round the Grand Prix circuit. After this meeting the car was sold to Robin McArthur who kindly lent him it to score another win and set up a new class lap record at Brands Hatch on Boxing Day. This gave a total of seven lap records, 21 wins, five seconds and two thirds for 1962.

Throughout the 1962 season the only driver who could consistently harry Mike Beckwith's Lotus was one Tony Hegbourne driving the ex-Peter Gammon Lola-Climax; indeed, the dices between these two drivers caused much excitement and were a feature of that season's sports car races.

Tony Hegbourne's story is one of grim determination. His first circuit outing was at Ringwood eight years ago, mounted (at

THE formation of the Normand Racing Division was the result of Mike Beckwith's powers of persuasion. First, persuasion of his vehicle to finish in the placings nearly every time out and secondly, the persuasion of his overlords that it would be a good idea to notch up these successes in a car backed by the firm.

Early in 1961, Mike Beckwith decided that it would be a good idea to go motor racing and promptly bought the ex-Bill Pinckney Lotus 11. He joined up with Colin Knight, who, as mechanic, has remained with the team ever since. There was, however, some difficulty in preparing the car: to reach Colin's workshop at the end of his garden the Lotus had to be placed on two wheels and run between the side of the house and the garden fence! Engine tuning produced some unfavourable comment from the inmates of a neighbouring Bingo hall, but in spite of this the car was ready for its first meeting at Oulton Park in early March, where a fourth place was scored in both of its scratch races.

Mike Beckwith scored his first win at Brands Hatch the following month in the unlimited sports car race; however, during an earlier race Mike had been leading, but after a gyration at Paddock finished second. Later in the season the car was bored out to 1,216 c.c. and his best win with the car was at a B.R.S.C.C. Mallory Park meeting when he splashed round to beat Roy Pierpoint by a short head. At the termination of his first season the Lotus was sold and, when reviewing the records, it was noted that nine first, nine second and nine third places had been scored.

Although Beckwith had enjoyed these successes he realized that without some financial aid his competition career would be curtailed after only one season, and so he went cap in hand to the directors of Normand, Ltd., where he worked as a car salesman, to see if the firm would be interested in backing him. With Stanley Hepworth acting as liaison officer, approval was finally given and a Lotus 23 was ordered at last year's Racing Car Show, the car being delivered in March.

Colin Knight had the car assembled in time for the Goodwood Easter Monday meeting, but unfortunately Mike had not

had time to drive the car until practice day. During practice the car went like a bomb, but it was noticed that the wishbones were upside down. Unfortunately, by the time they were altered, there was no time to drive the car until the actual race. Needless to say this change-over had altered the set-up considerably and when on the first lap Mike was 'bawled on Lavant Straight, the resultant visit to the earthworks demanded a new set of body panels. Luckily nobody's spirits was dampened, including those who had consented to the scheme, and the car was repaired for the Aintree 200 meeting. At the end of practice the tyres appeared to be shaped rather like three-

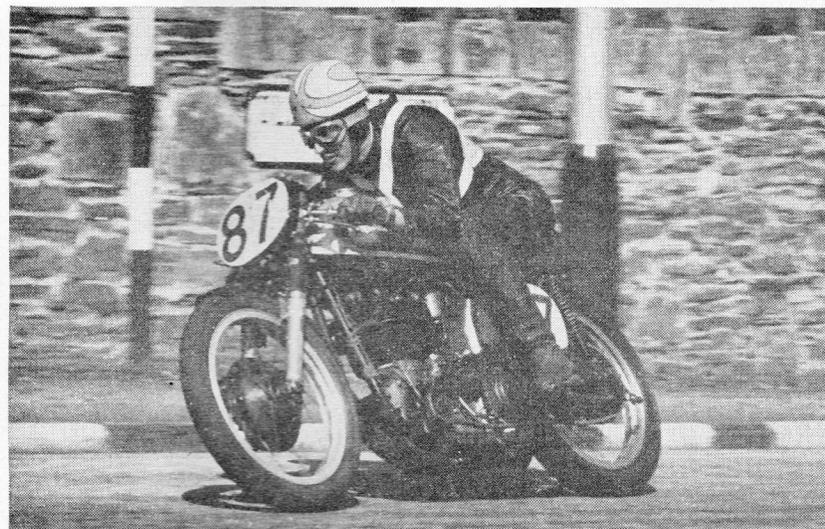


*MIKE BECKWITH In his first racing car—a Lotus 11—at Brands Hatch. He scored nine wins with the car, but needed financial aid to continue racing the following year, such being the cost of motor racing.*

penny bits as the driver was still unfamiliar with the car. During the race gear selection bothers forced retirement when lying in second spot.

Back in the workshop a new gear lever was made from an M.G. TD component and it lasted for the rest of the season. The car's first win was scored at Snetterton and this was followed by further successes at Brands Hatch, Crystal Palace and Silverstone. Mike had been leading during the Martini Trophy race at Silverstone, but the

least for part of the race!) on a 350 c.c. Norton. Tony competed at many circuits but had considerable difficulty in staying on his bikes, but he plugged away and the following year a 500 c.c. Norton was added to his stable. 1956 was a year of further disappointments, but also of some successes. A 13th place was scored in the Junior Manx Grand Prix and during the Senior event the magneto fell off when Tony was lying ninth overall, also being the first newcomer. At the end of the year he



WINTER PASTIME for the Normand Racing Division drivers is golf (left). At the moment Tony (left) is slightly better than Mike at this new sport. FIRST TASTE of speed for Tony was motor-cycle racing (right). He had several disappointments on two wheels and, after making plans to form a team, he went into partnership with Godfrey Lambert in a garage business, going on to race cars soon after.

received the Hartley Trophy for the best amateur rider, though at the same time came an ultimatum from his father that he either stuck with him in the business or went racing—not both. Tony, being the sensible man that he is, naturally chose racing, two new bikes were purchased, a team formed and a full season's racing on the Continent mapped out. However, during the winter Tony met Godfrey Lambert who was in a similar position. As a result the bike plan was scrubbed and the two went into a garage partnership.

This resulted in Tony giving up all circuit activities and concentrating on running the sales side of the new garage.

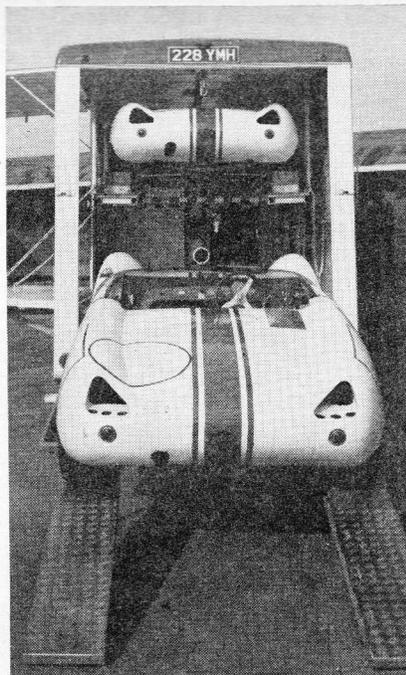
The beginning of 1958 saw Goff in possession of the ex-Chris Bristow 1,100 c.c. Cooper-Climax. During a practice session at Brands Hatch Tony had a go and on the strength of it entered the next B.R.S.C.C. meeting at the same venue: to his surprise he won! But during a similar practice session the car was highly modified after an excursion at Paddock (a favourite corner of the Normand team) and it had to be rebuilt by Coopers. Next time out was at Goodwood, but at the following Silverstone meeting Tony was involved in another shunt; unfortunately he not only damaged the car, but also himself.

Since it was the done thing to race a Lotus in 1959, Tony promptly bought a Tojeiro-Climax and his first outing was at Goodwood where he finished third behind Tony Maggs and Louis Jacobsz, holding the car in gear and covered in oil, water, petrol and brake fluid. "Trouble, Tojeiro and Tony" was a familiar phrase throughout the season, at the end of which he decided to sell the car and concentrate on selling cars, his marriage and, at his own confession, behaving!

In early '62, having seen an advertisement in AUTOSPORT, Tony visited a garage in a Sunbeam Alpine and left in a Lola-Climax. This time it was a very different story and soon placings were scored at Snetterton, Goodwood and Brands Hatch on successive week-ends. Having collected nine wins and seven seconds, not to mention the *Motor Sport* Trophy, the Lola was sold to Jim Morley—who is at present leading this year's Guards Championship.

At the beginning of this year Tony joined the Normand Racing Division together with his mechanic Gerald Southby. Colin Knight, who now has the enviable record of his particular car having only three mechanical failures in 71 starts, was not surprisingly chief mechanic. Mike Beckwith

left the showroom to become Competition Manager and to be responsible for a full racing programme. A transporter was built and three Lotus 23Bs were painted in the Normand colours of white and blue, with the addition of red edging for Continental events. The team's first major foray was at the Oulton Park Spring Meeting where World Champion Jim Clark finished ahead of team-mate Mike Beckwith. Jim Clark has driven for the team on four occasions, scoring wins at Oulton



NORMAND transporter is as well maintained as the team's cars, which are accommodated one on top of the other. Chief mechanic Colin Knight has been with Mike Beckwith ever since he commenced racing.

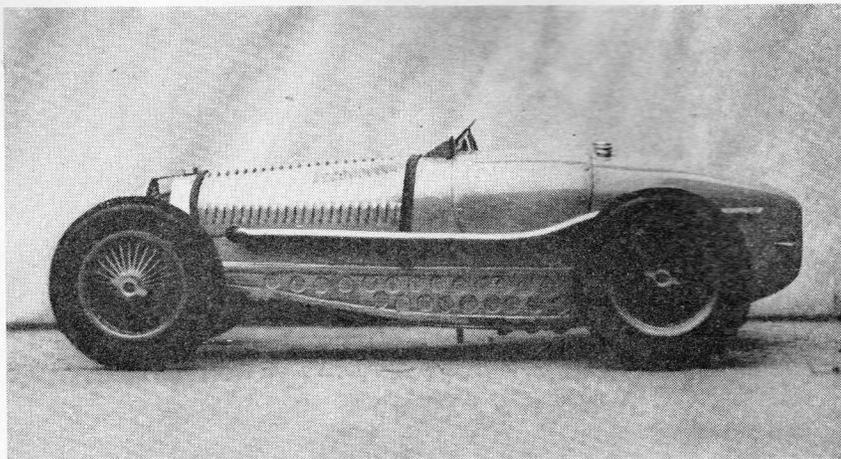
Park, Crystal Palace and in the AUTOSPORT Three-Hours at Snetterton and a second place at the Gold Cup meeting behind Roy Salvadori. A 1-2 followed at Montlhéry with Tony and Mike as drivers, the latter establishing an outright circuit record.

During the Rheims meeting in June, Tony was forced off the road at over 100 m.p.h., going over a six-foot drop into a spinach field. Having regained his breath he motored through the spinach and came

across a muddy path which led him (more by luck than good judgment) back onto the track, from whence he motored to the pits, removed about 2 cwt. of spinach and continued—to finish third in his class behind his team-mate and set up a new class record. Not to be outdone by these antics, Beckwith had his turn at Clermont-Ferrand. During practice Mike left the road and that evening the car was checked in a very dimly lit garage. Race day saw the cars side by side on the front row, with Tony in pole position, and on arriving at the first corner, Mike found his car unmanageable. After the resultant spin he saw the complete field pass by! Hegbourne was, in fact, leading the race but later Beckwith caught him up, only to spin again and catch up to third place, with Bandini leading and Tony second. Yet another spin followed and Mike clambered out of the Lotus to manhandle it back onto the track; he set off again, stopped, as he had forgotten to put on his crash hat and goggles again, and continued. The result? First and third in class and a new lap record to Hegbourne!

The team's final event of the year was the AUTOSPORT championship final at Snetterton, and at one stage the team's cars filled the first three places, with Jim Clark leading the trio. Unfortunately, Beckwith retired, as did Hegbourne later on, but not before Tony had caused some concern to his pit staff. While motor racing, Tony becomes extremely thirsty and always carries a bag of sweets in his overalls to quench his thirst. However, during this particular race, Tony had practically got his sweets out when he found the hairpin at the end of Norwich Straight coming upon him. Consequently, a lot was required of the brake pads, and this sudden braking saw the miscreant sweets among the pedals and Tony becoming even thirstier! In his efforts to regain them, each time he passed the pits Tony was seen to be leaning urgently forward, this worrying his pit staff enormously!

The team achieved 38 places out of 49 starts, including 15 firsts and eight lap records. Two of the 23s have been sold and the remaining one is in the team's workshop in Hammersmith. Plans are yet to be finalized for next season, but the team will in all probability field a similar team of sports cars and perhaps a Formula 2 machine. At the moment, though, the two drivers have taken up golf, with Tony proving to be the slightly better player—more time to suck sweets perhaps?



*THE MAN HIMSELF (left). Henri Baigent, with the inevitable cheroot, took this picture of himself with a camera he made himself. BUGATTI 3.3 (above), a very famous racing car immortalized as one of Henri Baigent's miniatures.*

# HENRI BAIGENT:

## The Master in Miniatures

BY PATRICK McNALLY

MODELS suggest something plastic put together out of a packet, but Henri Baigent's are far from these: his models are absolutely perfect reproductions in miniature. Baigent is a real craftsman and samples of his work are so detailed that they can cost between £100 and £5,000.

Baigent has always been interested in model cars, but it was not until relatively recently that the commercial aspect of his hobby made itself apparent.

In 1949 Rob Walker happened to see a model of the famous 750 twin-cam Austin for sale in London. The car was powered by a small diesel engine and obviously appealed to Walker, who bought it, and on enquiry of the constructor met Baigent.

Walker, delighted with his new toy, decided to add to his collection and ordered a Maserati 4CLT and an Alfa Romeo 159, and a little later on a B.R.M. All were powered by diesel engines and went extremely rapidly. No doubt Baigent had his work cut out to keep them in running order, for I am sure there must have been some horrible shunts.

Baigent's work for Walker had grown, and out of this had come one of the finest of Baigent's early models. This was the

Delahaye which, in point of fact, was later used to restore the full-sized car. There followed models of Rob's Delage and the exotic Firona-bodied 4½-litre side-valve Talbot. The Talbot was, in fact, never completed, for, half-way through, the actual car was sold to Jack Barclay.

Still working mainly for Rob, the next model to be built was a one-twelfth scale version of VMF 63, Walker's Aston Martin DB2, which was powered by a three-cylinder two-stroke (in-line). And then came the famous Connaught. By this time, as with all good things, for they can never be kept a secret, the model maker's fame spread to Italy, Australia and New Zealand, and within the next 24 months he had sold over 100 models, mainly Maserati 4CLTs, Alfa Romeos and the Bugattis.

Interest and publicity caused Baigent to be invited to build a track and provide cars to race around it, to be shown at the Model Engineers Exhibition in London. For this, Baigent constructed a miniature G.P. circuit complete with advertising posters, pits, bridges, etc., and built four cars: a Ferrari, an Alfa Romeo, a B.R.M. and a Talbot. All the cars had diesel engines and solid axles. The B.B.C., in the form of

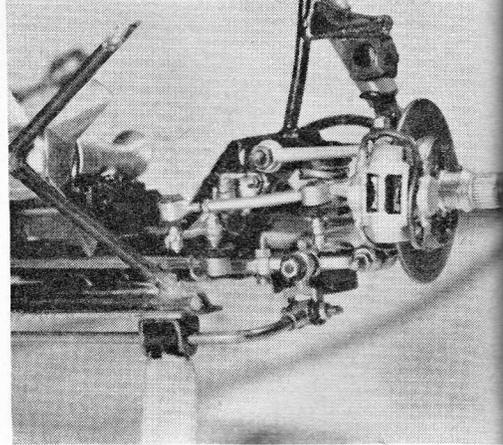
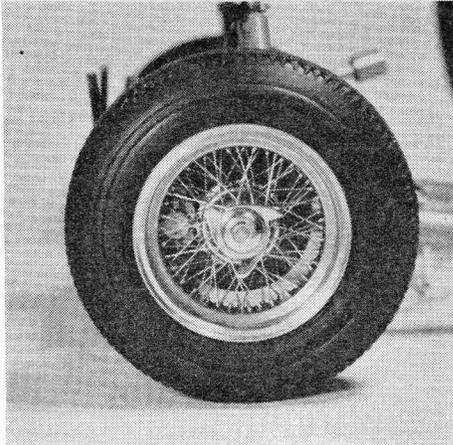
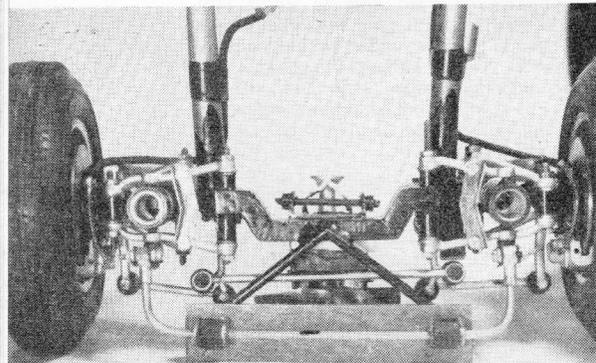
Raymond Baxter, described a race between Moss, the late Mike Hawthorn, and Reg Parnell. To everybody's delight the B.R.M. won; this firm had only just entered Formula 1 and had little success at that time!

Shortly after this Baigent retired from model-making, having found himself involved in several businesses after the publicity the B.B.C. had given him. However, these proved not quite to his liking, and he also found the market for his ordinary models had died.

It was perhaps fitting that it should be Rob Walker who brought him back into the field of model-making once more. Rob commissioned him to construct two models of the Formula 1 Cooper, the car in which Moss won the Argentine Grand Prix for his patron. One of these cars was to be for Walker himself and the other a present for Moss. The following year Walker presented his driver with the Formula 1 Lotus (four-cylinder 2½-litre Climax), another really beautiful model. Moss still has both models, which have a place of honour in his Shepherd Market home.

All three Formula 1 cars had proper

*INCREDIBLE is the one-twelfth scale reproduction of the Hon. Edward Portman's Ferrari Berlinetta. The front suspension (left) is correct in every detail. Superb is the chromium-plated, scaled-down version of the Boranni wheel (centre) and, one cannot possibly tell from the photograph that the disc brake (right) is not the real thing on an actual production Berlinetta. The brakes actually work by hydraulic action.*



chassis, suspension and steering, but their engines, which were correct in every detail, were dummies.

When Michael Parkes left to work for Ferrari in Italy, Maranello Concessionaires presented him with a model of the GTO he had driven so successfully for them over the past season. This served to introduce Baigent to Ferrari in England.

The *pièce de résistance* of Baigent's work is, without doubt, the one-twelfth scale reproduction of the Hon. Edward Portman's Ferrari Berlinetta. This is an incredible piece of work, and would need an article to itself if it were to be described fully.

The chassis has been faithfully constructed out of tubular steel and the gearbox is complete in every detail, even the synchromesh being operative on all four gears. The body is made from hand-beaten steel. The suspension, and even the disc brakes (actuated hydraulically), work. Needless to say, the back axle is complete from its half-shafts and hubs to its hypoid final drive. The wire wheels, which are plated, are correct in every detail and are a work of art in themselves.

The car, which is not yet completed, will be fully trimmed with seats and instruments, and the only thing that will not work, but will, nevertheless, be faithfully reproduced, is the engine.

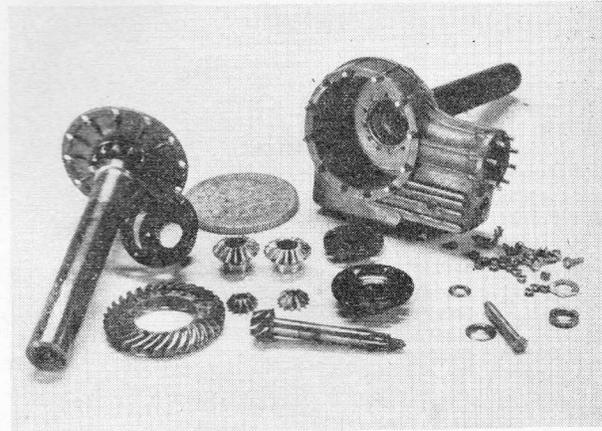
While I was down in Bournemouth I spent a good deal of time playing with this model, trying out the brakes, gearbox, lights and suspension. Every one of these is correct and I should think, if checked, you would find that the toe-in and even the castor and camber angles would be correct!

The price of this miniature Ferrari is not for publication; let it suffice to say that, when completed, it will have taken over three years from its first conception.

Another detailed replica, but not so complete, having dummy gearbox and final drive, was the Lotus 19, built for Innes

Ireland, as a present from the Rosebud Racing Team of Texas. Rosebud also have had models made of their Ferrari GTO and hope to have even their transporter immortalized.

At the present moment a 1919 Hillman is under construction, but still needs a lot of information before it can be completed. If anybody has any pictures or details Baigent will be more than delighted to hear. He can be contacted at 50A, Beswick Road,

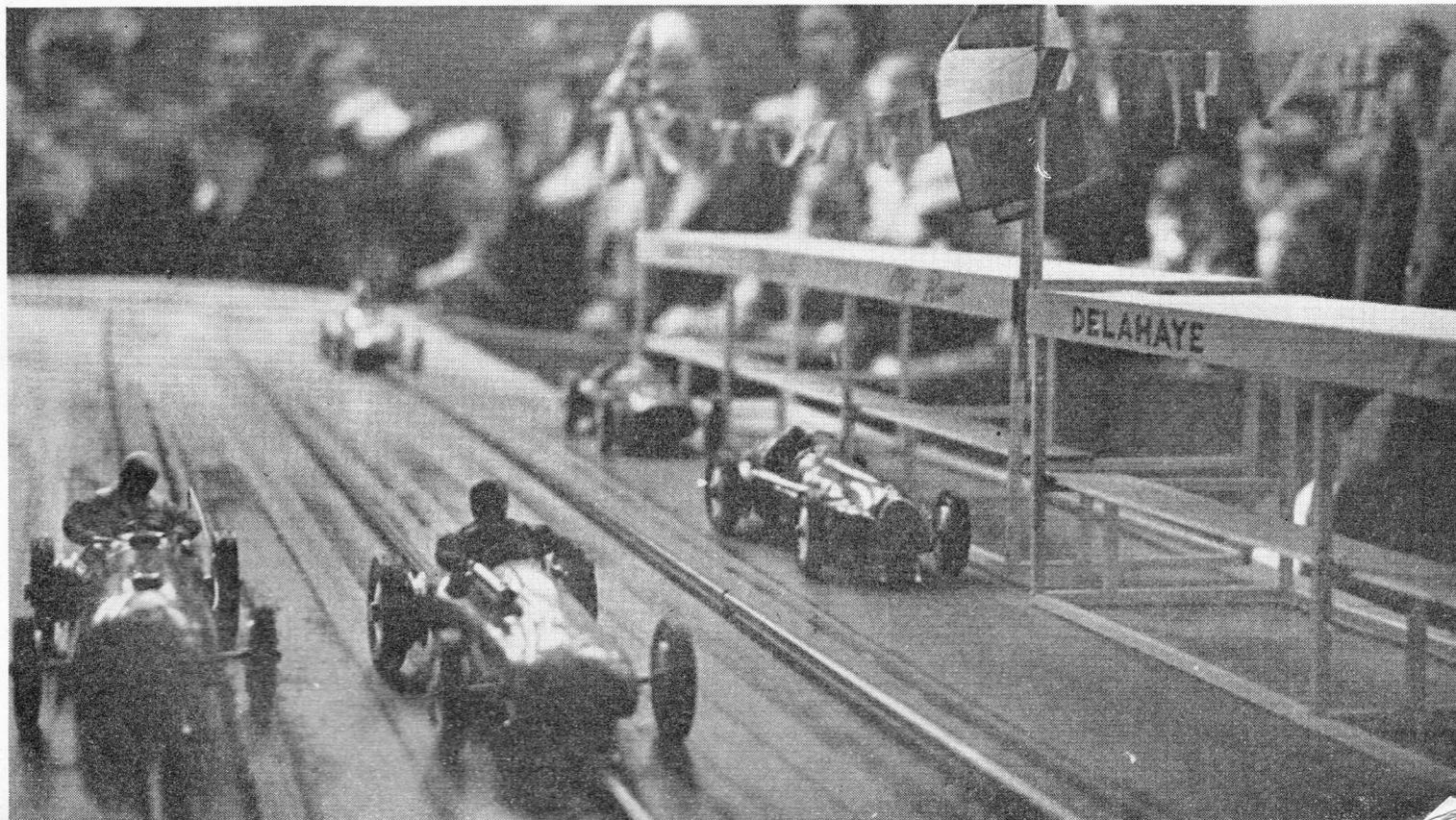


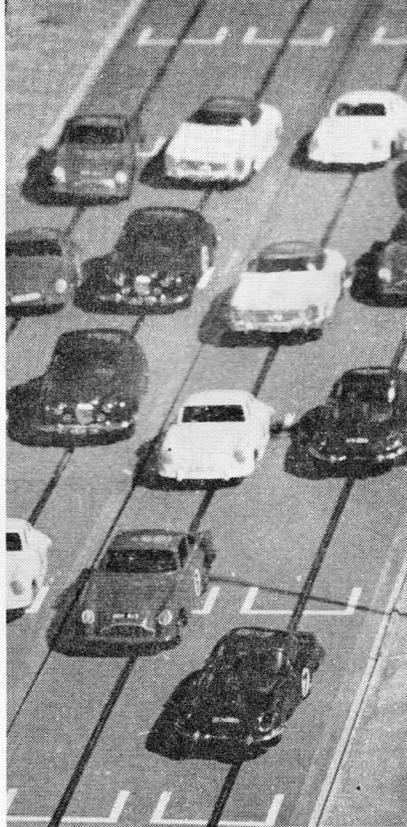
REAR AXLE of the Ferrari Berlinetta. The scale is shown by the sixpence in the middle of the gears.

Winton, Bournemouth (Tel. no. Winton 6642).

Behind Baigent there is no large organization. He works in his garage, his only mechanized tools being a Myford M.L.7 lathe, and a  $\frac{1}{8}$  in. bench drill; all other tools are of home construction. Baigent, with his inevitable cheroot hanging from his lips, does not *look* like a genius, but his dedication, his tremendous enthusiasm and, most important of all, his patience, show only too clearly in his wonderful work.

ROSEBUD TEAM Lotus 19 was built as a present for Innes Ireland. It stands in front of a scale photograph of the team's transporter (top left). COVENTRY CLIMAX engine for the Lotus 19 is so realistic that it is difficult to tell whether it is original or not (above left). ON SHOW at the Model Engineers Exhibition in London was a model car track built by Baigent (below). The cars had diesel engines and solid axles and in one of the races—in which Stirling Moss, Mike Hawthorn and Reg Parnell took part—the V16 B.R.M. had one of its rare wins!



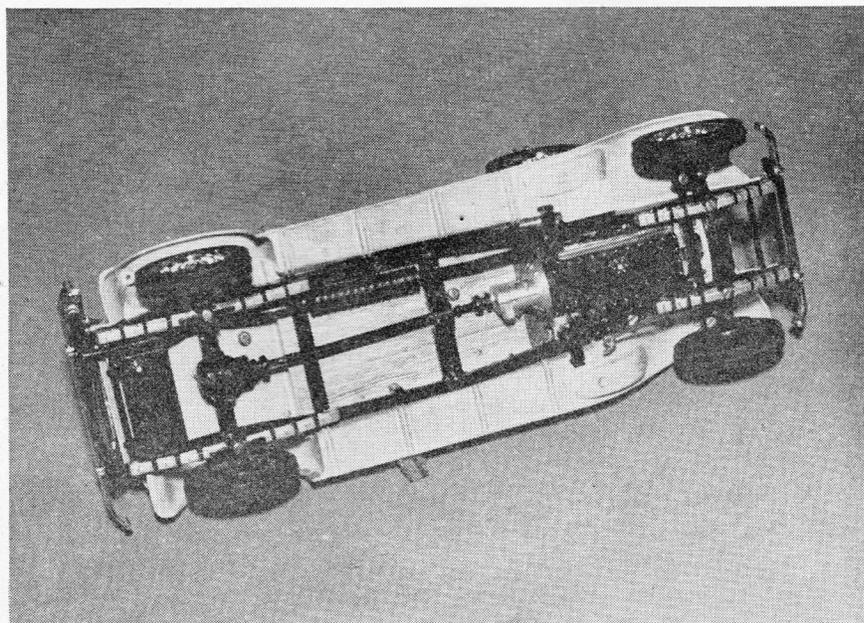
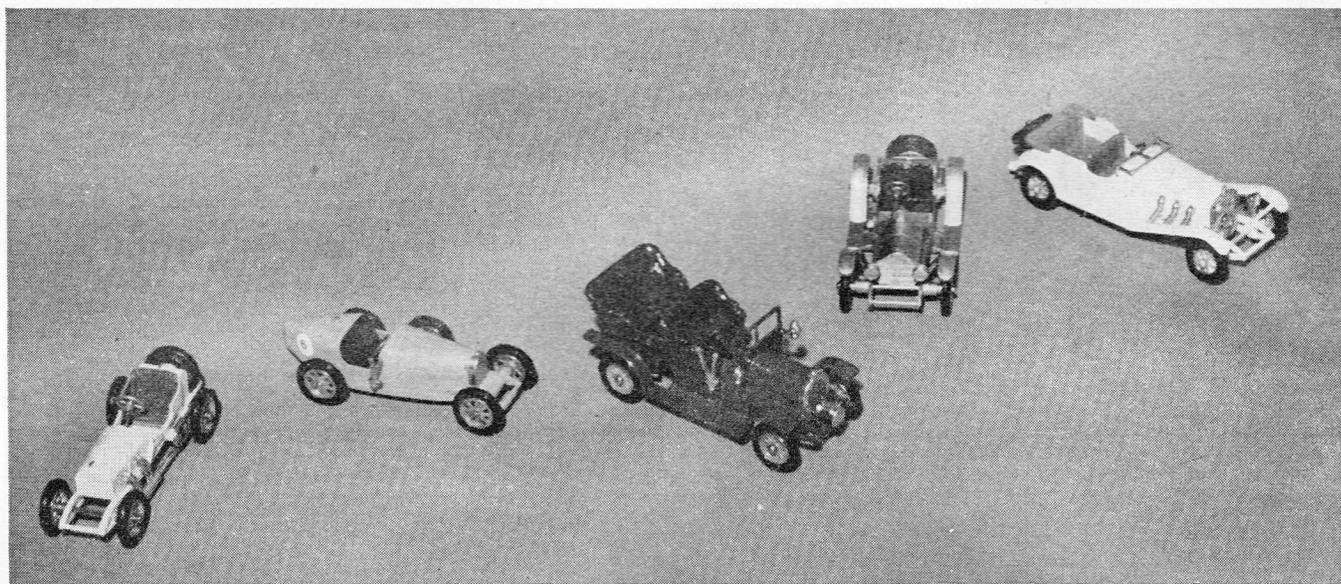


# MODELS and MINIATURES

**GREGOR GRANT** tells the story of what was originally an offshoot of the lead soldier industry—miniature car collecting—an industry that has grown rapidly in the last few years and is still growing, but fast . . .

FROM crude toys to precision-made scale models, that is the story of the modern craze for collecting miniatures. Originally started as an offshoot to the lead soldier industry, miniature car production has become Big Business, and today there are scores of firms in all parts of the world, vying with each other in the presentation of new models, just as competitive as the makers of the vehicles on which the models are based.

The model car industry has grown to keep pace with the enormous increase in collectors, in addition to the almost insatiable demand by children, who are content no longer with anything that just looks like a car, but demand exact reproductions of actual makes, past and present. The introduction of diecasting, followed by the use of plastics, caused a revolution in production methods, and in the face of fierce competition, realism was not only



*LESNEY "Models of Yesteryear" are very popular with collectors (above). Left to right are a 1908 Mercedes, a Bugatti Type 35, a Spyker, a Mercedes-Benz 30/220.*

*UNDERSIDE of the 1930 Packard Tourer (illustrated next page) is beautifully finished (left). It is one of the range of Hubley metal car kits.*

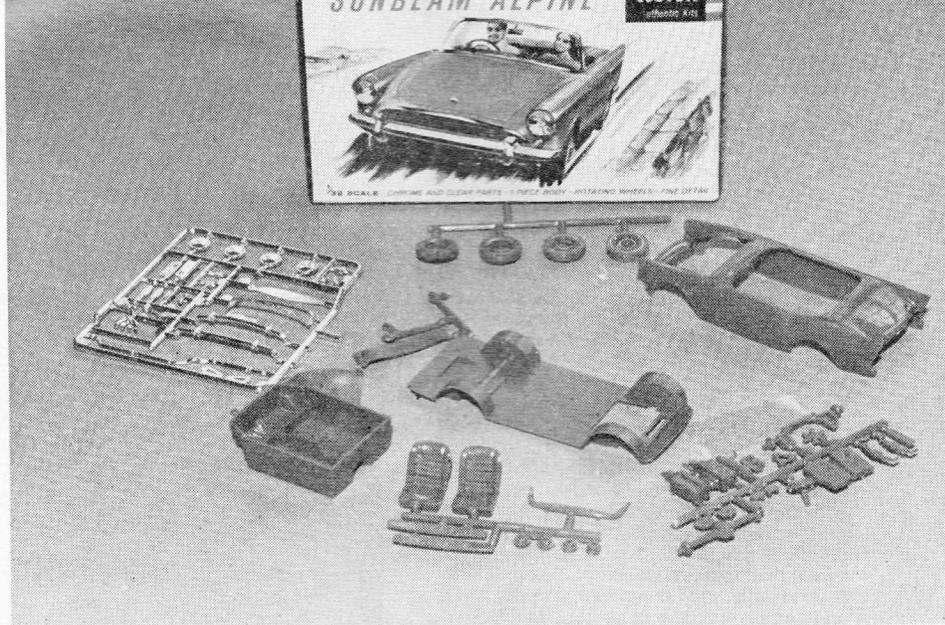
attained, but absolutely essential for the survival of the manufacturers concerned. During the past few years, both plastic and metal kits have been available, covering a vast range of subjects, and unbelievably accurate in their representation of actual marques.

It is generally acknowledged that the first real scaled-down model to go into series production was the now-classic T-model Ford issued around 1914 by the American Tootsietoy firm, otherwise the Dowsty Co. This was something of a revolution in toy making, for pressure diecasting was used, and applied to all subsequent Tootsietoy miniatures. Apart from one Continental maker, Dowsty had the field almost entirely to themselves, and after the 1914-18 war, concentrated on

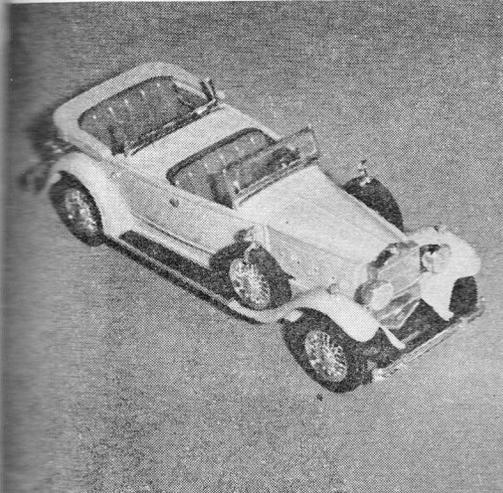
extremely accurate scale models, all issued under the Tootsie toy trade mark. The firm also anticipated standardization, for in many of their models, chassis and body units formed the basis of several different marques. However, up till about 1932, genuine collectors were few and far between, the Dowsty output being concentrated on the toy market.

No one can tell exactly when model car collecting became recognized as such. Brian Jewell, in his book *Model Car Collecting*, which will be reviewed next week, believes that the introduction of the Graham Paige series by Dowsty in 1932 may have sparked off the craze. This was named the Blue Streak series, and the models were far more accurate than hitherto, with such refinements as detachable rubber tyres.

In Europe, there was little doing as regards commercial model making until 1934,



REVELL plastic kit of a Sunbeam Alpine (above) is from a new British sports car series that is very popular. Scale is 1/32. 1930 PACKARD TOURER is assembled from a Hubley metal kit (left) and is very well finished.



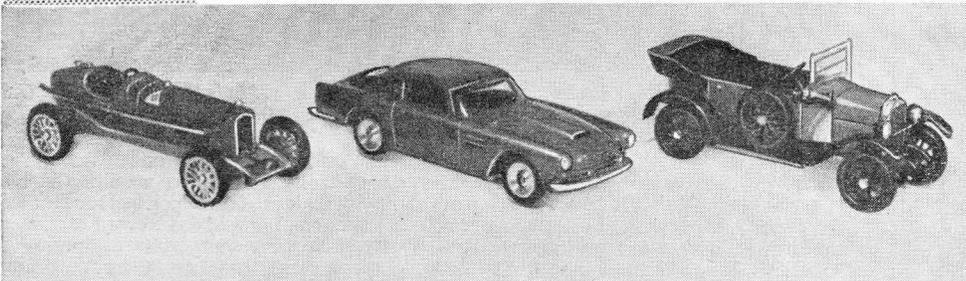
when Mecanno, Ltd., of Liverpool, introduced their now world-famous Dinky models, which were marketed simultaneously by the French branch of the firm. The original issues were not intended as reproductions of actual makes, but by 1935, Dinky models were being produced of current machines such as Chrysler, Daimler, Rolls-Royce, Vauxhall and M.G. I also seem to recall that a quite passable miniature of the all-independent R-type was available, which must now be quite a collector's item. The impact of Grand Prix racing was not lost on Mecanno, for in 1936 both Mercedes-Benz and Auto Union were listed. Excellent models of these two cars

were also issued by the German Marklin factory, which must have been well tutored by the Hitler régime, for apart from a singleton Alfa Romeo of none too good accuracy, the output was exclusively products of the Third Reich.

Just before the outbreak of war, certain Schuco models were extremely popular, particularly the clockwork Mercedes-Benz and Alfa Romeo productions, which featured proper springing, and steering by remote control. These were not strictly miniatures, and were regarded more as toys than accurate representations.

Today, in Great Britain, there are some two dozen firms making miniatures, kits

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and electric motor racing outfits. Metal miniatures are produced by Dinky, Corgi, Charben, Auto Models, Benbros, Budgie, Britains, D.C.M.T. (Tootsietoy based), Marc Europa, Minic (Triang) and Spot-On. Lesneys are responsible for the immensely popular Matchbox and Cars of Yesteryear series, this concern being one of the romances of the industry, rising from very small beginnings, to become one of the largest metal model car producers in the world. More expensive are the hand-built Roadace models, in various scale sizes. Plastic kits, originated in U.S.A. with Revell, which concern now has a factory in the U.K. Airfix, Merit, and Aurora are also well known in this field.

In the model racing circuit field are Triang (Scalextric and Minic), Meccano, V.I.P., Wrenn, Airfix, S.R.M., Scalecraft, M.R.R.C., Super Shells and Precision. Triang have several circuit layouts, nine different sets, 25 types of car, and 2-, 4- or 6-lane racing in the Scalextric range. Smaller Minic outfits are becoming more extensive, and complete sets cost as little as 79s. 11d. Airfix and S.R.M. have also added considerably to their range, whilst Wrenn feature three cars per lane, with ingenious passing control.

In the past, collectors of the better Continental makes have had to wait until they go abroad in order to add to their collection. However, one or two British dealers are importing these models. For instance, Auto-Models, of Finsbury, are sole concessionaires for French Solido and Danish Tekno products, which are musts for any collector. Also obtainable are the Italian Dugu and Rio, French Rami and the famous American kits from A.M.T., Aurora and Revell.

The products of U.S.A. are far too numerous to mention, but one concern has recently specialized in superb 1/25th scale metal models, mainly of classic U.S. vehicles. My elder son recently put together

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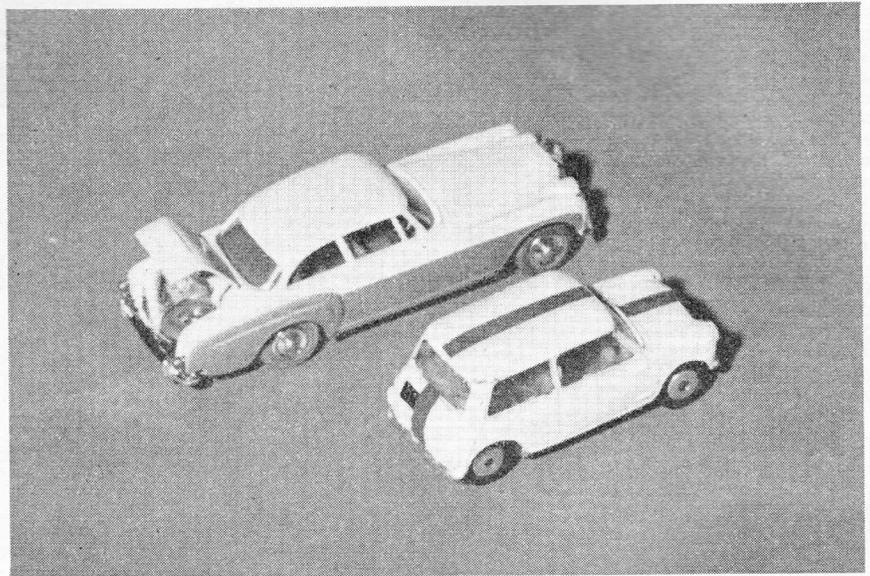
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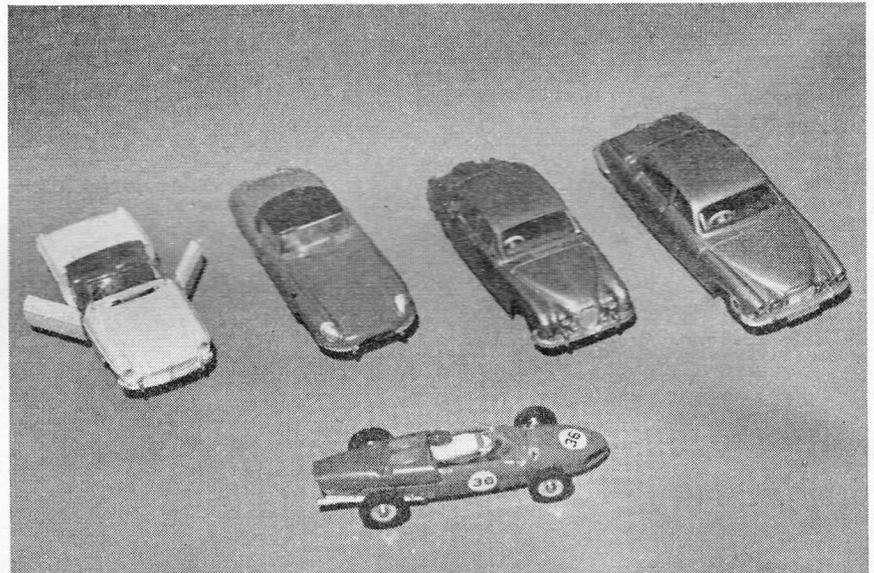
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### BEATTIES of LONDON

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FROM CORGI comes a Bentley Continental, which opens its boot, and the inevitable "boy racer" Mini-Cooper S.



DINKY range of models has been popular for many years now. Left to right are an M.G.B., a Jaguar E-type hardtop, a Daimler 2½-litre and a Jaguar Mk. 10. In front is a 1962 Grand Prix Ferrari.

a 1930 Packard tourer, authentic in every detail, including superbly finished engine and transmission. This range comes from the Hubley firm, who also make finished miniatures under the name of Real Toys. The 1/25th scale is popular in the plastics field, with a wide variety of veteran, vintage and modern cars from such well-known makers as A.M.T., Aurora, Jo-Han, Palmer, Premier and Tru-Miniatures.

Japanese models and kits are also coming on the market; Marusa is actually an offshoot of Revell, but there are several makers of small-scale miniatures. From the Bandai concern comes a range of fairly large models, actually about 1/20th scale.

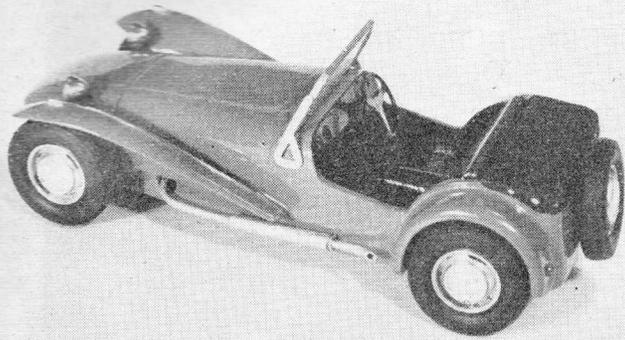
France has one or two notable makers of veteran and vintage models, the best known being Precisia, Safir and Desmormeaux. The Precisia range includes 1760 Fardier du Cugnot, 1898 Peugeot, and 1899 Gobron Brille.

Although there are quite a number of very early vehicles, such as 1892 Peugeot (Safir), 1893 Duryea (Revell), 1898 Hautier (Rami), 1899 Fiat (Aviomodelli) and several Rami de Dion Boutons, I have been unable to obtain either Benz or a Lutzmann. Rami, however, make a fine 1899 Panhard.

Visitors to U.S.A. from this country are invariably tempted to acquire the larger 1/8th scale models, which include Hot Rods, Lakesters, Land Speed Record cars, as well as racing, veteran, vintage, touring and sports cars. For these, there are countless accessories, custom kit and conversion outfits. Amongst these large models are Mercer Raceabout 1911 (I.T.C.), 1924 Model T (Monogram), 1934 Duesenberg (I.T.C.) and 1940 Mercury (I.T.C.).

At the other end of the scale, the 1/86th series by the Spanish Anguclas company embrace a wide variety of makes, including Mini-Minor, Pegaso, Ferrari, D-type Jaguar, E-type Jaguar, 1910 Le Zebre and 1914 T-model.

Collectors of post-war Formula 1 cars have several from which to choose, including Alfa Romeo (Merit, Dinky, Mercury, Bravermann and Sanwa); Ferrari (Vega, Merit, Mercury, Anguclas, Roadace, S.R.M., Wrenn, Lesney, Solido, Airfix, Corgi, Super Shells); B.R.M. (Merit, Vega, Corgi, Bravermann, Roadace, Super Shells, Triang, Solido, S.R.M.); Connaught (Dinky, Merit); Cooper-Climax (Bravermann, Super Shells, Wiking, Solido, Triang, Roadace, Airfix, Dinky, V.I.P.,



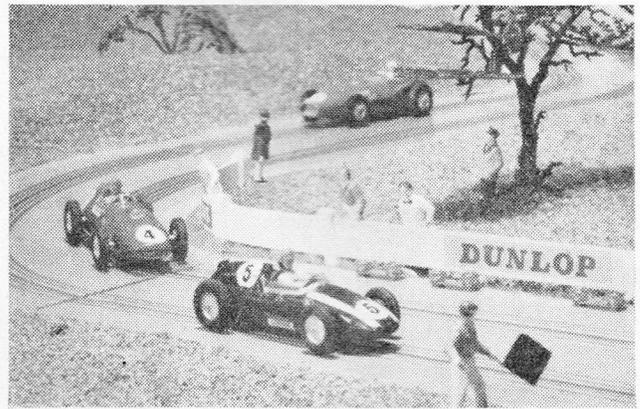
FROM AUTO-MODELS comes a hand-built 1/24 scale model of the Lotus 7 with flared wings, a cast alloy base and a glassfibre body. It retails at £6 6s.

Wrenn, S.R.M., Strombecker); Aston Martin (Lesney, Super Shells); Gordini (Vega, Mercury, Merit); H.W.M. (Dinky); Lola-Climax (Roadace); Lotus-Climax (as for Cooper, with addition of Auto-Models); Maserati (as for Cooper); Mercedes-Benz (Cox, Merit, Morev, Mercury, Roadace); Porsche (Super Shells, Airfix, Roadace); Lago-Talbot (Dinky, Merit); Vanwall (Dinky, Corgi, Merit, S.R.M., Solido, Super Shells, Triang, Wiking).

Quite recently, Revell introduced splendid kits for M.G.B, Triumph TR4, Sunbeam Alpine and Austin-Healey 3000. The same firm has also released special customs kits for conversion and modifications, including radiators, wheels, tyres, bumpers and other components.

Naturally new models continue to appear; a further craze is the collecting of "Weirdo" machines, and also the construction of curious cars based on standard kits.

Without a doubt, the miniature section of motoring provides a most intriguing pastime, which has now become generally accepted amongst all who appreciate motor cars.



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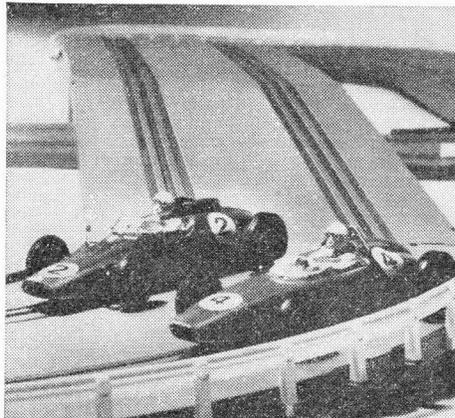
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# GRAN PREMIO STANDARD 1963

Mercedes-Benz Prove Their Superiority in Argentina—Penalty for Bordeu Resented by Crowds

A Special Report by Dr. VICENTE ALVAREZ

THE seventh "Gran Premio Standard", Argentina's biggest production-car race, drew another record entry and kept millions of race enthusiasts excited to a high pitch for almost two weeks. However, the outcome scarcely pleased the crowd: admittedly, they hailed Eugen Böhringer, the winner, as a true champion but they resented the fact that local driver Juan Manuel Bordeu had apparently been deprived of a most likely victory as the result of a severe time penalty. Claims of foul play may have been groundless, but they were certainly loud! Some confused manoeuvring at the Mercedes stop-points en route was reported and widely publicized and that added very little to the popularity of Mercedes or that of "Rennleiter" Kling. Anyhow, the 300SE put up a remarkable show of speed and endurance and to millions of Argentinians—in spite of bitter feelings—it still ranks as Number One Dream Car; however, the price-tag has a sobering effect!

THE 2,848-mile-long course is a murderous proving ground for motor cars: flat, fast stretches alternate with bumpy, irregular, slow ones plus several portions of mountain roads—narrow, twisty, gravel sections where traction, braking and road-holding are precarious. Keeping the car between the mountain and the precipice becomes an exacting, five-sense job. Two-hundred-and-sixty cars started and only 71 finished: that alone gives an idea of the toughness of the event. Unfortunately, this year's race was not as great as it was big and qualified comments agree on the fact that "something has to be done about it . . ." In 1962, the "ultimate" in regulations had allegedly been attained: no time was granted for repairs at the end of each leg; competitors were permitted only a few minutes to drive from the finish line to the *parc fermé*—the same to leave there and report to the next starting control. This was supposed to make the *Gran Premio* a true endurance test—not just a series of short races—and to penalize wild driving, hitherto warranted by the possibility of a complete overhaul on time-off. In 1962, all repairs had to be made *en route*, at a time-loss. An oblique aim of this ruling was to give the independents a chance against the big works outfits, which is understandable: with major repairs out of the question, the great superiority of fully equipped factory teams over private entries was as good as gone, and so was the proverbial dispensation for ruthless chauffeuring of their pilots. All these considerations made sense and the radical rules worked out nicely.

Very few cars completed the distance last year and works teams disintegrated under the strain of the race. Independents had a good break and since it is they who invariably comprise the overwhelming majority of the field (most of them on a non-commercial basis) everybody was happy.

The 1963 rules, granting one hour for repairs between runs came as a surprise; in the race, this spelled restitution of the old privileges to the big teams which reverted to their route in bumper-to-bumper overhauls performed on neutralized time. So, the theory that replenishments and repairs should be performed *en route*, on the driver's time—so much harped upon in 1962—as a means to enforce sensible, "normal", driving and obtain a more realistic evaluation of the qualities of production cars, was discarded this time. While this encouraged participation of official teams, it did not produce the battle of the marques everybody looked forward to: there were only a few works teams—practically one in each category, that is, enough to ruin the chances of the independents yet safe from rival factories' competition. Not as a reflection—just the contrary—on the Mercedes, it can be said they literally paraded from start to finish unmolested but by some short-lived bursts of the 2.6 Alfas or the pugnacious charge of the Guilia driven by Facetti. At odd times, four Mercedes were running actually bumper to bumper—breaking all records—in a remarkable display of speed and precision, but the crowd would have settled for less of that and a bit more of competition.



MANUEL CALVINO (Auto Union) was runner-up in his class (above). Good thing about these front-drive things is that you don't have to bother what the rear end is doing as long as the front ones are pulling in the right direction. Or is it?

EUROPEAN CHAMPION Eugen Böhringer won the big race at 81.955 m.p.h. (a new record) in a works Mercedes-Benz 300SE (top of page).

Mercedes's cub-pilot Bordeu furnished the touch of colour with his determined driving but, having been heavily penalized on the second leg, he was out of contention; for first place, that is. Winner Eugen Böhringer did a superb job; runner-up Dieter Glemser proved a worthy choice and the girls—Ewy Rosqvist and Ursula Wirth, winners in 1962, won a nice third place in the smaller car, a 220SE, breaking their own record. As usual, big-bore

machines stole the show, so to speak, yet some interesting things happened in the smaller categories. What was conceded to be the outstanding performance there was that of Gaston Perkins in one of the works Renaults, powered by the 1093 engine. Perkins not only won his class—hands down—but also beat everybody in two bigger categories, coming in 13th overall. The field was divided into six categories: A, up to 700 c.c.; B, 701-850 c.c.; C, 851-1,150 c.c.; D, 1,151-1,300 c.c.; E, 1,301-1,600 c.c.; and F, over 1,600 c.c. Imported cars had odd numbers; cars of Argentine manufacture had even numbers.

**First Leg: Pilar to Villa Carlos Paz (536 miles) 23rd October.**

CARS lined up before the Automobile Club building in Buenos Aires, from where they took off as a caravan to the actual starting point—Pilar, some 30 miles down the route—since racing is not allowed in urban areas. The race started at Pilar, the first car in the line leaving at 2 a.m. The rest followed, at 10-seconds intervals. As customary, smaller cars took off first: this produces a very compact field but, on the other hand, big-car pilots have to do a lot of passing before they can have a clear field ahead—not a very fascinating job, particularly at night, on not-terribly-good roads. This used to cause some minor collisions but this time—apart from some light paint-scratching—nothing happened.

As to be expected, Bordeu took first place—in the time-charts—but he had also managed to catch the front end of the pack, running among the little ones. At the 200-mile mark, his average was a shade over 116 m.p.h. and he had passed more than 250 cars. At 300 miles, Bordeu was leading at 118.234 m.p.h., with a three-minute advantage over Böhringer and Glemser. Ewy Rosqvist was fourth, while Hermann Eger (Mercedes 330SE) had dropped back some what; next to the Mercedes team were Pecora on a Lancia Flavia and Facetti (Alfa Romeo Giulia). The two 2,600 c.c. Alfas, duly regarded as Mercedes' most serious rivals, were some way behind: Alzaga had stopped with fuel-pump trouble, while Quevedo was apparently biding his time to challenge.

A tough mountain section, on the last part of this leg, produced some changes in positions: Facetti passed Eger and—as to be expected—Cabalen, on a Peugeot 404, drew pretty close to the German team, if only to prove he is the fastest mountain-driver in Argentina at present. At this point it started to rain and the final dash to the chequered flag, downhill, on a twisty mountain road, was a most exciting spectacle. With some exceptions, cars were giving evidence of the toughness of this first leg: bashed-in wings, grilles and doors, shattered windscreens—by the dozen—and quite a few flattened tops. In some cars, bumpers were dragging on the road and, likewise, sundry unidentified parts hanging from the underside. Bordeu won this leg at an average of 98.592 m.p.h.; Böhringer was second, Glemser third and Rosqvist fourth. Facetti placed his little Giulia fifth.

**Second Leg: Villa Carlos Paz to San Juan (535 miles) 25th October.**

AT the finish of the first leg, cars were impounded and everybody had a day off. Cars were allowed to leave the *parc fermé* for one hour of repairs. Only 194 competitors reported for the start of the second leg; the news of the day was Bordeu's 56 mins. 12 secs. time-penalty (to be added to his second-leg time) for exceeding the one-hour time out of the impound, at the rate of three minutes to each minute of actual overtime. An engine-support had to be replaced and a stubbornly leaking gasket caused the delay. This announcement came close to starting a riot—claims of foul play against Mercedes were the keynote of all comments. However, the decision of completing the repairs at the garage, in spite of the inevitable time-penalty, rather than doing a roadside job, should be considered a wise one. Bordeu's actual overtime was just a bit over 18 minutes, with all the facilities of a fully equipped garage. Had he started the second leg and then pulled to the roadside for repairs, chances are that the time-loss would have been considerably bigger. Not at the three-to-one rate now—expectedly less than the 56-min. penalty—but still unpredictable and, anyhow, enough to drop him back in the field.

Cars were to re-start, at one-minute intervals,



AGAIN the girls completed the tough course. Ewy Rosqvist and Ursula Wirth (1962 winners) came in third overall in their 220SE Mercedes, also lowering their record for the distance.

according to their arriving order, regardless of elapsed time; Bordeu was to be the first man off, with a clear road ahead, a decided advantage for the coming mountain section—narrow, winding, gravel roads—where passing slower cars gets to be quite a problem and too often can only be done after a long wait—at reduced speed—for a safe break. Sacrificing a privileged position for the unknown time-gain of a roadside-stop might have been the right thing to do . . . or not. At any rate, Bordeu had practically lost all chances to win the race, whatever Herr Kling's decision had been.

Only 194 competitors resumed racing: out of the initial mountain section came Bordeu, Böhringer and Glemser at the head of the pack; however, the fastest man on the time-chart was Oscar Cabalen, the mountain-master, at 40 m.p.h. average. Road conditions and a continual drizzle had made the hills tougher than ever. Small cars could mingle with the big ones here: Facetti drew even closer to the Mercedes, and Perkins—in the works Renault—managed to beat a 300SE (Eger) and a 220SE (Rosqvist). As the hills were left behind, though, the Mercedes team pulled away in full. Bordeu was setting the pace: on a flat straightaway he was clocked at 135 m.p.h., gaining slightly on Böhringer, but the time-penalty was too much . . . and Böhringer wasn't precisely loafing: his net

CONSISTENT through the entire race, Ernesto Santamarina drove his Peugeot 403 to a class win and sixth place overall.



time for this leg was only 3½ min. more than Bordeu's. Final positions for this leg were: Böhringer, Glemser, Eger, Rosqvist, Facetti and then Quevedo (2.6 Alfa). Böhringer averaged 88.401 m.p.h. for the distance, a new record.

**Third Leg: San Juan to Catamarca (454 miles) 27th October.**

DIETER GLEMSER won his leg in record time: his average was 79.486 m.p.h. Ewy Rosqvist came in second—12 secs. behind—and Böhringer third. Bordeu led for the initial 200 miles, only to stop when the engine-support broke again. The engine was practically detached, and chances to arrive looked very slim . . . so Bordeu took some time off for lunch; things looked rosier on a full stomach and he proceeded, eventually reaching the finish line. The bugs in Alzaga's 2.6 Alfa had evidently disappeared—if only temporarily—and he managed to wrest the lead from Böhringer at the 200-mile mark, after passing more than 20 cars over some horrible, narrow, roads, and was apparently on his way to win the leg but a cracked crankcase forced him to stop, with 10 miles to go. Alzaga re-started after a hasty repair and came in fifth at the finish. His trouble was very common in this race, to the point that the phrase "Rocks versus Crankcases" was jokingly suggested as the most adequate subtitle for this *Gran Premio* . . . dips and ditches did a good share of the job, too.

**Fourth Leg: Catamarca to Tucuman (322 miles) 29th October.**

GENERALLY considered as the toughest leg in the *Gran Premio*, road conditions were reportedly the worst ever. Böhringer won, but his average was only 47.197 m.p.h. (The girls did 47.376 in 1962, on a four-miles shorter route). The field had shrunk to 126 competitors at the start: only 100 finished. Again, Bordeu set the pace, followed by his teammates Böhringer, Glemser, Rosqvist and Eger, but Glemser took first—on elapsed time—at the 120-mile mark. The 9,000 feet climb to Mina Capillitas—regarded as the toughest point of the entire race—took its customary toll. Böhringer emerged the leader, as Bordeu slowed down with a broken shock absorber. Larry, who had lately joined the leading group, retired with a blown-up engine in his Peugeot 404, while coming down the mountain. The Mercedes team took the top four positions (Böhringer, Glemser, Rosqvist, Eger), Cabalen was fifth and Bordeu sixth. Quevedo—dropping back somewhat on account of carburation trouble—retained seventh place. His 2.6 Alfa was still running—if only fairly; Alzaga was not as fortunate, as his own was out for good after splitting the crankcase—again—60 miles from the start.

**Fifth Leg: Tucuman to Cordoba (487 miles) 31st October.**

NINETY-NINE cars reported at the starting line at Tucuman. The fifth leg is usually referred to as an easy one, but that is merely a comparative notion. With the exception of a 25-miles-long mountainous section, roads are mostly flat as fast. The "sand-pit"—a 20-miles portion of sandy road which spelled *finis* to a dozen competitors last year—is there no more, yet the resurfacing has not been com-

pleted, and detours, ditches and "corrugations" are but a few of the hazards to be encountered. In fact, 16 cars stalled for good in this leg. . . one cannot help wondering why it should be still considered an easy one!

Facetti, who had hitherto been hailed as the hero of the race for challenging the Mercedes with his 1,600 c.c. Giulia—fiercely holding to fifth place on aggregate time—rolled over in a turn: the car was seriously damaged and though he re-started, he had to quit shortly after. A broken rear-end forced Eger's 300SE out and this was the first retirement in the Mercedes team. Quevedo's 2.6 Alfa developed serious engine trouble, so he quit, too. While running in sixth position on aggregate time (time-penalty in the second leg and troubles in third and fourth) Bordeu was still driving to win. He took this leg at 89.224 m.p.h. average. Glemser came in second, five minutes behind. While Bordeu's many followers were resigned by now (the 56 mins. penalty was not so significant, as he was 3½ hours behind Böhlinger on aggregate time) an incident took place in this leg that revived their bitter feelings. With no apparent reason, Bordeu was held back at the Mercedes service quarters *en route* as he pulled in for replenishments. This fact was reported by a number of observers—some of them well qualified—who had gathered around the Mercedes stop-point by the roadside, to watch a bit of "pit-work". The Mercedes came in rapid succession (Böhlinger, Bordeu and Glemser) but they were not despatched in that order. Böhlinger and Glemser were released immediately and took off; Bordeu had to wait: work on his car had seemingly been completed and he was loudly voicing his urge to get going. Yet, up went the bonnet again and one mechanic

checked the oil (Bordeu's riding mechanic had done that before) while another slid under the car to look at the rear end. Finally, Herr Kling closed the bonnet himself and waved Bordeu on . . . and a riot was prevented in the nick of time: kibitzers were growing restive. . . Several pressmen witnessed this incident, and it was widely publicized. The delay in sending Bordeu on his way may well have been justified, but the wrong impression was given and—considering the circumstances—that was something Mercedes could not afford. Some semi-official statements came later (let's skip the name of the spokesman) but they were exceedingly light and non-committal and things remained just as obscure.

#### Final Leg: Cordoba to Arrecifes (408 miles) 1st November.

No significant changes in positions were expected to take place in the final run. They were practically settled in the overall classification and, for that matter, in each category. The last big change in standings had occurred on the fifth leg as a result of Facetti's retirement: so far he had been hobnobbing with the big-bore pilots with his smaller Giulia and—naturally—leading his own class by a wide margin. As he quit, Cabalen moved up to fifth overall and Santamarina (Peugeot 403) took first in Class E. Bordeu won the last leg, at a record average of 107.274 m.p.h., beating Glemser by 19 secs. and Böhlinger by 36. However, the Mercedes gave the impression they were merely cruising to the finish—record and all—and on several occasions the three 300SEs were literally parading bumper-to-bumper. None of the competitors stood much of a chance of improving his position—not even taking all risks—so sensible driving was

the prevailing attitude all the way down the field. But still, there was one important change in placings: De Tomasi was forced out as engine trouble developed in his Isard (Goggo 700) while leading by a wide margin in Class A. Competitors were allowed one hour to drive across the town of Rosario, at normal traffic speed. Ewy Rosqvist failed to stop her 220SE at a railroad crossing as the gates came down: she hit the gate head-on and the timber smashed the windshield and damaged the car's interior; nothing happened to the girls save for a scratch on Ewy Rosqvist's nose. Spectators helped them to disentangle the car and shortly the Mercedes was back on its way. The finishing line was at Arrecifes—some 108 miles short of Buenos Aires; from there cars proceeded to their final destination, the Buenos Aires Autodrome, at normal traffic speed. Eugen Böhlinger arrived in Arrecifes in first place (third in elapsed time); less than half a mile behind came Glemser, with Bordeu right on his tail.

#### RESULTS

1, Eugen Böhlinger (Mercedes-Benz 300SE), 33 h. 22 m. 11 s., 81.955 m.p.h.; 2, Dieter Glemser (Mercedes-Benz 300SE), 33 h. 31 m. 14 s.; 3, Ewy Rosqvist (Mercedes-Benz 220SE), 34 h. 30 m. 44 s.; 4, Juan Manuel Bordeu (Mercedes-Benz 300SE), 36 h. 41 m. 24 s.; 5, Oscar Cabalen (Peugeot 404), 37 h. 26 m. 49 s. Class Winners: Lopez Oribe (N.S.U. Sport), 48 h. 11 m. 36 s.; Gaston Perkins (Renault), 41 h. 16 m. 13 s.; Vicente Formisano (Auto Union), 41 h. 54 m. 55 s.; Carlos Lepro (Alfa Romeo GTI), 43 h. 56 m. 06 s.; Ernesto Santamarina (Peugeot 403), 38 h. 58 m. 45 s.; Eugen Böhlinger (Mercedes-Benz 300SE), 33 h. 22m. 11 s.

Class-winning Argentine-manufacture cars: L. M. Paillot (Isard (Goggo 700)); Gaston Perkins (Renault) Vicente Formisano (Auto Union); Ernesto Santamarina (Peugeot 403); Oscar Cabalen (Peugeot 404)

## CORRESPONDENCE

### English Justice

A FEW months ago, on the way to Snetterton, I scraped another car. Total damage £4. Because the other vehicle was driven by a member of the "English Gestapo" I was fined £50 by Newmarket magistrates, suspended from driving for six months, and eventually involved in legal costs of £200. Fair enough.

If my daily paper is to be believed, an ex-Borstal boy was recently fined £10 by West Malling, Kent, magistrates, for breaking his three-year-old son's arm in two places and fracturing eight of his ribs.

If my maths are correct, one ought to be able to break five arms in a total of ten places and fracture 40 ribs, to equal my crime.

"English justice is the best in the world." I cannot remember who first made this remark, but he sure was one of our greatest comedians. BROMLEY, KENT.

DAVID HOWARD.

### Clark the Fastest?

REFERRING to Mr. David Richardson's letter in AUTOSPORT, Mr. Richardson says he thinks Jim Clark is faster than any other Grand Prix driver; he also goes on to say that he is a fan of Clark, and that he can assure us Jim is faster than anyone else.

Now, how on earth does he know if Clark is faster than any other drivers? I reckon Graham Hill, John Surtees and Dan Gurney are just as quick as Clark. Look at the Italian G.P., where these three battled with Clark for the lead till mechanical troubles intervened.

Put any one of these drivers in a Lotus 25 and they would win races just as much as Clark. Is it possible that the Lotus is the fastest and lightest car on the circuits this year, Mr. Richardson, and the most reliable; could this help Clark to win a lot of races?

We all know Jim Clark is a fast and good driver, but to say he's faster than everyone else is ridiculous, when it's the car that's faster. LONDON, E.16.

PHILIP MEINERS.

### Saloon Car Racing

FURTHER to W. B. Blydenstein's excellent suggestions regarding saloon car racing, and discussion in your columns regarding Group 2 or Group 3 for saloon car racing, may I make the following comments and suggestions.

First, the S.M.M.T. and constructors favour, and in fact have decided on, Group 2 for 1964. Mr. Blydenstein's suggestion for increasing the numbers required before homologation would tend to further restrict the number of different makes eligible in any one class, and further, and even more undesirable could lead to last year's model being raced instead of the current model to the detriment of both the manufacturer, and the public, who pay to see the latest. Secondly, one-make domination of a class most often leads to most exciting racing, Jaguars in the open and Minis in the smallest class being good examples.

May I plead, therefore, for the excellent scheme tried at several of this season's international and national open meetings. The public have indicated their preference for saloon car racing, the faster and hairier the better. At these meetings two saloon car events were run, one for Appendix J, Group 2, as part of the trade-supported international permit, and the other run concurrently under a closed or restricted permit with good prize money, for cars complying only with the R.A.C. regulations for saloon cars. This race would attract such wonderful devices as Rod Embley's Jaguar-engined Mini, the twin-engined Minis

of John Cooper, Chris Craft's "Orange Crate", etc., together with any Group 3 or Group 99 Galaxies. This would give some wonderful and frighteningly fast racing, which the crowds love, with no scrutineering problems apart from safety and giving the manufacturers of specialist tuning equipment a chance to demonstrate their non-Group 2 bolt on goodies.

ST. JOHN'S WOOD, LONDON, N.W.8.

D. P. MERFIELD.

### Most Promising Driver

IT was with interest that I noted recently that Grovewood Securities have put up three generous prizes of £500, £300 and £200. These are to be presented to young drivers who have shown the most promise during the past season, and to be awarded this Friday by a sub-committee of The Guild of Motoring Writers.

With this large amount of money at stake it seems strange that no further details have been revealed. Are the prizes intended for first season drivers only? What is the age limit? These are two of the questions immediately posed.

No doubt controversy will be rife after the selections, so let me put in a few suggestions to start the ball rolling before the awards are announced.

Most promising driver in his first season must undoubtedly go to Roy James. Possibly, Roy does not need the money these days, and anyway the presenting of the prize would lead to difficulties! In his absence Dennis O'Sullivan is an able substitute, although one must not forget Mike Hailwood. Mike's chances may be unfavourably prejudiced if the large resources backing him are considered.

Apart from the F.J. brigade several of the club saloon car racers could qualify on a public entertainment angle. Chris Craft, John Fitzpatrick, Rod Embley and Mike Young spring to mind as the most likely in this category. In the sports car classes nobody new has shot to prominence this year, while G.T. wise only AUTOSPORT champion Roger Nathan, Roger Mac and Warwick Banks can be seriously considered. The two Rogers, of course, have the advantage if the "young" rider is strongly enforced.

I wish the motoring writers well in their difficult task, and perhaps one or two of the drivers I have mentioned will be amongst those fortunate three.

DUFFIELD, DERBYSHIRE.

A. R. MARRIOTT.

### Must Marples Go?

As an interested onlooker in the "Marples Must Go" campaign, I wish to make some observations.

It is a well-known fact that in a Welfare State, such as yours, people having nothing to complain about, really, so they manufacture their complaints. This has certainly occurred in this case—the mole hill has been replaced by a big, big mountain.

The whole campaign being directed at Mr. Marples alone is absolutely ridiculous. Anyone with some sort of a knowledge of Government structure knows that many of the decisions made by a ministry are originated by the public servants under the Minister. Blaming the Minister alone for the so-called "injustices" is itself unjust.

While it seems to be a joke that the Minister of Transport should ride a bike, perhaps he is giving a subtle hint that the problem of traffic congestion would easily be solved if everybody followed his example. TOORAK GARDENS, SOUTH AUSTRALIA.

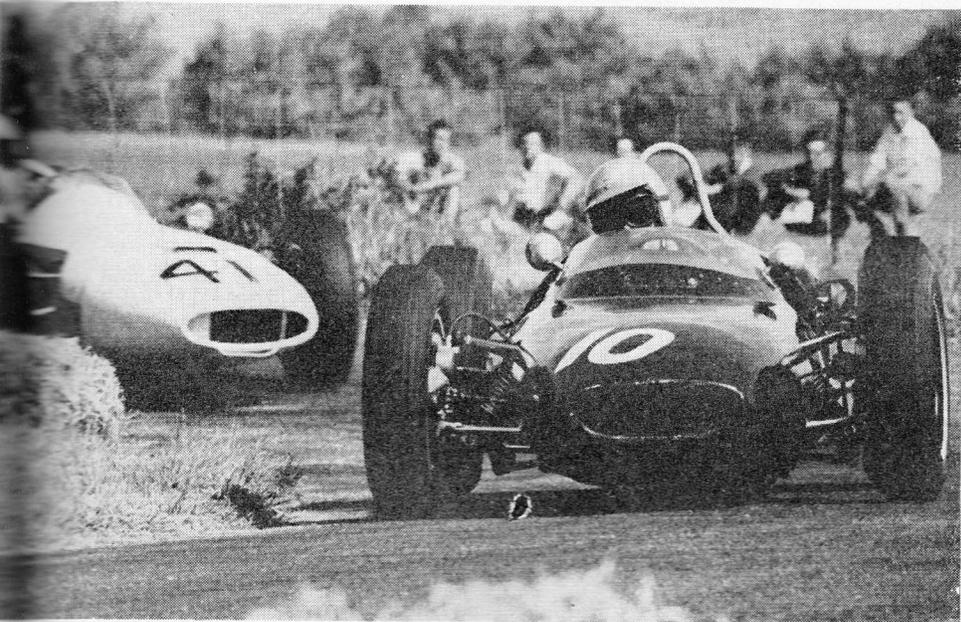
JOHN STRATMANN.

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

# Renwick "50" to Jim Palmer

"Down-Under" Season Gets Under  
Way with National Championship Race

By PETER GREENSLADE



TONY SHELLY'S 2½-litre Lotus-Climax holds a short-lived lead over Jim Palmer in the ex-McLaren, ex-Hyslop Cooper-Climax. Palmer has raced cars since he was in his early teens and could be a contender for European honours very soon now.

NEW ZEALAND'S 1963-64 national championship series got away to a brilliant start on 16th November with the Marlborough Car Club's Renwick 50 meeting on a real road circuit near Blenheim. There were seven events on the programme for sports, saloon and racing cars and all of them, with the exception of the Renwick 50 itself, were six-lappers, or nine miles apiece. The feature event, which counts towards the Association of New Zealand Car Clubs' Road Racing Gold Star and the New Zealand Racing Drivers' Club single-seater championship, was of 20 laps—30 miles. A record crowd ringed the circuit in fine weather and saw the Hamilton's 21-year-old Jim Palmer win the Renwick 50 in convincing fashion with the ex-Angus Hyslop 2½-litre Cooper-Climax.

THE Renwick 50 drew a field of 13 and from the moment entries closed it was obvious that, barring mechanical misfortune, the ultimate issue would be sorted out by Palmer and Shelly. In the short training session Palmer, who had not previously run at Renwick, bowled the white Cooper around in 1 min. 19 secs. to earn pole position on the starting grid from Shelly (1 min. 21.8 secs.). Last year's winner, Hyslop, had made his fastest lap in the race in 1 min. 21.2 secs., so Bill Hannah, who is now nursing the Cooper for Palmer, was quite satisfied.

One of the surprises of the training session was the young Lower Hutt driver Rex Flowers, who has changed his Gemini Junior for the 1,475 c.c. Lotus-Ford. Flowers did not have much of a trot last season, but he managed to qualify his new car third fastest for the session.

Proceedings officially opened with a race for saloons up to 1,300 c.c., won by Ivan Segedin in his bored-out Ford Anglia. The second race, for sports cars and specials, turned into a procession. Maurice Stanton went straight into the lead with the massive Stanton-Corvette and was untroubled thereafter. In fact second and third places were never in doubt either; Barry Porter (Lotus 15) kept comfortably ahead of Ron Rutherford in his neat monoposto 260M Zephyr and they finished in that order with Frank Bremner in

the ex-Hyslop D-type Jaguar next. But the third nine-miler—for saloon cars over 1,300 c.c.—was what the cash customers had been waiting for, as it held promise of a sizzling duel between the national saloon champion Archibald and Zephyr man Sprague. No one was disappointed. From the start Kerry Grant (Cortina G.T.) out-accelerated everyone and set a blistering pace in front for two laps, closely attended by Archibald and Sprague. These three toured nose to tail until Grant became involved with a straw bale, bent a tie-rod and abandoned. That let the Archibald 3.8 to the front and Sprague into second place. The latter tried all he knew but just could not take the Jaguar. Time and time again it looked as though Sprague would make it, but the green Zephyr just could not haul in the Jaguar and so they finished with barely daylight between the two.

A handicap for sports cars and specials fol-

a 6 secs. margin over Palmer. By that time Stanton was running 14 secs. behind the leader in third place and Flowers was getting the benefit of the massive vacuum which must have been provided by the Stanton-Corvette.

Young, in fifth place, seemed to be having trouble finding his gears and, as it turned out, he drove most of the way without the use of the clutch. Nevertheless he was able to comfortably maintain his position right to the finish. Buchanan, who had lost bottom gear in the training session and was running with a spacer in the box, now dropped back a bit and Porter in the sports Lotus moved up to sixth. This position he gave away to Lotus-Ford 18 driver Slocombe a couple of tours later.

Now the leaders were beginning to double the tail-enders and this proved to be to Shelly's detriment. Palmer, going great guns in the ex-Hyslop Cooper, gathered in the 6 secs. in the traffic and managed to get inside Shelly and take him at the hairpin just before the end of the 11th tour. In the next four laps he opened up a 5 secs. gap and on lap 15 circled in 1 min. 21.0 secs., his best for the race.

In the meantime Flowers, who was driving far better than he had in the Gemini last season, was still sticking like a leech to the Stanton-Corvette and on his 16th tour he moved ahead and next time round cleared away a little by turning in a sizzler in 1 min. 19.8 secs.—the second fastest lap of the race. Farther back in the field Buchanan, who was having his first drive in a single-seater, had been getting things sorted out and he moved up to the sixth behind Young. To all intents and purposes the remaining runners were out of the contest.

Palmer came home a popular winner and was followed in by Shelly, Flowers and Stanton. These were the only ones to go the whole distance, Young and Buchanan being flagged off a lap back. Palmer's time was 27 mins. 13.9 secs.—not a bad effort on such a tight and narrow circuit.

The final event of the day was a nine-mile saloon handicap and was won by Zephyr Mk. 2 driver N. A. Master from Sprague, who had started from the back of the field. Ron Sylvester in a very hot Chevrolet coupé was third. This was a very close finish, indeed, and an appropriate ending to a most successful seasonal opening.

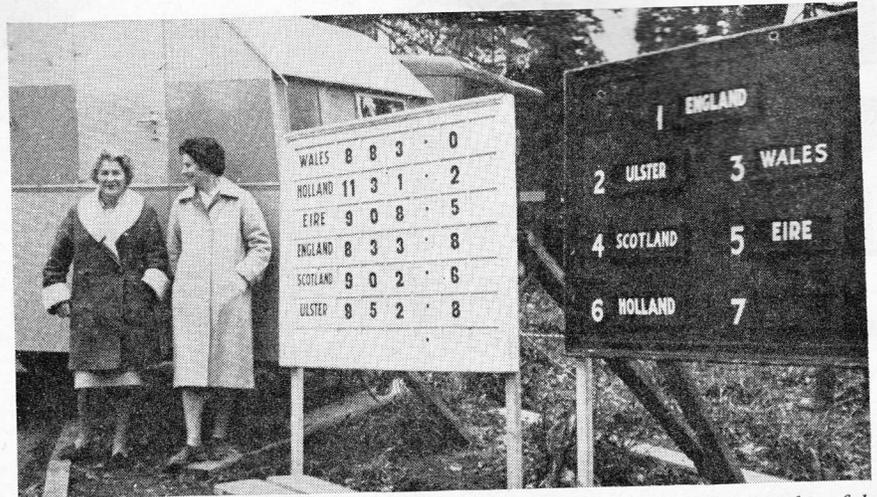
**Renwick Notes:** Among the spectators was Chris Amon, looking very fit and anxious to get cracking in a 2½-litre car again. He will be doing all the internationals here this season and a couple of days after Renwick flew off to Australia to see what he could line up there as far as the internationals are concerned. Amon's mount, incidentally, will probably be the Lola Surtees used out here last season. There is talk of a bored-out (to about 2,000 c.c.) B.R.M. V8, but Chris seemed to think it more probable that a four-cylinder Climax will be used. . . . Bill Hannah, who has been Hyslop's right-hand man for years, was looking after Palmer at Renwick and it seems likely that he will be all season. Next round in the national series is the Bay of Plenty Motor Racing Association's meeting at Tauranga, one of the North Island's most popular holiday resorts, on 28th December. Hyslop has been named as a starter with a Cooper-Climax, but this seems unlikely. However, there will be three Australians in this field.

#### RESULTS

1, Jim Palmer (2.5 Cooper-Climax), 27 m. 13.9 s.;  
2, Tony Shelly (2.5 Lotus-Climax); 3, Rex Flowers (1.5 Lotus-Ford); 4, Maurice Stanton (Stanton-Corvette); 5, David Young (1.5 Cooper-Ford); 6, Andrew Buchanan (1.6 Brabham-Ford). Fastest lap: Shelly, 1 m. 19.4 s.

**TAILPIECE.** Jim Mullins and his Morris-Cooper have an argument about where to go and dive off into the shrubbery.





SCOREBOARD shows the final results very clearly (above). IAN MANTLE, a member of the winning team, in mid-flight during one of the tests (left).

## Ken Wharton Driving Tests

England Take the Honour at the First National Open Event

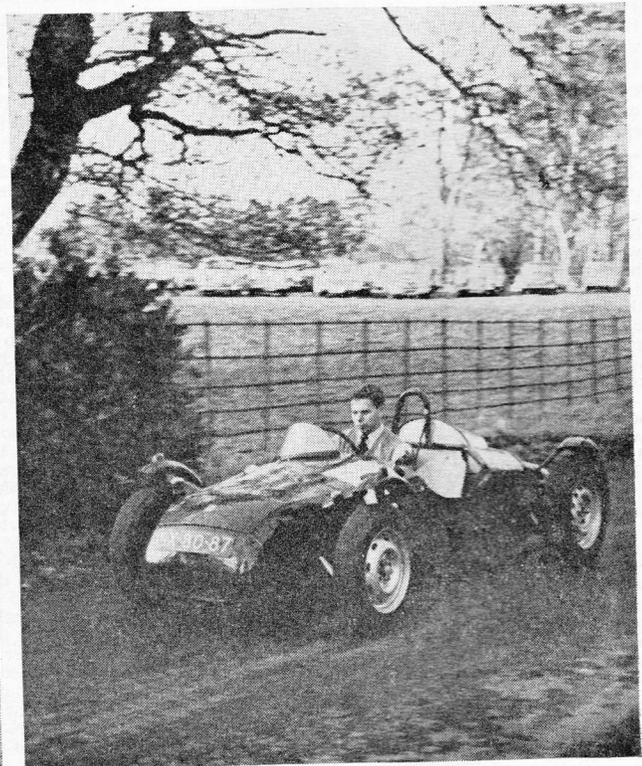
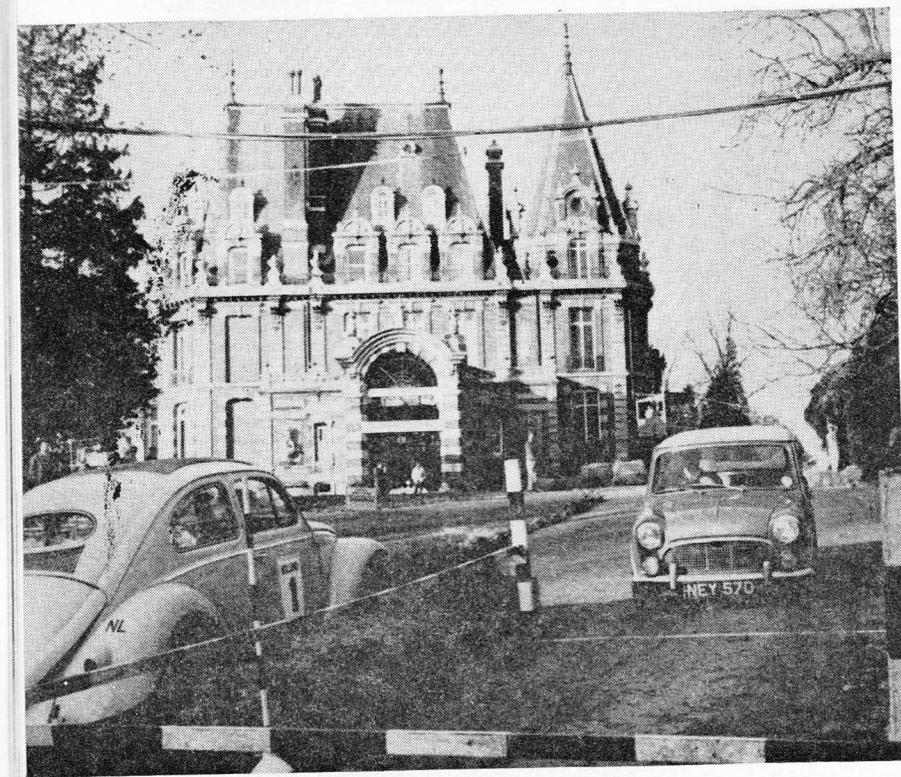
By FRANCIS PENN

A MEDAL to Ron Lowe and the "boys" of the Hagley and District Light Car Club for the best ever "Ken Wharton"! Returning to its original venue, Chateau Impney, near Droitwich, last Saturday's Driving Tests meeting was upgraded to National Open status for the first time, the event taking on a truly International flavour as countries rather than regions were represented by teams of three cars—one each G.T., open sports and Touring. They came from Wales—Bill Meredith (Mini-Cooper S), Don Harris (Sprite) and Martyn Thomas (Simca 1000); Holland—Gys van Lennep (VW), Freek Dudok van Heel (Hirondelle) and Ben Huisman (B.M.W.); Eire—Cecil Vard (Mini-Cooper), Des Cullen (M.G. Midget) and Larry Mooney (VW), England—

Ian Mantle (Mini-Cooper S), Ron Randall (M.G. Midget) and Tim Baker (M.G. 1100); Scotland—James Dryden (Mini-Cooper S), David Hall (M.G. Midget) and R. Longmuir (Lotus Cortina); and Ulster—Derek Boyd (Mini-Cooper S), Harold Hagan (M.G. Midget) and Robert McBurney (VW).

Some consternation was caused the previous evening when McBurney successfully protested out Vard's 1070 c.c. Mini-Cooper and Larry Mooney's 1,295 c.c. VW. Vard was lent a local car which, fully souped, ran clean out of brakes, and Mooney worked all night to fit a borrowed standard engine! McBurney, however, did not seem to bother about the Porsche-powered Dutch VW—perhaps this was a case of an Irish Split!

NEARLY SCRAPING the wheel rims, R. Longmuir's Lotus Cortina completes a test (left). The Scottish team, of which Longmuir was a member, were classified fourth. CHATEAU IMPNEY in the background, Bill Meredith's Mini-Cooper S upholds the honour of Wales, watched by Gys van Lennep of Holland (below, left). HIRONDELLE sports car of Freek van Heel takes part in one of the tests (below, right). This is a very interesting rear-engined Dutch-built machine.



B.B.C. coverage included four cameras, and Raymond Baxter made that side of things a certain success! The event ran to split-second timing and this year, apart from the television angle, it really was a most exciting and first rate motoring competition well worthy of its billing as this country's Premier Driving Tests.

Test 1 involved pylons, double garages and a very fast chicane-guarded finish; after this Eire led with 155.6 points to Wales with 156.0 and Scotland's 156.7. Test 2, a wiggle-wobble with a scissors forward and reverse, changed the order; into the lead went Wales with 332.7 points followed by England's 333.6 and Ulster's 335.0.

Next came Test 5, a triple forward and reverse, garages and a flying finish. England now led with 504.7, Wales following with 505.6 and Ulster were in third spot with 507.5.

Test 6, the big box—or "the spectators' delight" into which cars had to turn through 360 degrees in a spin (if possible) left England way out in front, mainly due to their No. 3 making a complete spin in the touring class, the only one so to do! Marks were now England 685.6, Ulster 707.0, and Eire 723.3.



ENGLAND'S team captain Frank Livingstone collects the trophy from Mr. E. A. Pillon of the Chateau Impney Hotel.

## Bob Jane Wins N.S.W. Saloon Championship

4.1-Litre 320 b.h.p. Jaguar 3.8 Unbeatable at Katoomba, New South Wales

THE New South Wales Touring Car Championships meeting brought down the curtain on a most successful season for the Australian Racing Drivers' Club on 10th November. The feature event was won convincingly by Bob Jane (Jaguar 3.8); he also set a new class lap record in the saloon and E-type.

Several new cars appeared, including Frank Match's Lotus 19, which lopped off nearly a second from the outright track lap record! A Morris-Cooper S was also seen for the first time in Australia. Practice was notable for some staggering lap times, the best of which was set by Match at 58.4 secs. The weather remained perfect throughout and resulted in many long-standing records being broken.

A minor racing car event opened the programme and was won by Tony Reynolds (Elfin-Climax). The production sports car scratch race that followed was a walk-over win for Bob Jane, his E-type demonstrating road-holding and performance that would have made Coventry very envious. Second and third placings were the subject of a heated dice between Brian Foley (Sprite) and W. Donnelly (M.G.A.), the latter taking second place eventually.

In Event 3 Frank Match made a very welcome return to the sport and, with his powder blue Lotus 19, shot away from the grid, only to miss a gear and lose two places to Ian Geoghegan (Lotus 23) and Graham White (Lotus 11 s/c). They both enjoyed a short-lived two lap lead until Match roared past to stay ahead to the finish. Geoghegan finished second and John Martin (Lola-Climax) third, after Graham White crashed

into fencing and retired. Leo Geoghegan (Lotus Super 7) won the production section.

Next came the final round of the Neptune Trophy Race, restricted to G. M. Holdens, and it was the scene of some of the most furious driving ever seen at Katoomba. Although the prize money totalled a mere £500, spectators could have believed it was £50,000 by the red hot pace that was maintained throughout!

To the surprise of nearly everyone, Spencer Martin, who was leading the points score, lost the lead to Warren Weldon soon after the start. Weldon kept ahead until lap 2 when he went wide on the Tunnel Bend, this allowing Martin to nip through on the inside and stay ahead to the finish, winning by less than a second. Although Weldon finished in second place, the Outright placing went to Bruce McPhee, and Weldon took third place over the series.

The N.S.W. Touring Car Championships were split into three divisions, the first and second being run concurrently. Divisions 1 and 2 were thrill packed in the early stages when Geoff Russell (Ford Cortina G.T.) held a very narrow lead from Kevin Fisher (Fiat 1500); the Ford was three-wheeling in an almighty manner around all corners with the Fiat hard pressing only inches from the bumper and occasionally coming alongside. However, half-way through the event the Fiat lost all gears and retired, leaving Russell to an easy win in Division 2. It was the only car to complete the full 25 laps. McPhee's S-type Mini-Cooper was a bitter disappointment and finished one lap in arrears.

John French (Morris-Cooper) won Division 1 after a virtually unopposed run.

*SMOKE pouring out from the tortured tyres, the powerful Jaguar of Bob Jane roars through the Tunnel of Love section of the Katoomba circuit on its way to victory.*

Test 4, a forward and reverse manoeuvre to stop astride several lines, left no doubt of the winners: England with a total of 833.8. Second were Ulster with 852.8 and third were Wales with 883.0. A photograph of Mrs. Lowe's famous scoreboard, returned for the benefit and at the request of AUTOSPORT, was very welcome and shows the entire finishing position.

Unfortunately it is not possible to comment on all individual performances, but one driver was so outstanding as to be worthy of special mention—England's No. 3, Tim Baker, who in an M.G. 1100, just about scored maximum points and gave a most polished performance in a class which included Porsche-engined VW and a Lotus Cortina.

Ulster, last year's winners, had dropped Paddy Hopkirk, perhaps the finest test driver yet, as he had failed to complete their elimination test through gearbox failure. They should know better next time and *not* deprive millions of viewers the sight of this colourful personality in action, especially bearing in mind that, due solely to his magnificent driving, Northern Ireland emerged the victors of 1962.

Bob Jane (Jaguar 3.8) won Division 3 convincingly; the car produces a cool 320 b.h.p. from its 4.1-litre motor and was more than a match for everyone. Bruce McPhee (Holden), who had a rare honour of driving two cars in the Championship, took second place after Spencer Martin's motor blew up in the latter stages. When outright placings were counted up Geoff Russell was awarded third place, Jane being first and McPhee second.

Another production sports car race followed the championship and was based on a handi-cap. Bob Jane brought out the E-type to give a demonstration of high speed overtaking and he lowered the record set earlier by 2 secs. to 1 min. 6.9 secs., also winning the event.

In the last event of the day Frank Match set a blistering new outright track record of 58.7 secs. in the Lotus 19. This is a phenomenally fast time, nearly a second below the racing car lap record and is likely to stand for a considerable time.

A fitting finish to the 1963 season was a surprise announcement by the Neptune Oil Company that they are to sign up Australia's three top touring car drivers, Norman Beechey, Harry Firth and Peter Manton; they are all Victorians. The A.R.D.C. also announced that another series of Holden races will be sponsored by the Neptune Company and also a special International 1,500 c.c. racing car event will be held in January with over £400 prize money.

RAY SIMPSON.

## VICTORIAN TOURING CAR CHAMPIONSHIPS AT SANDOWN PARK

THE Victorian Touring Car Champion for 1963 is Bob Jane, who won the championship for this year from last year's winner Norm Beechey at Sandown Park on 3rd November. In practice Jane, driving his 4-litre Jaguar 3.8 (this could be Coventry's best answer to Detroit), recorded best time from Beechey (Ford Galaxie) and Ern Abbott (Chrysler Valiant). However, during the three heats prior to the final, Abbott had his motor go sick and he was unable to take his place in the final.

At flag fall Jane went straight into the lead, which he was not to lose for the entire 20 laps. In the opening stages he was hard pressed by Beechey, whose handling of the big American car was a joy to watch; however, as the race progressed Jane proceeded to open up a lead which, at half-distance, amounted to some six seconds, and it seemed as though he had the race won. However, towards the latter stages of the race, the two cars began to encounter a good deal of tail-end traffic, and this enabled Beechey to close right up on Jane, and as the two cars commenced their last lap it was almost impossible to see daylight between the rear bumper of the Jaguar and the front fender of the Galaxie.

ANDREW MACGREGOR.

### RESULTS

1, R. Jane (Jaguar 3.8), 28 m. 28.2 s.; 2, N. Beechey (Ford Galaxie), 28 m. 28.5 s.; 3, C. Smith (Chrysler Valiant), 19 laps; 4, B. McPhee (Holden), 19; 5, S. Martin (Holden), 19; 6, J. McKeown (Ford Cortina G.T.), 19. **Fastest lap:** Beechey, 1 m. 23.6 s., 83.20 m.p.h. (new record).



# CLUB NEWS

By MICHAEL DURIN

GAMBLING on the hope that we simply can't have another winter like last year's, the South Wales Automobile Club (assisted by the Welsh Association) are to run the International Welsh Rally from 3rd-5th January. Last year's event was cancelled at the last minute because scarcely a mile of the route remained above the snowdrifts—let's hope that the weather pundits who forecast a milder winter are right and that S.W.A.C. make it in 1964. The plot is built around two interesting nights of motoring with the hours of daylight at a reduced average speed, the whole event being interspersed with some 15 special stages, varying from one to 18 miles on closed roads at averages up to 50 m.p.h. The event will start from Loton Park, Shrewsbury and will finish (after some 600 miles, mainly in Wales) in Cardiff. Regulations are available from W. G. Woodroffe, 10 Carnegie Drive, Lakeside, Cardiff, who must have all entries (at the very reasonable fee of eight guineas) by 7th December or, with extra late fee by 21st.

On 15th December a production car trial will be organized by Dudley and D.C.C., Lucas M.C., Wolverhampton and South Staffs C.C., Rugeley and D.M.C. and Owen O.M.C., for their members at a site in Netherton Dudley. Regs from Mrs. J. S. Macdonald, Willow Hayes, Station Road, Wombourne, Staffs. . . . North Midland M.C. are to run their Kitching Trophy Trial on 8th December from a start in Bamford, Derbyshire. This championship event is open to Hagley and D.L.C.C., London M.C., Yorkshire S.C.C., Peterborough M.C., SUNBAC, Lancs and Cheshire C.C., Kentish Border M.C., Sheffield and Hallamshire M.C. and Maidstone and Mid Kent M.C. Regs from W. R. D. Nixon, 9 Ashfurlong Close, Dore, Sheffield, who must have all entries by 30th November. . . . West Hants and Dorset C.C., Vickers-Armstrongs (Hurn) C.C. and Bournemouth M.C. are to run their closed Christmas Cup Trial on 8th December from a start in Wallisdown, Bournemouth. Details from J. E. Moss, "Moonfleet", Townsend, Corfe Castle, Dorset. . . . The closed December Rally of the South Eastern Centre of the B.A.R.C. (a 75 miler) is scheduled for 7th December. Details from Mrs. E. G. Clayton, Ravenscourt, Homefield Road, Seaford, Sussex.

## COMING ATTRACTIONS

### FOREIGN EVENTS

29th-30th November. *TOUR OF NIGERIA.*  
1st-8th December. *NASSAU SPEED WEEK*  
*Bahamas (S., G.T.).*

### BRITISH EVENTS

30th November-1st December. *West Essex C.C., Four Ways C.C., Chelmsford M.C. and Gaynes C.C. Essex Rally. Starts Three Jolly Wheelers, Woodford Bridge, Essex, and Britvic Service Road, Chelmsford, Essex, at 9 p.m.*  
*Chichester M.C. Trenham Rally. Starts Bordon Motors, Bordon, Hants, at 11 p.m.*  
*Eastern Counties M.C., Cambridge University A.C. and Sporting C.C. of Norfolk Albright Rally. Starts Messrs. Fairhead and Sawyers Garage, Woodbridge, Suffolk, at 11 p.m.*  
*Mid-Thames C.C. and East Surrey M.C. Novice Rally. Starts Basingstoke Common Garage, Basingstoke, Hants, at 11 p.m.*  
*Stockport M.C., Cavendish C.C. and Glossop and D.C.C. Revenge Rally. Starts Kemmings Garage, Glossop, Derbyshire.*  
*Poachers M.C. Second Empire Trophy Rally. Starts Wide Westgate, Grantham, Lincs, at 10 p.m.*  
*Oxford M.C. and Oxford University M.D.C. Cotswold Rally. Starts near Oxford.*  
*Harrow C.C. Chiltern Rally. Starts St. Albans Herts, at 11 p.m.*  
1st December. *London M.C. Gloucester Trial. Starts Stratton Arms Hotel, near Cirencester, Glos, at 11 a.m.*  
*Sporting VW C. Production Car Trial. Starts Canada Heights, Swanley, Kent.*  
*Bristol M.C. and L.C.C. Allen Production Car Trial. Starts Aerodrome Garage, Lashborough, near Nailsworth, Glos, at 10 a.m.*  
*C.S.M.A. Production Car Trial. Starts Brands Hatch, near Farningham, Kent, at 11 a.m.*

## CRAWLEY M.C. NIGHTRIDER RALLY

PARTICULAR rallies, or rallies organized by particular clubs, over the years tend to acquire reputations, some good, some bad, and to attract entries accordingly; much depends upon the abilities and experience of the organizers. It is pleasing to report that a club running its first restricted rally has just scored a considerable success. Despite counter-attractions elsewhere, the Crawley Motor Club secured a full entry for their Nightrider Rally on the night of 16th-17th November and then proceeded to entertain the 60 crews concerned with an excellent route of 180 miles on sheets 168, 169, 181 and 182. The accepted devices for sorting them out were indulged in to the full, and included an abundance of short, sharp sections, much white road motoring (once or twice just slightly roughish, but never damaging) and the unashamed adoption of the "plot and bash" technique, with the route handed out from control to control. Herein lays a criticism, for only the locations of the supper and breakfast stops were known in advance and missing a control meant retirement. Novices in particular found this to be a disadvantage; for them the rally was tough, but it was good experience.

Most of the white roads were very muddy indeed and production car trial techniques were sometimes called for. It was particularly unfortunate that one of the more slippery slopes should have caused a major blockage at the head of the field, thereby affecting the result of the rally materially, and with it the probable destination of the A.C.S.M.C. Championship, of which this was one of the closing rounds.

With a sensibly late start from Hindhead, the route ran gently down to that little bit of nonsense on the A31 south-west of Bentley, where the dual-carriageway modifications are incorrectly shown, even on the latest printings. With plenty of time in hand, the gimmick served only as material for leg-pulling as crews conversed at the end of the run-in after having sought and found the correct way off the clearway. Sterner stuff was immediately in store, for section 3 was measured along the white roads in 7746. Nobody seemed to have these marked and most crews went the long way round, dropping time on a five-minute section. The pressure stayed on and a series of short, sharp sections led to the white road at 712497. The outcome of the whole rally hinged on the one-minute section up this dubious goer, for no fewer than six of the first 10 cars became bogged down or balked. There was no way round, the approach direction to control 9 at the top of the hill saw to that. The Town and Country-shod Allardette of Doug Ray and Stuart Gray tried bumper-to-bumper shunting to remove the stranded Rapier of John Durban and Colin White, and Martin Holmes, navigating John Dorton's 1100, ran with his road book and watch, but was refused pedestrian entry into the control. Maurice Cowden and Arthur Bint, having wedged their Cortina G.T. across the track, used a large baulk of timber to lever the car clear. Meanwhile, Tony Maslem and Brian Vice grew tired of waiting and used the alternative road, risking the consequences of a wrong approach, while the Ambrose/Addington Allardette and the Satchell/Mrs. Hughes Healey tried a gamble which nearly came off by motoring round two fields, only to be confronted by a five-foot drop onto the road, just short of the desired control—and on the right approach, what's more! This cost both crews 15 minutes, whereas the more patient souls who had waited at the foot of the hill lost anything from six to 10 minutes. The problem of whether or not to scrub the section was referred to the stewards, who ruled in favour of *force majeure* ("just your 'orrible 'ard luck, mate," in English). To be fair to the organizers, they had proved the route on the Friday evening without this hill causing any trouble, but the events in section 9 subsequently presented them with a situation in which the decision taken by the stewards (and it must be held to be the right one) probably decided the outcome of a whole season's rallying for the three crews who are now neck and neck in the Championship, all of whom were directly concerned in the incident, to varying degrees.

The pace continued hot with a very tight three-minuter to control 12, near Micheldever, whence three consecutive "ones" led along a

straight white road to the forest of the same name, and these were soon followed by another sequence of "ones", six on the trot (gallop would be nearer the mark). These were also on white roads, but not straight ones this time. Penalties began to pile up hereabouts, and the 11-minute section to control 32 also caught more than one crew who faltered over the intricacies of this particular plot involving a double change of map. Barry Russell and Michael Gibbs suffered a puncture on this section and later were further delayed by water in the ignition, but they contrived to finish tenth nevertheless. In the course of yet another series of "ones", just before supper, the Gordon King/Ron Brown Allardette was observed stationary at the road side, and was not seen again.

At supper there was nothing like a clean sheet remaining, the best (unofficial) claim being nine minutes down. The Eastbourne Johns, Church and Mace, were pleased with their new Mini-Cooper S, which was running itself in nicely.

Next came the expected dice around H.M.S. *Mercury*, where the planners had thoughtfully sited a control on the right white, so that nobody went wrong, although most people lost further time, for the sections were extremely tight. After this came something of a let-up for a while, but there was a grandstand finish to the Nightrider, involving that undulating slippery track over the Downs south of Storrington. Tom Hazlem and Ann Colvin found the Volvo to be even more sideways on than anybody else, and they effectively blocked the track for a long period. Graham Tatesford and Tony Yoward suffered a broken throttle linkage on their TR4, chickened out of driving on the switch with the taps turned full on and settled instead for a slow-running set to 2,500 revs.

Now came the run-out to the finish at Handcross. This little bit was not without interest, due to a misprint on the route card! It was subsequently scrubbed, but it helped at the time to ensure a memorable finish to a memorable rally! There were no incidents involving the public, and little evidence of bent machinery. Even the Powell/Knowles Mini was found to be undamaged when the mud was scraped off, proving that you can go deep in the forest without coming to much harm. Well done, Crawley.

RON AMBROSE.

### RESULTS

1, D. H. Ray/S. Gray (Allardette), 120 marks lost;  
2, J. Dorton/M. V. W. Holmes (Morris 1100), 160;  
3, J. Church/J. Mace (Mini-Cooper S), 180; 4, R. H. Ambrose/M. H. Addington (Allardette), 200;  
5, J. E. Huson/B. J. Jones (Mini-Cooper), 220;  
6, P. Noad/M. Hayward (VW), 240; Team Award: Dorton/Holmes and Ambrose/Addington.

## BEXLEY L.C.C.

### WITSEND RALLY

ON 16th-17th November the Bexley Light Car Club held their 1963 Witsend Rally. This was an event held on national lines with the accent on fast driving and accurate navigation.

From the Top Rank Service Station on the M2 Motorway the first car, the Martin/Moody Mini-Cooper, started off only to be confronted by a series of 13 one-minute sections. This was to continue all night except for an occasional liaison section which by-passed any built up areas.

Very early on the eventual winners, Reeves/Lake (Mini-Cooper), lost their watch and with it two precious minutes. Most crews were beginning to find the pace extremely difficult to maintain and the odd minutes were dropped by the slower cars and any wrong slot meant ten marks or more lost at the next control. At certain places on the route deposits of mud on the road added to the difficulty of the driving. At the halfway halt it was learned that most cars had lost time, although the Harris/McCabe Mini-Cooper S was reported to be clean on the road.

At the finish of the rally it was unanimously agreed that the Bexley Light Car Club had put on a first-class event with an excellent route, which although it included white roads they were of a non-damaging nature, which again proves that organizers do not have to resort to rough roads to sort out their entry.

M. REEVES.

### RESULTS

1, M. Reeves/Lake (Mini-Cooper S), 50 marks;  
2, D. Harris/McCabe (Mini-Cooper S), 70; 3, J. Chapman/Poole (Austin-Healey Sprite), 90.

## Co-Promoted Sprint Meeting at BRANDS HATCH

POSITIVELY the last sprint meeting of the season at Brands Hatch took place last Sunday, co-promoted by the Volkswagen Owners Club, the Metropolitan Police M.C. and the Singer Owners Club. In cold, windy weather, 87 entries partook of two separate runs of three laps apiece, starting with the class for unmodified VWs up to 1,192 c.c., of which there were no fewer than 28 entered! Peter Colborne-Baber was comfortably the quickest with 4 mins. 19.4 secs., with David Wilson of the M.P.M.C. second in 4 mins. 25.0 secs., just one second ahead of Alan Day. The anticipated gyrations at the foot of Paddock mainly took place in this class, both B. Harvey and G. Inard, the latter in a soft top, proving that you can spin without rolling, although another competitor was less fortunate at Druids during the morning's practice.

Class 2, for modified VWs up to 1,500 c.c., was notable for the quite fantastic motoring of one Hans Braun, who brought a 1,295 c.c. works-sponsored car over from Germany. He completed his quicker run in 3 mins. 49.8 secs., and his other effort was only slightly slower despite a monumental moment coming out of Druids in which he displayed great skill in correcting a series of slides. Herr Braun's time was identical with that of W. Holloway's class-winning 1,098 c.c. Lotus 11! The performance was warmly applauded from the well-filled members' stand overlooking Paddock.

In a special class for pre- and post-war Singers, W. Mahany scored comfortably in his H.R.G. with 3 mins. 59.0 secs., the nearest post-war rival being the Gazelle of R. Garner in 4 mins. 18.6 secs.

It was extraordinary to consider that the class for closed cars up to 850 c.c. could produce only two Minis, that of C. Coburn being the winner with 4 mins. 6.6 secs., with Jock Wilson next up in his Saab (4 mins. 10.6 secs.). Throughout it was noticeable that the police drivers were less inclined to be hairy, although they were all quick, not the least of these being R. Young in a Fiat-Abarth. However, Young turned out to be a

black sheep in the blue family, spinning spectacularly at Paddock, and nearly taking down our photographer's particulars in the process. It was left to J. Collett to uphold the M.P.M.C. in this class, which he did handsomely, circulating his Anglia in fine style in 4 mins. 4.4 secs., to beat colleague J. True (1,098 c.c. Minor), who recorded 4 mins. 6.4 secs.

There was a dearth of Spridgets in the appropriate class (only two of these competed); the Sprite of K. Sanger managed a class second in 4 mins. 4.4 secs., behind the rapid Fairthorpe of I. Davis.

W. Holloway did all that was necessary to win his class of two competitors, driving his Lotus neatly and decorously to return 3 mins. 49.8 secs., and Harry Epps, also driving in a poorly supported class (1,201-1,600 c.c. closed cars), scored B.T.D. in his Lotus Elite with 3 mins. 30.8 secs. on his first run. His time through Druids on that occasion was about 20 seconds quicker than it was on his second run, although no damage was done. The class thus fell to N. Whitehead in his G.T. Cortina. Not one whit deterred by a Paddock spin on his first run, Whitehead continued to entertain the "he must lose it this time" brigade for most of his six laps, his better time being 4 mins. 3.8 secs. Even less well subscribed was the unlimited closed car class, with B. Glynne getting down to 4 mins. 12.4 secs. with his Zodiac on his second run to score from his brother driving the same car.

A notable dice took place on the first runs of the unlimited open car class between H. Chamberlain (XK 120) and J. Pearce (TR3A), both of the Metropolitan Police. Their running order was reversed on the second drives, for Chamberlain was the quicker of the two, and this time he started first. His 3 mins. 44.2 secs. was good value on a damp and gloomy circuit, but it was not enough to defeat Ron Knight, who took his Morgan round to a class win in 3 mins. 42.8 secs., his arm-sawing style through Paddock and his "sit" in the car being reminiscent of Tazio Nuvolari.

Slick organization helped to complete the programme before the circuit closed at 5 p.m., but long before that, of course, it was dark, and the last few runs were made with headlamps ablaze, although times did not seem to suffer by this.

### RESULTS

B.T.D.: H. Epps (Lotus Elite), 3 m. 30.8 s. Class Winners: P. Colborne-Baber (VW), 4 m. 19.4 s.; H. Braun (VW), 3 m. 49.8 s.; W. Mahany (H.R.G. 1500), 3 m. 59.0 s.; C. Coburn (Mini 850), 4 m. 06.6 s.; I. Davis (Fairthorpe), 4 m. 00.2 s.; J. Collett (Ford Anglia), 4 m. 04.4 s.; W. Holloway (Lotus-Climax 11), 3 m. 49.8 s.; N. Whitehead (Ford Cortina G.T.), 4 m. 03.8 s.; R. Knight (Morgan Plus 4), 3 m. 42.8 s.; B. Glynne (Ford Zodiac), 4 m. 12.4 s.

### ARMAGH M.C.

#### LOUGHSLIEVE RALLY

THE eighth event in the Ulster Rally Championship, the Loughslieve Rally, was organized by the Armagh Motor Club and held on the afternoon of Saturday, 9th November. The 120-mile route on sheets 6, 7 and 9 consisted of four navigation sections with four driving tests interspersed. For the most part the navigation involved collecting information at unmanned checks. This is never very satisfactory and this event was no exception, with the map references being inaccurate and the information often being difficult to find. The overall winners were Robert Woodside/Ester Crawford in the latter's very standard Volkswagen.

From the start near Portadown the 23 crews went straight into a route card section with compass point directions. At a 25 m.p.h. average this was easily on, but Adrian Boyd/Maurice Johnson (Rapier), Dennis Bell/Colin McMeekin (Sprite) and John Eakin/Michael Hart (Sprite) misinterpreted the instructions for leaving the start and went a long distance down the main Portadown-Armagh road, losing about 15 mins. in this excursion. The westerly approach to the manned check at 881/571 caused a little trouble and Maurice Johnson and Ester Crawford were able to mark on their maps as definite non-goers the white roads at 872/566 and 877/565. Here Derek Boyd/Beatty Crawford (Austin-Cooper) had a puncture but got the wheel changed

### BIRMINGHAM YOUNG

### CONSERVATIVES' M.C.

#### MIDLAND RALLY

THE fine dry night of 16-17th November swept away any apprehensions that the organizers of the annual B.Y.C.M.C. Restricted Midland Rally might have had, after part of their 1962 event had had to be cancelled owing to snow. An entry of 25, including a gratifying number from the promoting club, gathered at Church Stretton to compete for the main award for the best team of three cars from one club. O.S. 129 was the only map specified.

After a late start to avoid home-going locals the route led north-east to an easily missed slot off the A49 and east and south towards the Cleve Hills. Being a "plot and bash" route card meant that there was no chance for navigators to read the bends over the early sections and a Rapier was soon observed in the ditch after a greasy left-hander. The organizers were to penalize any cars damaged on the rally, but drew attention on the route card to the awkward bridge at 625896. The level-crossing at 655825 was another hazard for the unwary, but with mainly "M1" road surfaces in use many cars were on time at T.C.16 for the change of route card.

Soon after, however, many navigators were left wondering at the intended route to T.C.18 at 378677, approach N.W., which involved the use of "the footpath" through 380688. A petrol stop at Knighton disclosed several cars still clean but the remaining references promised a sting in the tail to sort out the field. The route wound northwards through the unexpected ford at 326858 to a series of tight sections over Linley Hill and the Bog, including the hand-brake left-hander at 387971. A secret check on the penultimate section was later scrubbed on protest. The final dice from 394968 over the Long Mynd to control 32 at 441944, still in darkness, provided a climax to a well-organized event in which all but one of the controls was manned.

Provisional results from the 13 finishers showed a win for H. Whitehouse in his new Austin-Cooper, from the Rochdale Olympic of W. G. Thornton, who was no doubt thankful for the lack of rough roads en route. R. Bromley in the ex-Tony Fisher championship Mini-Cooper, although clean on the road, was docked 20 marks for leaving control four early, a penalty which was accumulated over a further nine controls and, despite a protest, relegated him to fourth place. The premier award was not won since no complete team finished the course. D. K. MEGGITT.

### RESULTS

1, H. W. Whitehouse (Austin-Cooper), 30 penalties; 2, W. G. Thornton (Rochdale), 90; 3, J. Wynn (Austin-Cooper), 200; 4, R. Bromley (Austin-Cooper), 200; 5, R. Sheldon (Austin-Cooper), 330; 6, M. Greenfield (Austin Mini), 570.

without losing any time. In the first test Derek Boyd was best with 16 secs., while Robert Woodside and Jack Keatley (Austin-Cooper S) tied for second best with 16.2 secs.

Section 2 was another route card section at a 27 m.p.h. average and included tests 2 and 3. Ronnie McCartney/Terry Harryman missed a manned check here when they went straight on at a right turn which was described as a T-junction on the route card. In test 2 Keatley pipped D. Boyd by 0.2 sec. with 30.4 secs., with Woodside 1 sec. slower as was Dennis Bell. Boyd was fastest in test 3 in 20.8 secs. which beat Woodside by 0.2 sec. with McCartney 0.4 sec. slower.

Next came a Tulip section at a 26.6 m.p.h. average which was again easily on. Included was the very rough white through 796/896 and the very sudden ford at 834/878.

Section 4 started with eight unmanned checks. Some of these were very difficult to spot and more than one of them could only be seen when travelling in the wrong direction. Woodside/Crawford had a chat with a farmer at 941/830 who claimed that they were on a private road, and Peter McConnell/Frank Main (Rapier) were observed to be well into a field when they went straight on at a T-junction. In test 4 Woodside was best with 19.6 and White and McCartney tied for second best with 19.8.

There followed an easy run in to the finish at Aldergrove but surprisingly a number of people came to grief on this section. Boyd/Crawford dropped two minutes when they

(Continued on page 751)



DRIVING without due care and attention! Policeman R. Young spins his Fiat-Abarth 1000 at Paddock, giving our photographer a fright (above). INCREDIBLE Volkswagen of Hans Braun storms by P. Kempson's Singer Gazelle, also at Paddock Bend (below).

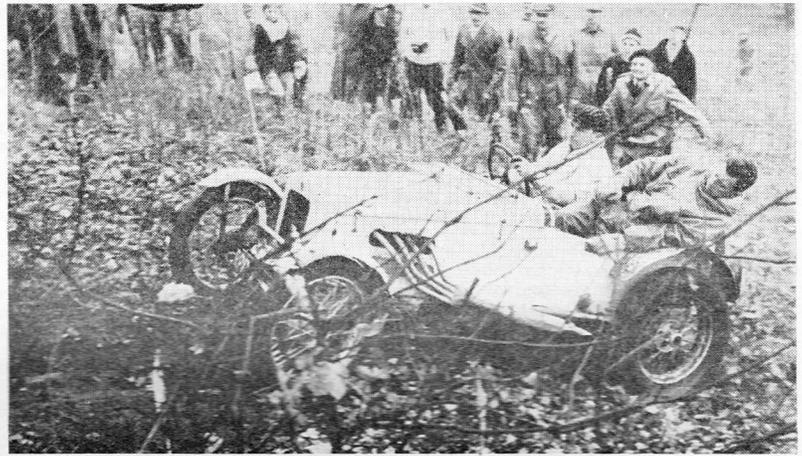


# PENNINE SPORTING TRIAL

Lol Hurt Wins Lister Trophy in Yorkshire S.C.C.'s Trial

A TRYOUT for the 4/44—that is what the Yorkshire S.C.C. described their Pennine Trial as on 17th November. Eighteen competitors turned up for the closed-to-club-trial, held in the Elland area, near Halifax, on a dry morning, and they found the hills very interesting. Rain fell in the afternoon, but, despite the club's "warning" that it would be better to remain at home if it was wet, everyone enjoyed himself. Winner was Lol Hurt, with 33 marks lost (left). Second was Eric Jackson (below, right), and third John Harrison (below, left), with scores of 50 and 55 respectively. Edward Harrison, Alan Bush and Gordon Hobson were next in order.

Photography by Francis Penn



**ROMFORD E.C.C.**  
**BASILDON NEW TOWN M.C.**  
**STONE CROSS A.C.**  
**FORD SPORTS M.C.**  
**GRANGE RALLY**

THE Grange Trophy was won by David Evans, navigator R. Moffat, in a Ford Cortina G.T. who lost 12 minutes on the road and 114 secs. on the special stages.

The rally, a closed, co-promoted event of the Basildon, Stone Cross, Ford Sports and Romford Clubs on 9th-10th November, was the brain child of Mike Knott, who reckoned that a Welsh-type rally could be run in Essex—and everyone agrees that he succeeded.

The route, starting at 7 p.m., consisted entirely of time controls, 80 in 120 miles, and the references of the whole course were given in the road book a few minutes before the start. There were nearly as many marshals as the 43 competitors, manning 60 of the controls. Special stages were included, short sections timed to the second, one at the start and a second at Miller's Green. Everybody lost time on the first and Stan Challis (Minor 1000) cleaned the second (clean in time only). He claims he didn't see the ford which he hit at 40 m.p.h., and staggered to the end firing on one.

A Stone Cross team, Payne/Woodbine in an Anglia, lost only six minutes, but incurred a wrong direction of approach, "one fail" which put them down to second.

The President's Trophy, a very handsome silver cup, went to the first R.E.C.C. novice crew, Roy Carman and Bernard Underhay, in an ex-works Anglia.

CHRISTOPHER PELLING.

**RESULTS**

1, D. P. Evans/R. Moffat (Ford Cortina G.T.), 131.4 marks lost; 2, P. Payne/W. Woodbine (Ford Anglia), 62.8, 1 fail; 3, F. C. Morecroft/D. Palmer (Mini), 202.6, 1. Novices: 1, R. H. Carman/B. H. Underhay (Ford Anglia), 227.4; 2, M. A. Wright/G. da Costa (Austin A40), 280.0.

**EASTERN COUNTIES M.C.**  
**PRODUCTION CAR TRIAL**

ONLY 37 hours after the conclusion of the Eastern Counties Motor Club's annual Dinner-Dance, some 30 members and a vast crowd of spectators assembled at Seckford Hall, Woodbridge, for their Production Car Trial on 10th November. Such an outing was designed to clear fuddled heads, and after morning rains the afternoon turned fine and the deep meadow turf absorbed much of the moisture to make the going reasonable for most.

There were five sections in all: one down and up the valley to be performed in reverse just to give the Minis a chance to get the weight distribution in the right place, another a straight hill-climb timed to amuse the drivers and crowd a bit more. The final section was a driving test to sort out ties.

Events such as this are surely popular, as the whole family can participate, and it is cheap and less damaging to the car than any other motor sport event. The four classes were all well supported, the inclusion of Specials made to cater for those members possessing such machinery. This class was won by Mike Daniels, making it look so easy Cannon-mounted; his wife Rita was the runner-up. The sports cars found the TRs short of adhesion and Ken Brightwell's M.G.B. won from Paul Brown's Lotus 7. Prop-shafted saloons were mainly Dagenham versions, although three Cortinas (G.T., Lotus and Holbay versions) found their power mud-bound and Cy Woodrow's Herald came out on top with Rennie Robert's Zephyr second. The many Minis were coupled with a lone Imp and VW but Len Wills kept his Austin-Cooper well to the fore and won this class from his daughter Susan.

M. R. SHARP.

**RESULTS**

Class Winners: M. Daniels (Cannon); K. Brightwell (M.G.B.); C. Woodrow (Triumph Herald); L. Wills (Austin-Cooper).

**CRAVEN M.C.**  
**BRACKNELL & D.M.C.**  
**A.W.R.E.M.C.**

**PRESIDENT'S CUP RALLY**

A FIELD of 30 started on The Craven Motor Club's President's Cup Rally from Basingstoke Road, Reading, on 9th-10th November. The first car did not start until 11 p.m. and the 120-mile route was confined to the western half of sheet 169, the finish being at Theale from 3 a.m. This type of short night event was more popular among the family men of the Craven club and also of the Bracknell and District Motor Club and A.W.R.E. Motor Club, who co-promoted on this occasion.

Original plans for the route had to be considerably modified to meet the requirements of the local police, but 67 time controls made it tough enough to cause ten retirements and make the winner lose one minute, this latter on the muddy "footpath" through 7050. It was on this section that the only public incident occurred when an inebriated local first caused some concern amongst the girls running the control and then blocked the track with a Land-Rover.

Marshals at the next control were considerably amused by a device which approached at great speed across the ploughland. Investigation showed that it was a "hot" Fordson tractor, capable of 40 m.p.h., and used for chasing poachers.

Results were announced later the same day and showed that Street's Vitesse had secured one last win before being put out to grass.

K.C.

**RESULTS**

1, D. Street/K. Coombs (Triumph Vitesse), 10 pens.; 2, D. Poulter/D. Jewell (Hillman Super Minx Estate), 20; 3, P. Masters/G. Ballard (Cooper-Mini), 140. Best A.W.R.E. Member: R. Lapage/R. Wren (Sunbeam Rapier), 160. Best Bracknell Member: W. Corfield/J. Goss (Ford Cortina G.T.), 680. Best Craven Member: D. Street/K. Coombs (Triumph Vitesse), 10.

LAST Sunday Rex Chappell easily beat the other 40 competitors in the Kentish Border Car Club's 21st Annual Sporting Trial, an R.A.C. qualifying and B.T.R.D.A. Gold Star Championship event. The venue was the famous Vintners Park, situated off the A20 one mile south-east of Maidstone. This ground, the scene of the last R.A.C. Championship, is an ideal Trials area, consisting of a long boomerang shaped valley, surrounded by tree-covered slopes.

The competitors, having been segregated into odds and evens, motored up to the far end of the valley, evens peeling off to the left, and the odds starting at Hill 1, a short climb between trees, via a ditch, which had filled up with the past wet days, making the going very slippery. This hill, in fact, improved, starting with first man away, Robin Jager, scoring 11, while next up, Alex Francis, made the eight marker. No one improved on the six marker. This hill proved to be the first and last for Bert Sayers, he having to retire his beautiful looking special with mechanical trouble.

Hill 2 started with a short rocky climb which most people made then looping round to the finish. This end part remained elusive to most, but was mastered by Gordon Holdrup, Don Rawlings, Tony Thompson and David Render.

An impossible climb in the wet conditions between robustious looking trees was Hill 3, competitors scoring either an eight or nine, except Ken Lindsay who retired with differential problems. Hill 4 had a similar fate score-wise, although at a lower altitude.

Hill 5, a slippery climb of impossible grip, saw Rex Chappell, Percy Barden and Ivor Portlock make the six marker, but it was left to Bernard Dees to score highest with a clinging five. The sixth hill was a frustrating climb, due to a short, sharp climbing start which many competitors found unclimbable. For those that made it, some easier points were in store, wending their way through the markers to the steep finish. Paul Faulkner was highest up with a creditable one, while the two marker saw Rex Chappell, Bruce Blundell, Charles Pollard, Colin Taylor, Tony Thompson and Geoff Lindsay.

Hill 7, a straight climb via the watery ditch, proved great fun, the adverse climb pulling the cars to the side. Percy Barden scored the highest with a one—a fine rip-roaring run. Hill 8 was interesting and had

# Rex Chappell Wins Kentish Border Sporting Trial

By COLIN TAYLOR

attracted a large gathering of spectators. It started on leaf-covered ground, ran over ancient roots, went sharp right and left round a beech tree, through a chicane, and finished up a deep rutted track. The only cleans were scored by Rex Chappell, who made it look too easy, and Fred Cole, Don Rawlings, Bernard Dees and Ron Kemp.

Hill 9 was a short muddy rutted climb, starting just below a wooden bridge; the foot hard down method was best, the best scores being the fours of the leading band. Peter le Couteur, Geoff Newman, Gordon Jackson, Geoff Langdon, Ken Dadswell and Ernie Chandler all made fine efforts, but were credited with five scores.

The tenth hill proved very little, a 10 being best, only two better than the worst. Hill 11 was cancelled as it became rather dangerous near the finish; in fact, but for the weight of Fred Cole's bouncer, Mrs. Coles, the point of equilibrium would have been passed.

Hill 12, marshalled by that old trials driver, Doc Paul, proved to be a champion hill, most trialists coming to grief on the initial slope. But Rex Chappell, Alex Francis and Bernard Dees saw the upper stretches, reaching the one marker. Percy Barden, with a tremendous effort, reached the summit to record the only clean.

The 13th hill was, appropriately, an impossible climb through the water-filled ditch and up a rock-infested slope, with markers waiting for anyone that hoped to climb it too fast. The best efforts were highest at eight; they included David Barden, Mike Drabble,

Lee Chappell, Allan Robbins and Len Tucker.

Hills 14 and 15 were similar to the other hills, and nobody looked like clearing their summits. Hill 16 was a different proposition, however, starting with a short hump over tree roots, with a dog leg course culminating in a steep but possible climb. A number of cleans were recorded, Peter Highwood being one of the happy band.

Seventeenth hill was another mud splattered greasy climb and saw nobody over the top. The four marker was the highest, those fortunate to see this post being Rex Chappell, Geoff Newman, Bernard Dees, Peter Highwood and Ivor Portlock.

Hill 18 had a tricky start, so much so that the majority settled for 12 score. Hill 19 was the reverse with a fair percentage of the entry cleaning it, Sid Seely was amongst the successful, winding his Cannon up and finally shooting up the last section to the finish.

Hill 20, a grassy adverse bank, proved easier for the early numbers; as they clawed the grass away the surface became unclimbable, but as only a few points were gained the advantage was little.

Lunch time, the time of teeth gnashing and guzzling, had arrived and with it the half-way leaders were Rex Chappell with 99 marks lost. Bernard Dees had 107 and Percy Barden 111.

The 20 afternoon hills were basically the same, except for two completely new ones and a couple more cunningly changed. The cancelled hill of the morning, now hill 31, saw as many cleans as failures. Not participating in the afternoon's sport were the happy faces of Tony Tickle and Jeremy Bassett, they both having retired with car troubles.

The afternoon hills had dried out and scores were lower; Rex Chappell had a wonderful round losing only 56 marks compared with the next best round of Gordon Holdrup and David Render with 78. Percy Barden, with 86, overhauled Bernard Dees, who lost 97, and so an enjoyable day's trialing ended, with credit to the Kentish Border Car Club for a grand event.

## RESULTS

1, R. F. Chappell (Cannon), 155 marks lost; 2, P. A. Barden (Cannon), 197; 3, B. H. Dees (Cannon), 204; 4, F. C. Cole (Cannon), 208; 5, G. R. Lindsay (Cannon), 218; 6, G. L. Holdrup (Cannon), 220; 7, D. D. Render (Cannon), 221; 8, B. Blundell (Cannon), 223; 9, C. W. Pollard (Cannon), 225; 10, C. Taylor (Cannon), 227; 11, I. H. Portlock (Alexis), 227; 12, P. F. Highwood (Cannon), 231.

## B.A.R.C. (N.W. CENTRE)

### LANCASHIRE TRIAL AND TRAINEE RALLY

WITH an entry of 35 crews, the B.A.R.C. North-Western Centre's Lancashire Trial and Trainee Rally, held on Saturday, 23rd November, promised to be a very interesting event, and interesting it turned out to be—with surprises. The novices provided the latter in the form of a tie with two clean sheets. Those responsible, P. Welsh/Miss D. Jones (M.G. Midget) and G. W. Frost/M. J. Daly (Mini-Minor), gave a very creditable performance in face of good opposition.

The entry comprised ten crews of experts and 25 of novices, which included six crews who were complete beginners. The experts were reinforced by the entry of Mrs. Ken James, with Mike Hughes navigating.

The route, some 85 miles in length, was plotted in Cheshire to avoid other local clashes. Starting at the Wheat Sheaf Garage, Mollington, it wound its way into the county with some rather tricky but not difficult navigation; one very interesting feature was the crossing of a railway running roughly north and south alongside the A41 (Chester-Whitchurch road) thirteen times and not using any road either way more than once, all the bridges being numbered.

With the weather deteriorating in the latter stages a very welcome ham-and-eggs supper at the finish at Park Gate made up for the evening's hard work. Last but not least, a word of congratulation to the organizers on a good event, and to the stalwarts of any rally, the marshals.

ARTHUR KEANE.

## RESULTS

Overall Winners: P. Welsh/Miss D. Jones (M.G. Midget) and G. W. Frost/M. J. Daly (Mini-Minor). First Expert: E. Lewis/M. Lewis (Simca 1000), 10 penalty points. Second Expert: Mrs. K. James/M. Hughes (Mini-Cooper S), 40. Third Novice: T. W. Taylor/H. Taylor (Wolseley Hornet), 300.

## HAGLEY & D.L.C.C.

### DUDLEY & D.L.C.C.

### PRODUCTION CAR TRIAL

THE Hagley and District Light Car Club co-promoted a Production Car Trial counting towards the B.T.R.D.A. Silver Star Championship at Dudley, Worcs, on Sunday, 17th November. Driving brilliantly to overcome the difficult conditions, D. Stokes, in a Ford Popular, won the Whittington Trophy on Index of Performance, losing 140 marks. In doing so he cleared many hills which defeated the rest of the competitors.

The afternoon sections, run in driving rain, proved to be a Volkswagen benefit, this class providing the best performances of the entire entry. Outstanding was P. M. Appleton (VW 1500S) who lost only 88 marks, to win the class for rear-engined production saloon cars.

Amie Lefevre (Morgan 4/4) just beat Harry Rose's similar car to win the class for front-engined production cars (other than saloons). Class C, for front-engined production saloons, having been won by Stokes, left Minis and Mini-Coopers contesting the awards, B. Mills-Taylor providing the best performance in his Morris-Cooper.

The entry of 64 cars had completed 27 hills before 4.30 p.m.

N. W. PARRISH.

## RESULTS

Whittington Trophy: D. Stokes (Ford Popular). Class Winners: P. M. Appleton (VW1500S); A. F. Lefevre (Morgan 4/4). First Class Awards: H. Rose (Morgan 4/4); B. Mills-Taylor (Austin-Cooper); F. Wall (Morris-Cooper); R. B. Fletcher (VW); P. E. Longland (M.G. Midget); P. Cracknell (Morris Mini). Second Class Awards: B. F. Pickering (M.G. Midget); D. Holland (Morris-Cooper); W. P. Clayton (Triumph Herald 12/50); N. Bird (A.-H. Sprite); R. Oahes (VW). Novice Award: R. N. Furness (A.-H. Sprite). Team Award: P. M. Appleton and D. G. Jones.

## Loughslieve Rally—continued

had to go back to collect information at a route check they had forgotten about. Cecil Molyneux/Norman Henderson (Austin-Cooper S) tried to cut across Toone Airfield and got well and truly stuck when they encountered 18-inch deep ruts. A rescuing breakdown truck also got stuck and eventually both were rescued by a farm tractor.

Alex Spence who knows the district intimately, also got fooled by the roads around Toone Airfield and this resulted in Charles Eyre-Maunsell (Alpine) losing a stack of marks at the final control.

The finish was at Belfast Airport (Aldergrove) where a hot meal was available and the results announced within half an hour of the last car finishing. Woodside/Crawford had pipped Jack Keatley/Norman Devlin by 0.2 marks with Ronnie White/Jack Long in third spot.

## RESULTS

Overall Classification: 1, R. Woodside (VW), 88.4 (0 marks lost on road); 2, J. Keatley (Austin-Cooper S), 88.6, (0); 3, R. White (A.-H. Sprite), 92.8, (0). Small Saloons: 1, J. Keatley (Austin-Cooper S), 88.6, (0); 2, D. Boyd (Austin-Cooper), 99.4, (10); 3, R. McCartney (Austin-Cooper), 141.6, (50). Large Saloons: 1, K. Shields (Vauxhall VX4/90), 169.4, (75); 2, A. Boyd (Sunbeam Rapier), 300.6, (200). Sports Cars: 1, R. White (A.-H. Sprite), 92.8, (0); 2, J. Eakin (A.-H. Sprite), 171.6, (75); 3, C. Eyre-Maunsell (Sunbeam Alpine), 173.0, (90).

## Ulster Rally Championship

FOLLOWING the Loughslieve Rally the present positions in the Ulster Rally Championship are as follows (in brackets are the number of events completed in):

1, R. White (A.-H. Sebring Sprite), 51, (8); 2, J. Woodside (A.-H. Sprite), 43, (5); 3, R. Woodside (Mini-Cooper and VW), 40, (5); 4, J. Keatley (Austin-Cooper), 32, (4); 5, J. Eakin (A.-H. Sprite), 31, (4); 6, R. McCartney (Austin-Cooper), 30, (7); 7, R. McBurney (VW) and H. Hagen (M.G. Midget), 27, (5); 8, P. Hopkirk (M.G. Midget), 24, (3); 9, D. Bell (A.-H. Sprite), 23, (5).

## AUSTIN APPRENTICES' ASSOCIATION C.C. DONALD HEALEY TROPHY RALLY

FOLLOWING the pattern set last year, the Donald Healey Trophy Rally, organized by the Austin Apprentices' Association Car Club, proved again to be a very good event, laid on by Clerk of the Course Geoff Foster. The 43 entries, including four from the B.A.M.A., assembled for the start at Bill Bengry's new garage at Leominster.

Maps specified were 129, 141 and 142, but many navigators' suspicions were justified when the first route card was handed out specifying a main road run-in to control 0

at 272581 on 128. Lo and behold, a market 128 was handed out and the competitors set off on a 7 and a 5, using the "white" under Dolyhir via control 00, to control 1 at 216567. Winding north, the route took in Fossiedoes Farm, where Finney/Skeffington (VW 1200) had the misfortune to tangle with a haystack, dropping three minutes. Then on to control 7 at 2064738, where the approach up past Llangunllo Station kept the pressure right on. Many competitors were already missing controls, while others, drivers included, seemed to be suffering from a curious stomach illness. Between controls 12 and 13 the Yeatman/Willard Minor 1000 retired with complete lack of oil, cause still unknown. The Clerk of the Course heard of this, and two gallons of oil were promptly delivered from the petrol halt—service indeed! Wet

and misty sections over the Clun Forest led to the petrol halt in Newtown. Leading here was the Sprite of A. Poole/J. Bilton, three minutes down. After petrol came control 19 at 141938, with six minutes allowed to 20 at 15349574. The route led west through 079953 and 0059444 to control 25, north of Trefeglwys.

The mist was clearing now, and driving rain was taking its place, if anything making the following sections easier. Time was still at a premium as the route led south on either side of A483. At control 35 (033848) competitors were told to proceed straight to 38, as the ford at 987780 had become impassable. This was a welcome break to those who were pushing their maximum lateness. Three tight sections followed, to control 42 at 108651. From here a loop through 149665, to 44 at Llandegley (app. N), led to the most difficult sections of the night through Bryn-Thomas and spot-heights 1132, 1103 and 865. These were of a new kind of three-ply, water-grass-water, and proved very tight, and trying on a car's electrics. The course-opening car was drowned out shortly before Bryn-Thomas, the occupants gaily waving competitors on. Quick sections round Franks Bridge and over Gilwern Hill led to the final control at Castle Crab. Breakfast at Llandrindod Wells followed, where provisional results gave A. Poole/J. Bilton as winners, nine minutes down.

### RESULTS

1, A. K. Poole/J. Bilton (Sprite), 0 f., 9 m.; 2, R. Finney/D. Skeffington (VW 1200), 0, 11; 3, G. R. Bristow/V. J. Turner (M.G. Midget), 0, 42; 4, L. N. Scandrett/M. Turner (Ford Anglia 1340), 3, 43; 5, J. Griffith/X (Mini-Cooper S), 4, 93; 6, F. M. Barnes/R. J. Battersby (Mini-Cooper S), 7, 77.

## FYLDE M.S.G. DRIVING TESTS, 3rd November

### RESULTS

Overall Winner: D. Harris (D.M.F. II), 385.3 s.; 2, D. B. Smith (Austin-Cooper), 414.5 s. **Class Winners:** A. Noble (Morris Mini), 482.0 s.; I. Mantle (Morris-Cooper S), 419.6 s.; J. Murray (Volkswagen 1500), 508.1 s.; R. Squire (M.G. Midget), 417.0 s.; J. K. Flemings (M.G.A.), 451.6 s.; S. Blackwell (Ford Zephyr 6), 541.0 s. **B.T.R.D.A. Silver Spoon:** D. Harris.

## BEWDLEY A.C. CURBOROUGH FARM SPRINT

ON 10th November, Bewdley Auto Club held their co-promoted sprint at Curborough, near Lichfield. Despite the time of the year and the shocking weather conditions, 75 competitors turned out to do battle. During practice the two minutes' silence was observed for Remembrance Day. Unfortunately, half-way through the practice runs the timing equipment broke down and the delay made it possible for only one timed run per competitor.

The Mini class was first away and some very good driving was seen, although one competitor did have a rather alarming spin and removed the marker barrels. The competition was very close, the class finally going to B. Vawer in his Downton-tuned Mini. In the Mini-Cooper class Mills-Taylor finally eclipsed the competition with a very quick but very well judged drive. With the very slippery track the Minis were in their element with their usual fabulous roadholding.

By the time the saloons and the small sports cars were due to run the track had become really slippery. This caused some

people to indulge in spins and slides. The M.G. 1100 had the advantage in the saloon class with its f.w.d., but C. J. Evans put up a very good show in a perfectly standard Cortina to obtain second place. The small sports class was won by R. Eccles in his very quick and "rorty" Sprite.

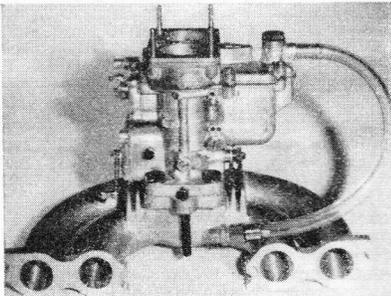
In the big sports class the Lotus Elan of Brian Harper showed that it has remarkably good roadholding under such shocking conditions. The DB3S Aston Martin in the hands of Peter Hawthorne was driven remarkably quickly to take B.T.D. In the sports-racing class the highly tweaked Lotus Elite of Chris Ashmore was just too quick for the rest of the class, which included a beautifully turned out Marcos G.T. Unfortunately, the "Wooden Wonder" had far too much power for the tight circuit.

So ended an excellent day's sport, bar the weather, and all thanks are due to the organizers and their band of willing marshals, ably backed up by the Civil Defence who supplied the field telephone and all the communications.

J. E. B. SKELDING.

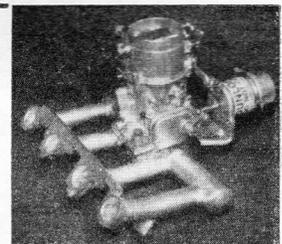
### RESULTS

**B.T.D.:** P. Hawthorne (Aston Martin DB3S). **Class Winners:** B. Vawer (Mini); B. Mills-Taylor (Mini-Cooper); D. H. O. Currie; R. Wilkinson; R. Eccles (Austin-Healey Sprite); P. D. Ivey; R. G. Haynes; C. Ashmore (Lotus Elite).



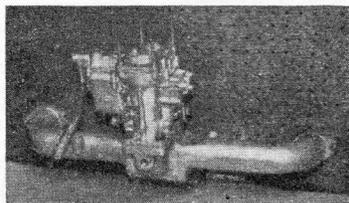
For FORD models 105E to 122. Two-stage twin-choke 36 WEBER on cast L/A inlet, to fit standard exhaust, £22. Tubular extractor exhaust manifold, £12.10. Complete assembly, £33.

For HILLMAN IMP Two-stage twin-choke WEBER mounted on special tubular inlet manifold with platform for pneumatic throttle control, £30. Improves 0-60 m.p.h. acceleration from 23 secs. to 19.4 secs. mean max. from 81 to 90 m.p.h. and fuel consumption from 38 to 40 m.p.g. Overlap; high lift camshafts, £16. Modified cylinder heads (on exchange) £25.



For CONSUL II, ZEPHYR 4 & 6.

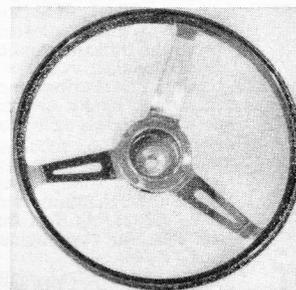
Two-stage twin-choke 36 WEBER on cast L/A inlet, to fit standard exhaust manifold, £30, allowance for standard Consul II or Zephyr 6 inlet, £2. Tubular exhaust manifold, 4 cyl., £12.10. 6 cyl., £17.10.



For MINI 1100's & "A" series B.M.C.

Two-stage twin-choke WEBER on cast L/A inlet to fit standard "A" series iron exhaust manifold, £23. Mounted on to standard iron manifold for Minis, £25. With tubular extractor exhaust manifold, £32. Twin S.U. carburetter units mounted on tubular extractor exhaust manifold for Minis, £22.10, "1100," £23.10. Modified H/C cylinder heads, Stage I, £17.10. Stage II, £25 on exchange. Overlap high lift camshaft, Stage 1, £6, Stage II, £7.10. on exchange.

Send for full list of tuning equipment.

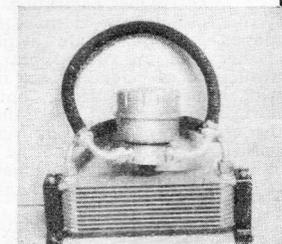


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### USED CARS FOR SALE

#### A.C.

**ACE BRISTOL** 1957. 39,000, 142 b.h.p., Rudd engine mods, Brabham balanced, oil cooler, discs, sprint clutch, immaculate, £525. H.P. available.—Newcastle/Tyne 814475.

#### ALFA ROMEO

**ALFA** bargain. 1961 Giulietta Spyder, one owner, excellent condition. 20,000 miles. £795.—Keddie, Ark House, Rochford, Essex.

#### ALLARD

**ALLARDETTE** 109, 1962, homologated version, one owner. Red. Low mileage, Servo assisted discs, rev. counter, radio, screenwashers, anti-roll bar. Modified suspension, 1,340 c.c. Guaranteed. £495.—Department CRD, Allard Motor Co., 51 Upper Richmond Road, Putney. VANDYKE 2333.

#### ASTON MARTIN

**DB2/4 SALOON**, 1954, 3-litre Vantage. Taxed. M.O.T. Excellent order. History. Terms, might exchange. Realistic at £485.—Ponteland (Northumberland) 3014. Newton Cottage, Callerton, Ponteland.

**1959 DB4 B.R.G.** with suede green interior. Fitted radio. This car has been completely overhauled by H.W. Motors and is in perfect condition both mechanically and bodily throughout. £1,750. 1957, Mk II fixed-head coupe. Red with silver top and red interior. Recent comprehensive overhaul by an Aston Martin distributor. Without question the finest Mk II currently for sale. £875. 1955. DB2/4 saloon. B.R.G. with fawn interior. Fitted radio. This car is in superb condition throughout. Bills available for £600 for work carried out by Aston Martin. Unquestionably the best DB2/4 in the country. £595.—H.W. Motors (George Abecassis) Ltd., New Zealand Avenue, Walton-on-Thames 20404.

**1958 ASTON MARTIN DB2/4 MK. III.** B.R.G. tan interior. Fitted radio, overdrive. In mint condition. £1,095.—Ashmore Bros., West Bromwich 2350.

**1937 2-LITRE** saloon, poor condition, for spares. £30.—Harper, Solihull 5955.

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**AUSTIN A40 Farina**, 1960, very fast virtually F.J. engine, full harness seat belts, 5.90 x 13 Xs. £390 o.n.o.—Apply, weekends, or weekdays after 6 p.m., J. A. Perrin, 139 West Borough Road, Maidenhead, Berks.

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**DEREK SMITH** offers his very quick, highly successful Downton Cooper (0-50 in 7.8 secs.). Power brakes, Konis; 14 wins, three places in 18 events this year; 69 pts. out of possible 70 in Flather Star. Recently returned from Downton in peak form for International event. Just two years old, 15,000 miles only. Immaculate. £475.—The Cross, Alderley Edge, Chesh. Phone: Bollington 3041 (office); Alderley 3560 (evening).

#### AUSTIN-HEALEY

##### EX WORKS 3000

Red with white hard top, rebuilt with fibreglass body, Nov. 1962. New engine, Laystall balanced, three Webers, latest cam, 213 b.h.p., straight cut gears, 3.8 axle, special seats, special suspension, 20 gallons tank. New R5s. Excellent condition. £865

**Sebring Sprite**. Blue, with hard top, 997 c.c. comp. engine, wire wheels, w/rim wheel, SP tyres. £465

Any New Car Supplied at Favourable Terms.

**JOHN SPRINZEL RACING LTD.,**  
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PADDINGTON 2108, 0171.

**A/HEALEY 100/6 BN.4.57.** Red, Servo discs all round, wire wheels, new Xs, overdrive, radio, heater, tonneau, spots, bodywork mechanics excellent. £400 or exchange V.W., Mini, etc.—Office hours Ring Wheelodn, Reading 55811, Ext. 7553, Evns., week-ends. 6 Eldon Road, Reading.

**AUSTIN-HEALEY Sprite**, 1960. Radio, heater, washers, fog and reversing lamps, low mileage, used as third car, owner must now sell. Genuine offers around £330. Insurance can be arranged.—Tel.: 2212. P. A. W. Starkie, Wheatshaf House, Wheatthampstead, Herts.

**AUSTIN-HEALEY Sprite**. Full Sebring engine, with Junior head, twin choke Webers, Mark II gearbox, 4.5 axle, 8-inch brakes with wheel spacers, hard shockers, anti-roll bar, built-in roll bar, hard top, special bonnet. Also two other semi-Sebrings to choose from.—Delta Garages Ltd., 31-33 Hockliffe Street, Leighton Buzzard, Beds. Tel.: L/B 3574.

**AUSTIN-HEALEY Sprite**, 1962, June. Mk. II de luxe, hard, soft tops, heater, undersealed. 9,780 miles, as new. £415.—Becham, "Ashanti", Belton Road, Portishead, Nr. Bristol. Portishead 3362.

**DAMAGED Austin-Healey BN-6.** This car has been rolled. No mechanical damage. Nearly new Xs. Towable. Best offer over £150.—Box 9351.

**OWING** to a change in plans I offer the following: Crashed 1963 Austin-Healey 3000 Mk. II, 0 drive, wire wheels and heater. Also good condition 1957 100/6 with wire wheels and tonneau, spare damaged body with wings and doors. Host of workshop equipment and accessories, £1,000 the lot. S.a.c.: 99 Hutton Avenue, Darlington.

**SPRITES**, 1959, choice of two cars. One in Sebring white, another in Speedwell blue, from £295. 1957 100/6 cream and black, twin exhaust, luggage grid, new hood, excellent condition, £375.—Broad Oak Garage, Heathfield, Sussex. Tel.: 198.

**1962 AUSTIN-HEALEY Sprite**. Wire wheels, hard top, disc brakes. Red with black interior in mint condition. £485. Part exchanges welcome.—Ashmore Bros., West Bromwich 2350.

**1960 (OCTOBER) Sprite**. Blue, hard top, heater, five new "X" tyres, ten months tax. £360.—Alderman, 20 Russell Road, Toddington, Bedfordshire.

**1959 AUSTIN-HEALEY 3000**. Hard top, Pirelli tyres. Dark blue with blue interior. Immaculate condition. £565. Part exchanges welcome.—Ashmore Bros., West Bromwich 2350.

**1959 SPRITE**. Hard/soft top, heater, many extras. £290.—Rees, ENField (Middx) 3206 after 6 p.m.

**1957 HEALEY 100-6**, 13,000 miles. Red/grey. Well maintained. Gift at £300. No offers.—26 Marsh Road, Pinner.

#### BENTLEY

**BENTLEY R-type** saloon, finished silver grey and black, low mileage, specimen condition. £1,235 or exchange.—Whitehall Motors (Coventry) Ltd., Coventry Road, Exhall, Nr. Coventry, Warwick. Phone: Bedworth 3395-6.

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USED BERKELEYS AVAILABLE  
COMPREHENSIVE SPARES SERVICE  
MANTLES GARAGES, LTD.,  
Biggleswade, Beds. Tel.: 2056.

**G.T. BUILT F.I.A.** specifications. Immaculate, outstanding performance, 50-60 m.p.g. One fastidious owner. £300 o.n.o.—Watson, 46 Seymour Road, S.W.18. BA'Terse 1159 (day); VANDYKE 7797.

**IMMACULATE**, 1959 (Nov.), Berkeley B/105. Red, black trim. Radio. Taxed April. £295.—26 St. Andrews Road, Henley-on-Thames 798.

**1958 SPORTS**. Two-seater, 60 m.p.g., £95.—Broad Oak Garage, Heathfield, Sussex. Tel.: 198.

#### B.M.W.

**1962 B.M.W.** 700 d.l. saloon, R.h.d., reclining seats, gear lock, 45 m.p.g. Absolutely as new. Cost £700, now only £520. Terms, exchanges welcomed.—Humming Bird Motors, 60-62 Shenley Road, Boreham Wood, Herts. Tel.: Elstree 2662/5496.

#### BORGWARD

**DO IT** yourself conversions. Full specifications from £2.—W. B. Blydenstein, Therfield, Royston. Herts. Kelshall 219.

#### BRISTOL

**WANTED**.—100D engine and 2 ins. crank.—Haigh, 81 Heathcroft Road, Sutton Coldfield.

#### CITROEN

**1957 CITROEN D.S.19**. £375.—Logsdon's Garage, Ltd., Melbourn Street, Royston, Herts. Tel.: Royston 2281/2.

#### D.K.W.

**1962 D.K.W. Junior**. Ivory and black, red interior, new condition. £425. Any trial with pleasure.—146 Hill Village Road, Four Oaks, Sutton Coldfield. Tel.: Birchfields 5712.

#### ELVA

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

**WANTED!** Cash, generous exchange, or sold on owner's behalf.—Tarrant & Frazer, 70 Chalk Farm Road, N.W.1. GULiver 0224. (Freelance/Trade invited!)

#### FIAT

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

#### FORD

**SUPERSPEED ANGLIA DE LUXE**, 1,340 c.c. sprint kit. Twin 1½ ins. SU carbs, heater, safety belts, radblind, modified brakes, anti-roll bar. 0-60 11.5 secs. 105 m.p.h. Maroon with grey roof. One owner, 20,000 miles only. £475. Would part exchange.

**£650?** Would buy a Ford Cortina which cost £900. G.T. specification. Servo disc brakes, lowered Konis, 1,500 c.c., 1½ ins. SU carbs, anti-roll bar, 6,000 miles only. Part exchange welcomed.

**YOUNG'S GARAGE**, 482 Ley Street, Ilford, Essex. Tel.: VALEntine 6093.

**FORD Zephyr convertible**, 1958 model. Radio, heater. £275.—56 Lennard Road, Dunton Green, Kent.

Continued overleaf



**AUSTIN MG AUSTIN-HEALEY**

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**1954 M.G. TF., green/green**, wing mirrors, tonneau cover, other extras. £335

**1947 M.G. TC., black/red**, tonneau cover and other extras. £165

**1946 M.G. TC., black/red**, tonneau cover, vynde hood and screens, excellent runner. £145

**1961 Austin-Healey Sprite**, red/red, hard top, power brakes, wood-rim steering wheel, other extras. £465

**1962 1172 Bowden Special**, fitted aquaplane head, Microcell seats, oil cooler, twin S.U. carbs., rev. counter, speedometer and full weather equipment. £265

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**SPARES ONLY:**  
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**F**ORD 1,172 c.c. Red/blue. Hard top Typhoon. Reconditioned engine, 5,000 miles. New gearbox. Built 1959. Heater, crossflow, flashers. £100 or nearest offer.—Burngen, The Borough, Brockham Green, Betchworth, Surrey.

**Z**EPHYR convertible Mk. II, 1958, power hood, heater, reversing lamp, wing mirrors. £285. Hire purchase can be arranged.—6 Liverpool Road, Watford. Phone: Watford 20082.

## GILBY

**F.1** GILBY-B.R.M. As raced this season by Ian Raby, less engine and gearbox. Car done only 12 races. Immaculate condition. Never pranged or any small damage. Long-range fuel tanks, 2½-litre drive shafts, etc. Magnesium wheels, rear wide-based rims, disc brakes, oil tank, Dunlop R6 tyres. Colour: dark blue. Price £1,100 or exchange road car or racing car.—Ian Raby (Racing), 85 Preston Road, Brighton 681713.

## HUMBER

**R**ARE and elegant: Snipe Convertible, excellent condition. Heater, twin fogs, new hood, resprayed. 1953 reconditioned engine, good tyres. M.O.T. Sept. 1964. Taxed Dec. 31st. £80.—CHAncery 5146.

## JAGUAR

**A.** FREEMAN, LTD., Jaguar Dealers, offer: 1962 Jaguar 3.8. Overdrive, special engine suspension and steering, fitted with radio, reclining seats, safety belts, wire wheels, Pirelli tyres. One owner from new. Supplied and maintained regardless by us. Excellent condition. Never used competitively.—Grosvenor Garage, Levenshulme, Manchester 19. Rusholme 2874/5.

**C**ATERHAM CAR SERVICES offer Jaguar XK 150 D.H. coupé, white, with many extras. Excellent throughout. £485.—Caterham 42381.



## CARS OF DISTINCTION

## "E" Type

1964 series (registered a few weeks ago) Jaguar "E" type Fixed Head Coupe, finished in opalescent dark green with suede green trim and fitted with several extras including push button transistor radio, Jaguar seat belts, speed wing mirrors, complete car new in every respect and resembling current production with all of the new dating features. Complete car cost over £2,000 when new and is now available at 1,600 miles for **£1,835**

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1963 Jaguar 3.8 Saloon, fitted with automatic transmission, finished in opalescent dark blue with red interior, fitted with a push button radio. Only 6,000 miles. **£1,495**

1963 Jaguar 3.8 Overdrive Saloon, finished in Jaguar white with red upholstery and fitted with numerous extras, including chrome wire wheels, Webasto sun roof, Webasto sun roof deflector, push button radio, electrically heated rear window, high ratio steering, speed wing mirrors, and a host of other detail extras. Complete car cost new nearly £2,000 and is now available for **£1,495**

1963 series Jaguar 3.8 Saloon, fitted with overdrive transmission, finished in silver blue with dark blue interior and fitted with reclining seats. Only 7,400 miles. **£1,365**

1962 series (registered late 1961) Jaguar 3.8 Saloon Overdrive, finished in carmen red with black upholstery and garlanded with every conceivable extra, including fully chromed wire wheels, high ratio steering, Koni shock absorbers, 9:1 compression ratio, lead bronze bearings, lightened fly wheel, wood-rim steering wheel, Servals silencers, reclining seats and push button radio. The entire car is quite immaculate in every respect and is in Concours winning condition. **£1,195**

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

The Jaguar Division of

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**J**JAGUAR 3.4 Automatic, Opalescent maroon with beige interior. Supplied and serviced by us from new. True Jaguar condition. Fitted radio and rear window demister. Three months written guarantee, £975. Terms and exchanges.—Hunt's (Birmingham) Ltd., Shadwell Street, Snow Hill, Birmingham 4. Tel.: Central 9101.

**O**MEGA Jaguar. Owing radical change of plans must sell, SS½ 13.7, 0-120 22 secs., discs, race winner yet very tractable. Shattering on road or track. With spare tyres, £400.—Details from John Miles, Mermaid Theatre, Blackfriars, E.C.4. CITY 6981 after 5 p.m.

**XK** 120 open Sports. White. C-type head, heater. Good all-round condition. One owner since 1958. £165.—Cooper, 75 Beeches Road, West Bromwich, Staffs. Phone: 1758.

**XK** 120 Roadster, detachable hard top. Finished in red. £150.—Broad Oak Garage, Heathfield, Sussex. Tel.: 198.

**XK** 140, F.h.c., 1956, B.r.g., overdrive, radio, heater, new R55s on rear, £315, o.n.o., or exchange for XK 150S, cash adjustment.—MOUNTVIEW 4713.

**XK** 140 Sports, 1955, C type head, wire wheels, heater, tonneau, singularly fast motor, £300.—R. V. Westlake, 82 Linden Avenue, Herne Bay, Kent. Tel.: 1794.

**XK** 150 f/h, 1959 model, automatic, cream, chrome wire wheels, well above average. £475.—Wilson, Cranfield (Beds) 269 (preferably after 7 p.m.).

**L**ATE Mk. I, 3.4. Disc brakes, wire wheels. All parts for sale except bodyshell.—Staines 52006.

**Z**ENITH Jaguar 3.8 Saloon. Full Group II modifications. New factory-built engine to latest specification including aluminium pan and oil cooler, c./r. box. Choice of axles, extra fuel tanks, etc. Brands 1.57.—Ring BAYSwater 7646 to inspect and test.

**2.4** 1959, blue, new engine, 10,000 miles, recent brake overhaul, Webasto roof, radio, very good example. £545.—Weatherley's Garage, Iver, Bucks. Tel.: Iver 101.

**1962** JAGUAR 3.8 Mk. 2. "E" type performance with saloon space and comfort. Extensively modified at considerable expense. Koni S/A all round. Special silencers, seat belts, special carbs. Heavy duty springs at rear, for trailer and caravan towing. Radio. Boot lid luggage grid. The car to pass the Joneses in. All reasonable offers considered.—Norton-Harty Engineering Co. Ltd., Great Bridge, Tipton. (Tipton 1277.)

**1961** 3.8, Overdrive. B.R.G., 17,000 miles. Damaged near side. £250.—Staines 52006.

**1958** 3.4. Wire wheels, disc brakes, overdrive, Webasto roof, radio. Damaged on off-side. £150.—Tel.: Heathfield 198.

**1957** 2.4, Overdrive, radio, safety belts. New bearings. £380 or exchange Mini-Cooper, cash adjustment.—Tel.: Borough Green 420.

## JENSEN

**J**ENSEN 541, 1956 de luxe, 56,000 miles. One owner. Very good condition. £530 o.n.o.—Hadlow Down 424.

## LAGONDA

**H**OT LAGONDA. 1950 2.6 coupé, boot lid and lining burnt, bonnet, batteries, wiring burnt, rest perfect. Towable. £60 or exchange, p/exchange for car or van in good order.—Nightingale, 13 Spring Street, Rugby.

## LANCIA

**L**ANCIA Aurelia G.T. 2500, 56/7. Reg. 1961, R.H.D. Floor change, radio, heater, set "Xs", £600 o.n.o.—12 Waterworks Road, Farlington, Hants. Tel.: Cosham 78430. Exchange considered.

**L**ANCIA Aurelia G.T., 58 series, above-average condition. Fitted radio, taxed. £875.—Sibley's Garage (B'ham) Ltd., 224 Edward Road, Birmingham 12.

**L**ANCIA Aurelia 2500 G.T., 1958. In beautiful condition. A remarkable example of one of the world's best touring cars, 115 m.p.h., superb roadholding and brakes, radio, heater, w/s washer. £785 for quick sale, due to urgent need for larger car.—ACORN 4123 (day); KNIGHTSbridge 8414 (night).

## LOTUS

## LOTUS SEVENTEEN

Twin-cam 1475 FPF engine. Standing ¼-mile 22.63 secs. Fastest car in class in country.

£545.

## Lotus Eighteen Formula One

(Ex-Camoradi). Used once.

Complete with everything except engine and gearbox. Terrific potential with right engine.

£395.

Road cars taken in part exchange.

P. Bailey, 11 Fawley Drive, Prestbury,  
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**E**LITE, 1962, silver grey. ZF box, Weber carbs. Immaculate condition. Never raced. £1,050.—PADDINGTON 9863.

## ELITE

Blue. Immaculate. Running in after new crank, bearings, valves, decolite, etc. Completely balanced. Stage II. New c.r. box, rear end, coil, dynamo since April. Bills. Belts, heater. Going abroad. £720 o.n.o.

Top Flat, Warsash Court, Havelock Road,  
Warsash, Southampton.  
Lockshave 3370.

**C**ATERHAM CAR SERVICES offer Lotus Seven Mk. II, 85 b.h.p. Tunex engine, c.r. gearbox. Many successes. Full weather equipment, tastefully finished in blue cellulose. £395. Lotus Seven Mk. I, 105E engine, full weather equipment, unraced. £245.—Caterham 42381.

**I**MMACULATE Super Seven fitted 105E engine, polished and balanced, etc. 1961. Low mileage. Finished in red. Perfect throughout. £415.—Contact Lotus Retail Sales Dept., Lotus Cars Ltd., Delamare Road, Cheshunt, Herts. Tel.: WALTHAM Cross 26181.

**L**OTUS VI. Around £220. Laystall-Lucas, M.G. Stage III.—Wheeler, 18 Edinburgh Drive, Staines, Middlesex.

**L**OTUS Super Seven, 1963. 116E, G.T. Fully equipped painted road car. Superb, 7,000 miles. £475.—Hassocks 2208.

**L**OTUS 7 G.T. Mallory 59.6 secs., Silverstone 1 m. 14s. Car and engine completely stripped and overhauled ready for next season. Brake figures and graph available. Numerous spares including diff., Ford 105 engine and ten wire wheels. Also lightweight trailer. £500 the lot. Genuine reason for sale.—Phone: Bob Ashley, Silverstone 316 (after 6 p.m.).

**L**OTUS Super Seven, Cosworth Classic, 85 b.h.p. engine, Webers, c.r. gears, finished in black with yellow wings. This is an immaculate, unregistered car with full road equipment. £495. Part exchanges welcomed.—Elmbridge 8347.

**L**OTUS II 7A, 1961. Formula Junior engine. Very fast 1,000 c.c. car. Placed seven times this season. SS. ¼ in 15.3 secs. £385.—D. Firkins, 23 High Street, Upton-upon-Severn, Worcestershire. Upton 252.

**L**OTUS XI Climax 1100. Extras. £380. Details. —Tel.: Box (Wilts) 345, evenings.

**L**OTUS Twenty. Only raced a few times. Offered with four-speed Renault box. Less engine. Ideal Formula 3 car.—Offers: John Young, 482 Ley Street, Ilford, Essex. Tel.: VALentine 6093.

**L**OTUS 23B. Available Nassau December 9th. Works rebuilt to latest specification for Bahamas Speed Week. Immaculate.—Bradshaw, c/o Prince George Hotel, Nassau.

**1963** LOTUS Elan, red with black interior, c./r. gearbox, 5,000 miles only. One owner, in immaculate condition. £985.—Ashmore Bros., West Bromwich 2350.

**1963** (MAY) Super Seven. 1500 Cosworth—fabulous road car—c.r. box, oil cooler, Vynide weather equipment, including tonneau; F.J. steering wheel, etc., etc. Genuine reason for sale, don't wait.—Phone: Wardle, WIMbledon, 7401.

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**1962** (SEPT.) Lotus Super 7, 3,000 road miles only. Specimen Cosworth 105E. £410, o.n.o.—J. Middlehurst & Sons Ltd., Jackson Street, St. Helens. Tel.: 26359.

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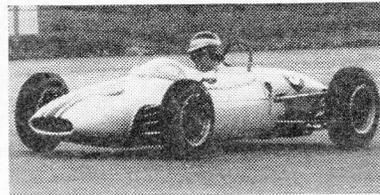
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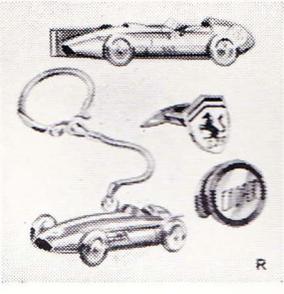
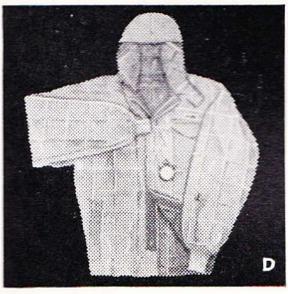
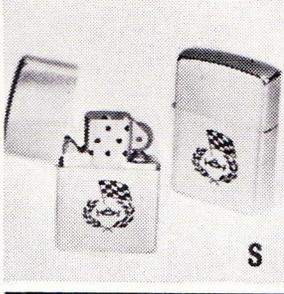
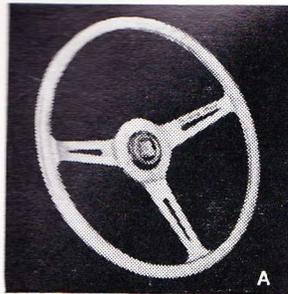
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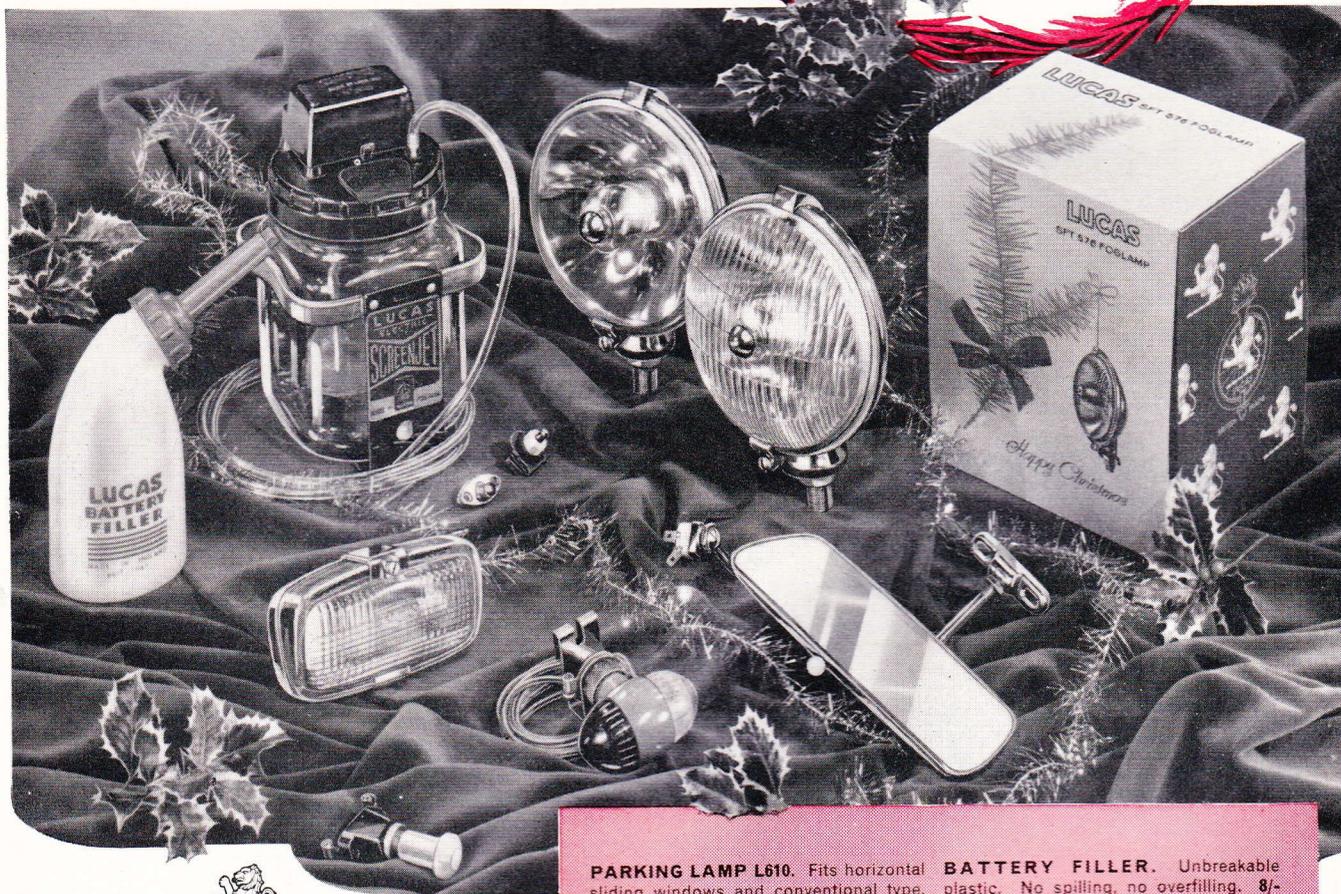
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