

CHRISTMAS ROAD TEST

AUTOSPORT

DECEMBER 20, 1963

AUTOSPORT

2/-

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Vol. 27 No. 25

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

NASSAU SPEED WEEK—FULL REPORT AND PICTURES

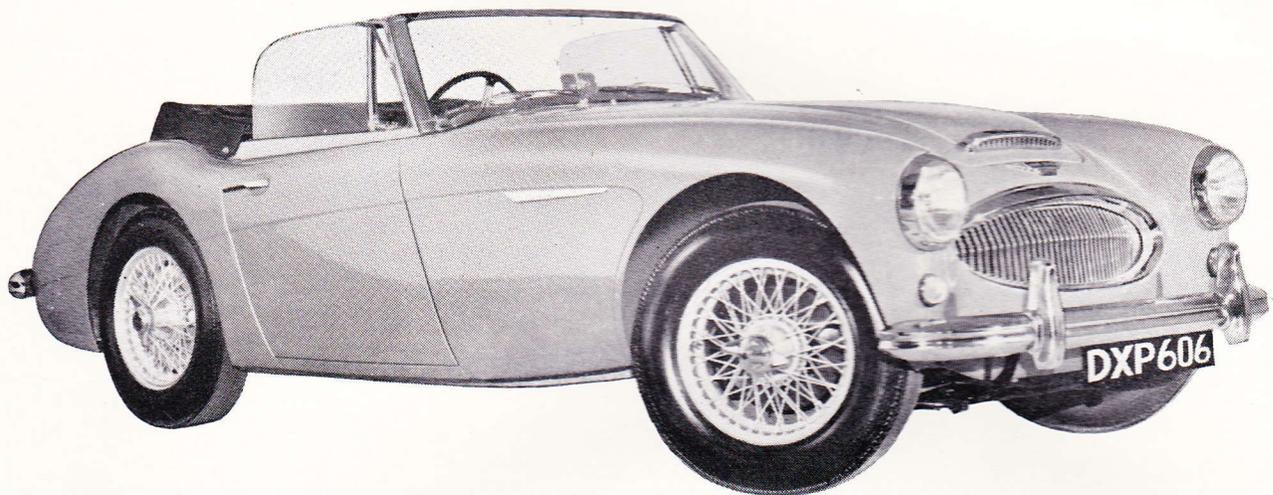
750 AND 1172 FORMULAE

TEAM ELITE ('62)

UNFORGETTABLE CHARACTERS

NEW HEWLAND GEARBOX

There are sports cars
as powerful as
the three-litre Austin Healey 3000.



They all cost more.

The day you decide to buy a sports car, you'll probably invest 1s. 3d. in a motoring magazine to check on prices.

If you do (and it's by no means a bad idea), you'll make this revealing discovery about the Austin Healey 3000. At £1,045.15.4, including £180.15.4 P.T., it is absolutely record-breaking value for money.

The lowest-priced sports car you can buy is the 1,098-cc Austin Healey Sprite, which costs only £586.12.1. Prices go up from there. All the way up to £5,607 for the fastest sports car in the world.

The Austin Healey 3000 is not in this class. But every other sports car whose specification compares with the

Austin Healey's costs more money. Several of them cost £500 or £600 more. And only those that cost nearly £1,000 more can approach the Austin Healey's remarkable record of wins in international competition—which is where a sports car reveals its truest colours.

As contemporary sports cars go, the Austin Healey is already a classic. The basic design was established in 1953. Since then it's got better and better (and gone convertible). Its six-cylinder, twin-carburettor, 136-bhp engine can reach 100 mph in 31 seconds, and travel 117 mph flat out. If you need to go any faster than that, you'd better get acquainted with the track at Silverstone!



By Appointment to
Her Majesty The Queen
Motor Car Manufacturer
The Austin Motor
Company Limited



you invest in an Austin

AUTOSPORT

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December 20, 1963 Volume 27 Number 25

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EDITORIAL

GAS TURBINE CHALLENGE

WITH the inclusion of gas turbines in the Le Mans 24-Hour Race next June, it is obvious that Rover and B.R.M. must consider the possibility of building a new car, with the object of attempting outright victory. The famous "00" Rover-B.R.M., with its calculated power output of 150 b.h.p., could not be a contender for anything other than an Index of Thermal Efficiency award, provided a heat-exchanger is added to give the necessary economy of fuel consumption. On the other hand, there are far more powerful gas turbine engines available, and even the fitting of a pair of the 1962 types would give something over 300 b.h.p. It would indeed be a tremendous achievement were a gas turbine to win the *Vingt-Quatre Heures*, not only for the prestige of British automobile engineering, but for the future of this type of power-unit as a commercial proposition. The experiences of 1962 with the "00" must have provided an immense amount of valuable technical data relating to the possibilities of the gas turbine. B.R.M. know-how in the chassis and transmission field, added to Rover and Rolls-Royce knowledge of gas turbine power units, produced a remarkably efficient car last year. However, there was no incentive to field a machine which would have the performance essential to deal with the powerful G.T. prototypes. The Rover-B.R.M. was merely set a target figure, one which was exceeded by a comfortable margin, and gained for the project the admiration of the world. Naturally, to produce a possible winner would entail the services of drivers of the calibre of Graham Hill and Richie Ginther, able to adapt themselves to the entirely different methods of driving, which seemingly are absorbed much quicker by experienced Grand Prix conductors.

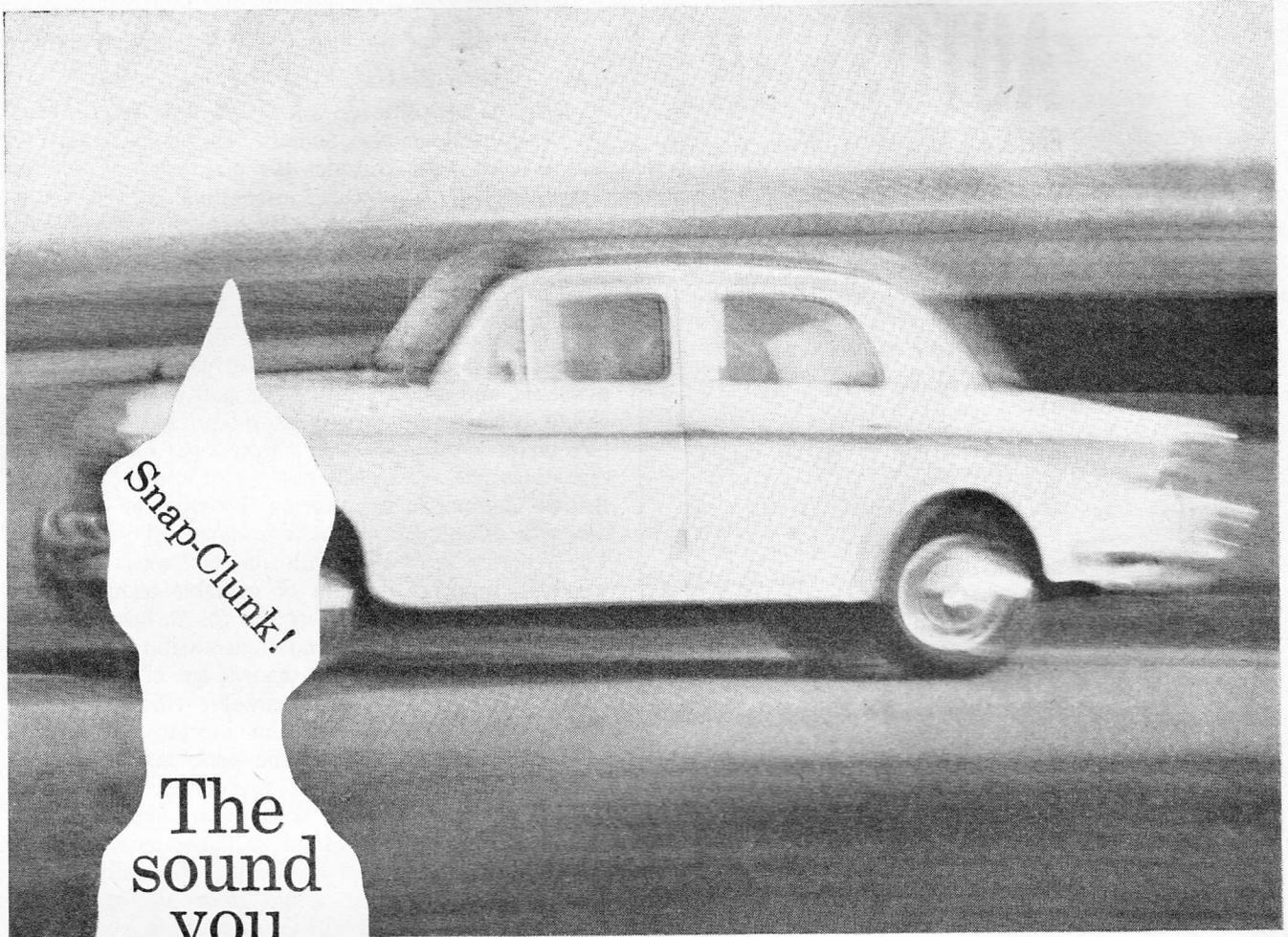
COMPUTER CARS

THE story of the rapid development of the G.T. Lola-Ford will, when it is told, make fascinating reading. Instead of long weary months of trial and error, the team of "boffins", under the direction of Roy Lunn, attend all circuit tests and carefully observe the behaviour of the machine. Team manager John Wyer collects data from the drivers, and accurately logs every possible item relating to performance. Chassis designer Eric Broadley is also involved with the collecting of information. The findings of these two men are meticulously sifted, and passed on to the brilliant Lunn team of Ford design-development men. They, in turn, appraise everything supplied, and in seeking the information required for immediate modifications and ultimate improvements, feed their findings into a computer at Dearborne. The electronic brain then pours out the required data, possibly doing in a few hours what normal methods might take anything up to two years to produce.

OUR COVER PICTURE

NO, racing cars haven't escaped on to the public highway! This is part of the Volkswagen race in the Bahamas Speed Week at the beginning of the year. The race catered for Formula V cars, single-seaters based on Volkswagen components (described in our 23rd August issue) and for mildly modified "Beetle" saloons. Charlie Kolb and Dan Gurney were the winners of the two classes, Gurney's Grand Prix "Beetle" achieving the almighty velocity of 77 m.p.h.!

Photo: Michael Cooper.

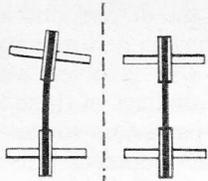


Snap-Clunk!

The sound you should never hear...

No—not the crankshaft tying itself in knots. Not a piston coming through the side. Just the fan belt announcing its departure—a stupid, annoying holdup . . . and almost certainly avoidable!

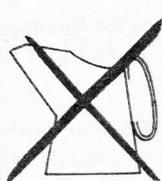
Here's how to keep your fan belt happy



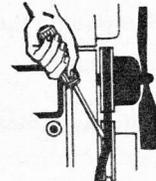
CHECK TRACK
make sure that the dynamo pulley is both vertical and *in line* with the fan and crankshaft pulleys.



CHECK TENSION
There should be overall play of between $\frac{1}{4}$ " and $\frac{3}{8}$ " in the belt on the longest side of the triangle. (see illustration)



CLEANLINESS
oil and grease attack the fanbelt; keep it clean and dry.



NO LEVERING
don't force the belt over the pulley with a lever: do the job the right way—generally, by slackening off the dynamo's holding bolts.



LOOK FOR TROUBLE!
Cracks on the surface . . . a loose strand of cord . . . hard, shiny wear on the faces of the V . . . these indicate it's time to fit a new Ferodo fan belt.

Wise word for '64

Roads, motorways and cars are getting faster. Sustained cruising at modern speeds is tough even on Ferodo fan belts, designed to withstand abuse. But even a Ferodo fan belt won't last for ever so— Carry a spare!

Fit **FERODO** fan belts first-to last

FERODO LIMITED CHAPEL-EN-LE-FRITH ENGLAND

A Turner & Newall company



PIT and PADDOCK

PETER ARUNDELL, it has now been confirmed, has joined the Lotus Formula 1 team as team-mate to the World Champion.

EXTREMELY satisfactory tests were carried out at Goodwood last week by Roy Salvadori in the prototype V8 Lola-Ford.

JOHN FITZPATRICK, of Broadspeed Mini fame, has signed to drive for Coopers in saloon car events in the coming season. During recent tests at Goodwood, Fitzpatrick and others knocked the 1,300 c.c. saloon car record for six, times being in the region of 1 min. 43 secs.

A FULL team of Lotus-Ford Cortinas will be entered in Group 2 saloon car races next season. They will be entered both by Team Lotus and the Willment concern. Drivers will be Jim Clark—when available—Peter Arundell, Trevor Taylor, Mike Spence and John Whitmore. Jack Sears may also drive.

PAULA MURPHY recently became the first woman to drive a racing car at Indianapolis at high speeds. During a test run she lapped Studebaker's new Novi at 100 m.p.h.

FORD MOTOR COMPANY have won the R.A.C. World Rally Championship for Manufacturers, having scored 22 points. Saab gained 19, Mercedes-Benz 17 and Volvo 15, thereby being placed second, third and fourth.

GENERAL MOTORS TO CHANGE THEIR MIND?

THE performance of the lightweight Grand Sport versions of the Chevrolet Corvette Sting-Rays at Nassau surprised many people. Dick Thompson, Roger Penske and Jim Hall were able to keep up with and ahead of many potent sports-racing cars.

At the moment General Motors are testing the cars at Sebring (as they were around this time last year) and it seems possible that, because of Carroll Shelby's convincing successes with the A.C. Cobras—powered and supported by Ford—G.M. will have to come back into motor racing to regain lost prestige.

THEO PAGE'S remarkable technical drawing of the Porsche G.T.S "904" (6th December issue) was completed in less than four days.

VICTORY IN SARDINIA FOR B.M.W.

THE 3rd Autumn Rally of Sardinia was recently won outright by G. Piras (B.M.W. 700), who put up a remarkable performance in the series of "slaloms", and finished 3,066 penalty points ahead of his nearest rival, G. Sorcinelli (Morris-Cooper S). Highest-placed of the bigger cars was A. Miglio (Triumph TR3) in 11th position.

RESULTS

1, Piras (B.M.W. 700), 0.596 penalty points; 2, Sorcinelli (Cooper-Mini S), 3.662; 3, Rodriguez (Abarth 1000), 8.024; 4, Fadda (Alfa Giulietta), 14.5; 5, Casala (Lancia Appia), 20.3; 6, Mameli (Giulietta TI), 26.581.

LOTUS will be represented in sports car races next season by the Ian Walker Racing Team. The new super-aerodynamic Lotus 30s—powered by 350 b.h.p. V8 Ford engines—will be used.

LORENZO BANDINI is the 1963 Champion of Italy. The Formula Junior title went to Giacomo Russo, better known as "Geki".

MORE FORMULA 2 IN BRITAIN

FOLLOWING the recent "scare" that the first British Formula 2 races would not be until Whitsun next year—and, no doubt, because of the high costs in running a Formula 1 race—there are to be classes for these 1,000 c.c. machines in the Snetterton, Goodwood and Aintree Formula 1 events, while Formula 2 is to be the feature race at the Gold Cup Oulton Park and 26th September Snetterton meetings.

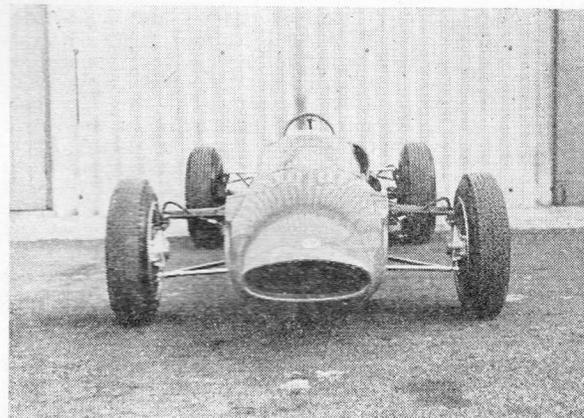
THE C.S.I. will meet next February in New York to finalize the specification of the new Formula 1.

G.T. PROTOTYPE WEIGHT LIMITS

ACCORDING to the latest edition of the R.A.C. Motor Sport Bulletin, the following weights for G.T. Prototype cars have been confirmed by the F.I.A. for 1964. The weights are increased according to engine capacity.

Engine Capacity	Minimum Weight
500 c.c. ...	360 kg.
1,300 c.c. ...	520 kg.
1,350 c.c. ...	528 kg.
1,400 c.c. ...	537 kg.
1,450 c.c. ...	545 kg.
1,500 c.c. ...	553 kg.
1,550 c.c. ...	562 kg.
1,600 c.c. ...	570 kg.
2,000 c.c. ...	630 kg.
3,000 c.c. ...	770 kg.
4,000 c.c. ...	850 kg.
6,000 c.c. ...	1,000 kg.

The minimum weight is increased for every 50 c.c. of engine capacity. Between 500 and 1,300 c.c. the increase is 10, kg. per 50 c.c., between 1,600 and 2,000 c.c. alternatively 8 and 7 kg., between 3,000 and 4,000 c.c. 4 kg., and over 4,000 c.c. 5 kg., up to a maximum of 1,000 kg.



1964 FORMULA 2 Lotus is based on the successful Formula Junior Lotus 27. Note the very slim appearance of the car. The Lotus Formula 2 team will be run by Ron Harris, drivers being Trevor Taylor and Mike Spence.

FORD ENGINES

FORD of America are building V8 engines for the 1964 Indianapolis "500" and expect 425 b.h.p. at 8,500 r.p.m. The new d.o.h.c. version weighs 378 lb.—35 lb. more than this year's pushrod engine that developed 376 b.h.p. There are four valves per cylinder, port-type fuel injection and the compression ratio is 14:1.

It is possible the engines will be used by cars other than Lotus, rumours persisting that the cars driven by A. J. Foyt, Rodger Ward and Bobby Marshman are to be "Powered by Ford". Mickey Thompson's engines may also be from Dearborne.

DOUBLE VISION!

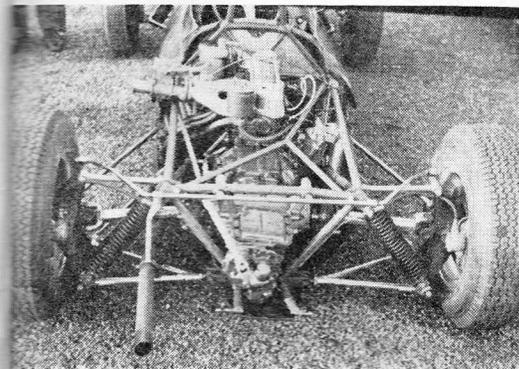
THERE are two Graham Warners in the Monte Carlo Rally—both driving Reliant Sabre Sixes! Graham A. Warner, of Chequered Flag fame, will start from Glasgow in a works car, while Graham P. Warner, a garage owner from Bury St. Edmunds, is to start from Minsk in his privately owned car. Both have wives named Shirley...

CAPACITY classes for 1964 sports and G.T. car races in Britain next year are to be: up to 1,150 c.c., 1,151-2,000 c.c., 2,001-3,000 c.c. and over 3,000 c.c. for sports cars, and up to 1,150 c.c. 1,151-1,600 c.c., 1,601-2,500 c.c. and over 2,500 c.c. for G.T. cars.

The Editor and
Staff of
AUTOSPORT
take this seasonal
opportunity of
wishing all readers
and contributors
a Merry Christmas
and a Happy and
Prosperous New Year



FORMULA 3 LOTUS for 1964 is priced at £1,300 ex-works with a Cosworth-Ford power unit and in component form (above). Modified Renault or Volkswagen gearboxes are available, this particular car featuring the former make, mounted upside-down (below). A single Weber carburetted Holbay-Ford engine is fitted to this car also.



VINTAGE NEWS

A TEAM of early post-war single-seater H.W.M.s is to be formed. The cars will be driven by well-known vintage car drivers. . . . The monoposto Rover once constructed and raced by three members of the Rover company in 1948 will appear in the hands of Frank Lockhart. . . . Barry Swann has purchased Gordon Chapman's E.R.A.—R2A—and will shortly be shipping it to Singapore to use in such races as the Johore and Macau Grands Prix.

JOHN WHITMORE, driving the Willment team's Ford Galaxie, scored two wins at the recent Rhodesian Grand Prix meeting.

DUE to substantial increases in costs generally, British United Air Ferries have announced that in 1964 they will regretfully have to pass on some of the increased costs to the passenger. However, the runway at Lydd is being lengthened and, subject to Government approval, five new routes are planned for the coming season.

THE Australian Clisby V6 Formula 1 engine, which was expected to be used in the now defunct Ausper, may yet see the light of day as a sports car and speedboat unit. Work is continuing on the engine, but Harold Clisby appears to have lost interest in it.

THE Hewland Mark 4 gearbox has seen a good deal of detailed modification since it appeared and the 1964 version is available for Formula 2 and Formula 3 cars.



PROFESSOR COLIN BUCHANAN, of "Buchanan Report" fame, takes delivery of a new Jaguar 3.4 Mark 2 from ex-racing driver Duncan Hamilton at the latter's showrooms at Byfleet. The professor gave Duncan a signed copy of his famous "Traffic in Towns" report.

FERRARI'S RAND GRAND PRIX

Surtees and Bandini Score a 1-2

JOHN SURTEES and Lorenzo Bandini scored a convincing 1-2 win for Ferrari in last Saturday's Rand Grand Prix. The Ferraris finished first and second in both the heats, Surtees's overall time being 1 hr. 20 mins. 22 secs., an average speed of 93.7 m.p.h. Bandini was 1 min. 15 secs. behind.

World Champion Jim Clark (Lotus-Coventry Climax 25) suffered fuel pump trouble in the first heat and had to start from the back of the grid in the second. Chronic misfiring intervened and he had to struggle hard to finish in fifth place. Clark's lap record of 1 min. 35.3 secs. was bettered by Surtees in the first heat with 1 min. 34.7 secs. for the 2½-mile Kyalami circuit.

SPORTS NEWS

BECAUSE the demand for tickets far exceeded the capacity of the Cinema, the Midland Centre of the B.R.S.C.C. are arranging a repeat performance of their Birmingham Midnight Matinée early next year. Details will be announced as soon as possible.



FROM Hird-Brown, Ltd., Flash Street, Bolton, Lancs, comes the Mark 3 Stop-clock. It has very quick reset to zero and is available in sizes from 4 ft. to 8 ft. diameter. Dial markings can be 0-60 secs., 0-3, 0-10, 0-60 mins., or in terms of speed, production, etc. This is ideal for many forms of motor sporting events.

DURING their recent Paris meeting the C.S.I., after considering the difficulties created in recent seasons by Appendix J of the International Sporting Code—this governs Touring and Grand Touring racing—have made a number of detail amendments which are to start on 1st January. However, they are also contemplating a complete revision of this appendix.

A new ground clearance requirement—which is also applicable to sports cars and prototypes—stipulates that the minimum clearance should be 7 cm. with the car in racing trim, i.e., with fuel, oil, water and driver aboard. At the moment the measurement is 12 cm. without fuel and driver.

REUBEN HARVEYSON

WE regret to report the death of Reuben Harveyson at the age of 65. "Rube" was formerly a racing motor-cyclist, and a prominent performer at Brooklands. Subsequently he was team manager for land speed record attempts by Sir Henry Segrave, Sir Malcolm Campbell and John Cobb.

He was also well known as a rally competitor prior to the Hitler war, taking part in the "Monte" and "Alpine" events, with both Lord Essendon (then the Hon. Brian Lewis) and M.G. exponent Norman Black.

Reuben Harveyson continued a close association with two-wheelers and cars. He was secretary of the T.T. Riders' Association and also curator of the motor-cycle section at the Montagu Museum, Beaulieu.

AROUND 100 entries have now been received for the International Welsh Rally. Recent entries include Roy Fidler, Bill Bengry, Brian Culcheth, Brian Harper and Tiny Lewis. Apart from the top liners there is a large contingent whose aim is the Les Leston Trophy, a cup to be awarded to the crew, competing in their first international, who finish highest in general classification. The start of the "Welsh" will be from Loton Park, Shrewsbury, at 8 p.m. on 3rd January and the finish at Cardiff on the morning of the 5th.

M. EVEQUOZ of the Hotel Grande et Moderne in Liège writes to tell us that readers of AUTOSPORT will be made especially welcome at his establishment, already well known to competitors in the Spa-Sofia-Liège and other international rallies which visit Liège.

REG MCBRIDE and Don Barrow have won the drivers' and navigators' sections of the 1963 *Motoring News* Rally Championship.

ITALIAN Formula 3 constructors for 1964 will include de Sanctis, de Tomaso, Stanguellini, Wainer, Foglietti and Dagrada. Engines used will be Ford, B.M.C., D.K.W., Fiat and Lancia.

A.M.O.C. HONOUR JOHN WYER

AT a crowded Christmas cocktail party on 12th December at the Rubens Hotel, Victoria, the Marquess of Camden, on behalf of the Aston Martin Owners' Club and ex-team drivers, presented Mr. and Mrs. John Wyer with a "mobile pit". This comprised a miniature bar on wheels, and was a tribute to John Wyer's long association with the marque. Awards for the season were also presented, including special trophies to Innes Ireland and Roy Salvadori for outstanding achievements in the T.T. and at Monza respectively.

MORE WINING AND DINING

HELD on Friday, 6th December, at Laker's Hotel, Redhill, this year's annual Surrey Sporting Motor Club dance was organized by Charles Merriam and proved a great success. Among those present were Chris Lawrence, Jackie Epstein, David Hitches, Hugh Braithwaite, John Granville and the chairman, Fred Marriott.

The Allen Trophy, for the best performance by a member in all branches of the club's activities during the year, was presented to Eric Parsons, who won it for the second year in succession.

A TRANSPORTER and a transporter-cum-mobile workshop were recently handed over to Lotus from Ford; they will be used to carry the works Lotus Ford Cortinas. Bodies of the two vehicles were made by Marshall's of Cambridge.





WORLD CHAMPION

BELGIAN GRAND PRIX

1st Jim Clark

**LOTUS
COVENTRY
CLIMAX**

DUTCH GRAND PRIX

1st Jim Clark

**LOTUS
COVENTRY
CLIMAX**

FRENCH GRAND PRIX

1st Jim Clark

**LOTUS
COVENTRY
CLIMAX**

BRITISH GRAND PRIX

1st Jim Clark

**LOTUS
COVENTRY
CLIMAX**

ITALIAN GRAND PRIX

1st Jim Clark

**LOTUS
COVENTRY
CLIMAX**

MEXICAN GRAND PRIX

1st Jim Clark

**LOTUS
COVENTRY
CLIMAX**

using ESSO GOLDEN, finest petrol you can buy

ALWAYS LOOK TO ESSO FOR THE BEST

GRAND SPORT version of the Chevrolet Corvette Sting-Ray provided a major surprise in the Bahamas races. This one was driven by John Cannon, a British driver from Canada.

one minute ahead of the single-seaters which made a grid start. This made things very interesting when the Formula V cars got mixed up with the sedans, which was in three laps. Dan Gurney held an enormous lead throughout, as did Charles Kolb in his single-seater. The race was enlivened by much motoring in the bush, or, as the Americans say, "in the toolies".

The week came to a climax with the 56-lap 252-mile race for the International Nassau Trophy. All but one of the competitive cars had big American engines, the exception being Rodriguez's 3-litre Ferrari. The cars ranged in size from the 697 c.c. B.M.W. coupé to a 7-litre Lister-Ford. Notable absentees from the entry list were John Surtees, Richie Ginther and Innes Ireland who hasn't yet recovered from his crash. The cars lined up according to engine size for the Le Mans start—it was a very impressive sight to see

NASSAU SPEED WEEK

BY
MICHAEL
COOPER

General Motors Cars and Engines to the Fore in the Annual Bahamas Feature

A. J. FOYT, driving John Mecom's Scarab-Chevy, won the main event in the Nassau Speed Week series, the Nassau Trophy Race. His average speed for the 56-lap, 252-mile race was 95.383 m.p.h., which eclipsed the previous record of 87.549 m.p.h. set by Daigh and Reventlow in 1958; they also drove a Scarab. John Mecom Jr. scored a personal triumph as his cars won all three major races.

THE 4.5-mile Oakes Field Circuit is named after the late Sir Harry Oakes, whose son Sir Sidney Oakes is President of the Bahamas Automobile Club. The course lies just outside Nassau in bush and swamp country. This year marked the 10th anniversary of the Speed Week, seven of them having been held at the present course which used to be the International Airport. Most of the corners on this tricky course are blind, owing to the shoulder high bush which grows to the edge of the track and some of the marshals had great difficulty in sighting their colleagues at the next post. Although the course was swept fairly clear of sand before the races, quite a lot remained on the outside and drivers who departed from their line found themselves in this very slippery dust and sand, which had very interesting consequences for drivers and spectators alike! Fortunately the bush had a very good braking effect with no solid objects in it—except certain photographers.

First big event was the 25-lap Tourist Trophy Race held on 1st December. The race was won by Augie Pabst driving the 6-litre Mecom Lola-Chevy at a new record average speed of 87.353 m.p.h. This was the Lola's first start in an International race and it was running as a prototype. Unfortunately Gurney (A.C. Cobra) and Roger Penske (Corvette Grand Sport) were non-starters, both cars having put rods through the sides in practice. Penske was last year's winner. The race had a very impressive flying start, the cars snapping at the heels of the E-type pace car driven by race director Sherman "Red" Crise. Leader for the first five laps was Dick Thompson in a Corvette Grand Sport, followed by the similar car of Jim Hall and the Lola of Pabst. Hall nosed ahead during the fifth lap, only to be retaken by Thompson who was, in turn, passed by Pabst. These three changed places every lap until the 10th when Jim Hall retired on the circuit with rear end trouble. Thompson's car trailed the Lola for some laps but never looked like passing the brewery man from Milwaukee. Thompson retired on lap 16 with the same trouble as team-mate Hall, leaving Pabst with a commanding lead. Mike Gammino, driving his Ferrari GTO very consistently, now inherited second place which he retained till the end, thereby winning the G.T. category. The final laps

were enlivened by Pabst who opened his door in the esses several times to clean his oiled-up windscreen! The race distance was cut to 22 laps as the sun had got very low (it sets extremely quickly in that latitude). Gammino, who finished 26 secs. behind Pabst, was followed by Chuck Cassel (Porsche Carrera Abarth). The A.C. Cobras of Bob Holbert and John Everly were never really in the chase. Holbert going out with a holed radiator and Everly with clutch trouble. It was interesting to note that although the Chevrolet Grand Sports (very much faster than the Sting-Rays) were entered by John Mecom they had G.M. agents' mechanics.

6th December saw the start of the 25-lap Governor's Trophy Race. It was to have been two races for cars under and over 2,000 c.c. but was lumped into one as there weren't sufficient cars. A rolling start was again employed, the 58 cars fighting each other to keep in grid positions behind the pace car. Penske's Corvette Grand Sport shot into the lead but was soon passed by Hall in his Chaparral-Chevy and A. J. Foyt in his Mecom Scarab-Chevy. These two circulated only inches apart until the 19th lap when Hall retired with lack of retardation. I understand that Foyt let Hall lead so that he could learn the tricky circuit! Pedro Rodriguez then came up to second place in his N.A.R.T. 3-litre Ferrari; he remained in this position until the end. Dan Gurney retired his A.C. Cobra with transmission trouble when lying sixth. He then did a few laps in his 4.7 Lotus-Ford 19 to test it for the big race on Sunday. Third and fourth were Penske and Pabst in Corvette Grand Sports, Bob Grossman in a Ferrari Dino won the under 2-litre category, followed by Ed Hugus in a Lotus-Ford 23. Foyt's average speed was a new record of 97.019 m.p.h., beating the old record of 89.341 m.p.h. set up by Rodriguez in 1960.

This race was preceded by the VW Grand Prix, a 23-lap race for VW saloons and Formula V single-seaters. The Formula V cars employ only VW parts. The saloons aren't quite standard as they have slightly modified exhaust, carburetter and flywheel. They certainly aren't much faster than standard. I drove Dan Gurney's orange race-winning car and couldn't get more than 77 m.p.h. on the clock along the straight! The sedans had a Le Mans start



AUGIE PABST, in the only Chevrolet-powered Lola G.T. in existence, won the Tourist Trophy event after a stern struggle with the Grand Sport Chevrolets.

so many powerful cars! Most of the 59 cars got away to a good start, led initially by Skip Hudson in his Cooper-Chevrolet Monaco. Penske in the Mecom Cooper-Chevy soon took the lead followed by Hall in his Chaparral, Foyt (Mecom Scarab-Chevy) and Dave MacDonald (Cooper-Ford). Gurney's car didn't look too good in the corners and he was down in seventh position. Hall didn't remain in second position for long as he had to retire with steering troubles.

There were several hairy moments during the race when the leaders were lapping the slower cars. I got the impression that the American drivers weren't quite so polite as their European counterparts; however, the race was notable for the lack of accidents. Penske was still in the lead at 20

(Continued on page 835)



WORLD CHAMPION

BELGIAN GRAND PRIX

1st Jim Clark

**LOTUS
COVENTRY
CLIMAX**

DUTCH GRAND PRIX

1st Jim Clark

**LOTUS
COVENTRY
CLIMAX**

FRENCH GRAND PRIX

1st Jim Clark

**LOTUS
COVENTRY
CLIMAX**

BRITISH GRAND PRIX

1st Jim Clark

**LOTUS
COVENTRY
CLIMAX**

ITALIAN GRAND PRIX

1st Jim Clark

**LOTUS
COVENTRY
CLIMAX**

MEXICAN GRAND PRIX

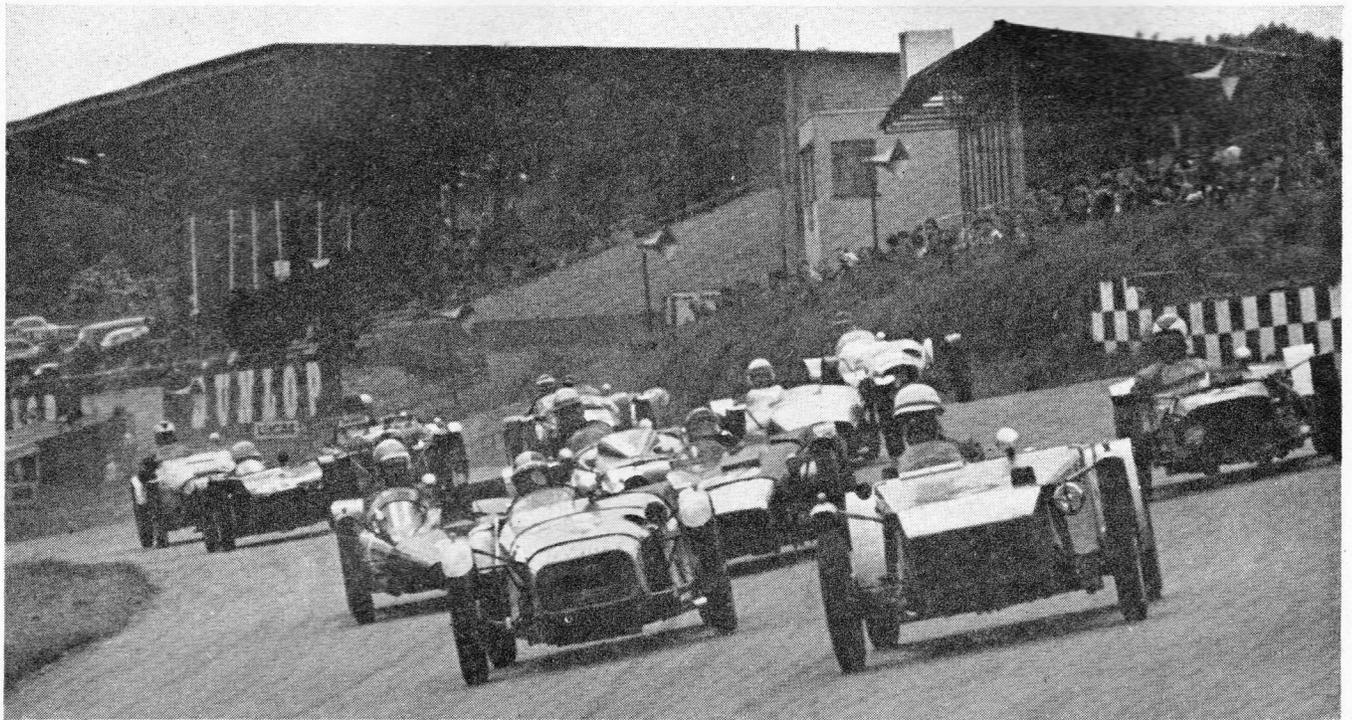
1st Jim Clark

**LOTUS
COVENTRY
CLIMAX**

*Since the beginning of 1959 more
World Championship Grands Prix have been won on ESSO EXTRA MOTOR OIL
than on any other brand of oil.*

ALWAYS LOOK TO ESSO FOR THE BEST





750 FINAL at the Trio Brands Hatch meeting. Already in the lead are the battling pair Robin Westcott (left) and John Bishop (right), who also finished first and second in the 1963 750 Championship. Incredible to relate, some of these cars—powered by pre-war Austin 7 engines, no less—have achieved 100 m.p.h.

We get letters. Letters from a lot of readers wanting to start motor racing on a limited budget. If you've got a little technical knowledge—and a lot of enthusiasm—it can be done. Seven-Fifty Motor Club members have been doing it for years. The secret? It's no secret, it's . . .

750 AND 1172 FORMULAE RACING

. . . and in this article DAVID GOSSLING tells you about the 750 and 1172 formulae and the 1963 season of racing, giving details of the specifications of the most successful and interesting cars

CHAMPIONS for 1963 are Robin Westcott, in the 750 class, and Arthur Mallock, who takes his second 1172 championship on the trot with his fantastic U2. This passing season has been rather exceptional for reasons that will become apparent if we consider the basis of the two formulae and the method of championship scoring.

The 750 formula is the more restrictive and by far the cheaper of the two. Briefly the regs. are as follows: The engine, complete back axle and chassis side members from any Austin 7 built between 1924 and 1939 are obligatory. The side members must serve some structural function and the rear springs have to be quarter-elliptic and mounted either in, or directly on top of, the side members. Minimum body internal width, as with the 1172 formula, is 2 ft. 8 ins. Also in common with the 1172 formula, the body must comply with R.A.C. Vehicle Regs. 1, 3 and 3J; i.e., you must have mudguards, a silencer, at least an aero screen and one 4-in. headlight, plus the rest of the Road Traffic Act requirements to make the car capable of being taxed and insured for road use.

Engine modifications outlawed are the same for 750 as for 1172; these are briefly: no change in stroke allowed, no o.h.v. conversions and no supercharging. Both engines have siamesed inlet ports and four separate exhausts and, while you are allowed as wild a grind as you

like, you're not permitted to re-arrange quietly the lobes to obtain four inlet ports and two separate exhausts! Colin Chapman thought that gag up many moons ago, starting a career of rule-bending that peaked this year with a nasty surprise for the narrow-minded American track-racing fraternity.

Anyhow, back to more attainable motor racing. You may bore the Austin to + 80 thou. (block permitting), the Ford being limited to + 60 thou. The Ford engines you can use are the 933 c.c. Y-type or E93A and 100E of nominal 1,172 c.c. The 1172 formula, then, only ties you down over the engine, and its mods. and the bodywork limitations mentioned earlier.

The method of scoring in the two championships is 10 points for a first, nine for a second, etc., with the best seven races to count. In the event of a tie, the best eight, nine or w.h.y. are taken into account until a result is obtained. As there are around 18 750 and about two dozen 1172 races a year, this gives plenty of scope.

First, then, on the 750 championship side, Robin Westcott managed to win the Goodacre Trophy on the strength of six outright wins and one second (when Clarke's Septo managed to cross the line 60 yards in front at Snetterton after a race-long dice). Westcott's car has seen far less use this season than before. In its original form, as raced by John Wilks in 1958, it caused a stir

by taking the Goodacre without having won a single race! Regular participation and good placings made for a winning average taken over the best seven performances. Then the car had an aerodynamic full-width alloy body, with an old-type tall radiator protruding through the bonnet top. The original Austin A-frame was welded atop two 3 in. x 2 in. x $\frac{1}{4}$ in. thick rectangular steel tubes. This rigid, strong and, needless to say, heavy ladder chassis obviated the need for any further space frame. Bryan Small bought the car and considerably lightened the frame, drilled the Ford swing axle and fitted a Speedex Clubman body. In 1961 Bryan was successful enough to take the Robin Reade Trophy for the best first season of a 750 competitor. At the Trio Brands Hatch meeting that year Westcott drove in one heat and Small the other, but Bryan's time got him into the final. In 1962 Roy Wheeler and Bryan Small shared the car and participated in sprints, hill-climbs and 750 formula races (about 36 events in all), Bryan just being pipped for the Goodacre by one point by Adrian Wontner, after taking it to 10 races to get a result. Thus this season, with Westcott in charge, has been quiet by comparison.

Briefly the car's specification is thus: The engine is a two-bearing with the famous "spit-and-hope" lubrication, and there is an o.s. oil pump, a Geisler-balanced crank, the block is bored to

+60, a Bryan Small-grind high-lift cam, 1½ in. inlet valves, a Cambridge alloy head and header tank, and a Speedex crossflow radiator and a Ford water pump. Air and petrol are inhaled through two side-draught 1½ in. SU carburettors and exhaled through a banana-pattern manifold, thence through a Matchless motor-cycle silencer. Also motor-cycle is the Miller dynamo, driven off the prop-shaft. A lightened flywheel makes no noticeable difference to engine acceleration—as was found out when a standard flywheel was fitted in a hurry after discovering the lightened one to be cracked for three-quarters of the way round the boss! This is, no doubt, mainly thanks to the close-ratio Speedex gears in the box. Final drive ratio is 4.9 to 1, and 520 x 13 reversed rim 100E wheels transmit the power to the road. Stopping is effected by Standard 8 brakes up front and A30 at the rear. Suspension is Ford swing-axle and leaf-spring i.f.s. damped by Newton telescopic, reversed camber sofftrides holding up the rear. The rear dampers are mounted so that they compress on rebound instead of on bump; Bryan said they never worked, but since the handling was all right anyway he never bothered about them!

the Robin Reade cup last year) has been one of varying fortunes. Wins were netted on the home ground of the Aintree Club Circuit at two meetings; a second was obtained at Silverstone behind Dick Veevers, a third at the Brands Hatch behind Westcott and Bishop, and several fourths, which added up to give Cyril his third place overall. Cyril's car, the Squeg, features Fiat 500 i.f.s. (a transverse leaf and wishbone set-up). Drop links are welded to the rear axle to lower the back end of the car. Ground clearance is about two inches. Cyril hopes to run in 1172 events in 1964 with his newly built U2. David Hollister won the Robin Reade trophy this year. Another successful swing-axle user, Hollister's 750 is one of the "scientific" variety with a triangular space frame built on top of boxed sidemembers.

Hard Luck man this season was Den Beale, who built up a considerable points lead early on. But at the B.R.S.C.C. Oulton Park meeting on 1st June he lost it on exit at Lodge and spun all the way into Deer Leap where the car eventually left the road backwards, hitting the infield safety bank. Den suffered a broken neck, and he is now recovering from his serious injuries.

THE 1963 CHAMPIONSHIP RESULTS

1172 Formula

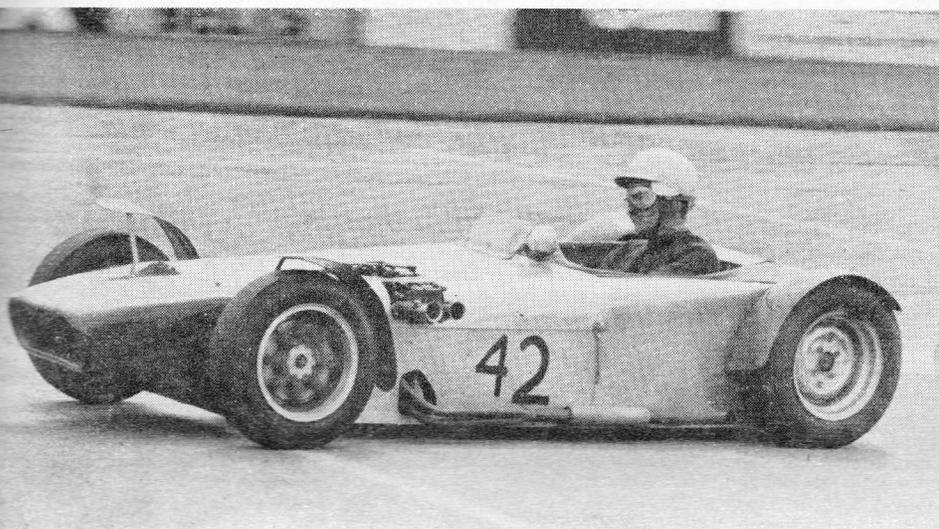
1. Arthur Mallock	69 ^o
2. Bryan Small	59
3. Ian Tollady	65
4. Clive Garnham	64
5. Howard Milborrow	55
6. John Corfield	53
7. John Heseltine	44
8. Anthony Gould	33
9. Jacquie Bond-Smith	31
10. George Whitehead	30
11. David Goodwin	29
12. A. C. Baillie	28
13. Bernard Parker	28
14. Bob Breese	24
15. Arthur Cook	24
16. Alan Wershat	20
17. John Lancaster	19
18. D. K. Mean	19
19. John Moore	19
20. A. R. Beck	18

750 Formula

1. Robin Westcott	69
2. John Bishop	59
3. Cyril Lyford	52
4. David Hollister	48
5. Jack Jones	47
6. Dennis Beale	38
7. Keith Vickery	38
8. Brian King	36
9. David Abbott	35
10. David Berry	34
11. Brian Toft	33
12. Humphrey Bloor	27
13. Ian Clarke	26
14. R. Sadler	24
15. Jim White	23
16. Bill Boulton	22
17. Jeff Ward	19
18. Adrian Wontner	19
19. T. Bohle	19
20. Dick Veevers	17

as possible. Because use of the original side members is obligatory, a simple boxed ladder chassis compares very favourably with space frames built on top of the chassis side members. The torsional stiffness is, perhaps, lower, but not enough to make a difference in cornering power that a bit more nerve cannot compensate for. Ian Clarke's Septo 750, which managed to trounce Westcott at Snetterton, was, in the hands of Clarke's partner T. P. Bohle, itself mopped-up by Stuart Rolt's 1930 Austin Ulster at a Debden meeting. That caused much twittering in the paddock, especially as the bolt-on goodies side was limited to a single 1½ in. SU and a higher compression head, the rest being standard Ulster! Mind you, Stuart's driving is exceptional!

The 1172 class probably has more than its fair share of "coming men"! Arthur Mallock, however, hardly qualifies for this as he very definitely arrived some years ago. Driving his own creation, the Mk. 3 U2, he notched up six outright wins, three seconds, a third and a fourth. Arthur set up new lap records this season at Oulton Park and Club Silverstone; his 1962 Brands Hatch record still stands. The changes over the Mk. 2 car are mainly concerned with suspension. The leaf-springs have been replaced by softer coils all round, actually Armstrong AT7 spring and damper units. The i.f.s. is still swing-axle, as of yore, but, instead of the common pivot point type, the Mk. 3 has cross-over swing axles. This causes the roll-centre to be lower than the pivot point, which, in turn, means that you can plan for a more usable-ground clearance, not having to arrange pivot points that barely clear the road, just to offset the dreaded jacking. The light-weight space frame of the Mk. 3 is more triangulated and the driver now definitely sits inside the car—gone is the driver's side elbow nitch to facilitate Kart racing-type body lean when cornering. The Minor 1000 rear axle is six inches shorter on the passenger side, giving a decidedly offset drive-line. To maintain rear track after this drastic



A word here to correct misconceptions found in certain technical books on special building. These say 4.9-to-1 axle ratios are too high to allow peak revs. in top, and reversed camber springs promote geometrical understeer due to roll when cornering. However, 750 specials built tall enough to get roll steer effects, and large enough for wind resistance to build up quicker than revs. when in top gear, usually are still on their fourth lap when everyone else has done five, which is why their conductors decry these features!

Robin Westcott's wins were one each at Debden, Oulton Park and Brands Hatch; he also won three races at Silverstone and, with a second place at Snetterton, this netted him 69 points.

Second man John Bishop, who collected mainly second places during the season, was 16th overall last year. He was second to Robin Westcott on three separate occasions after a tooth-and-nail scrap all the way. His low, boxy, neat little car just hadn't the steam to outdo the venerable ex-Small machine, although its cornering power would seem to be as high, if not higher. It also features swing-axle i.f.s.

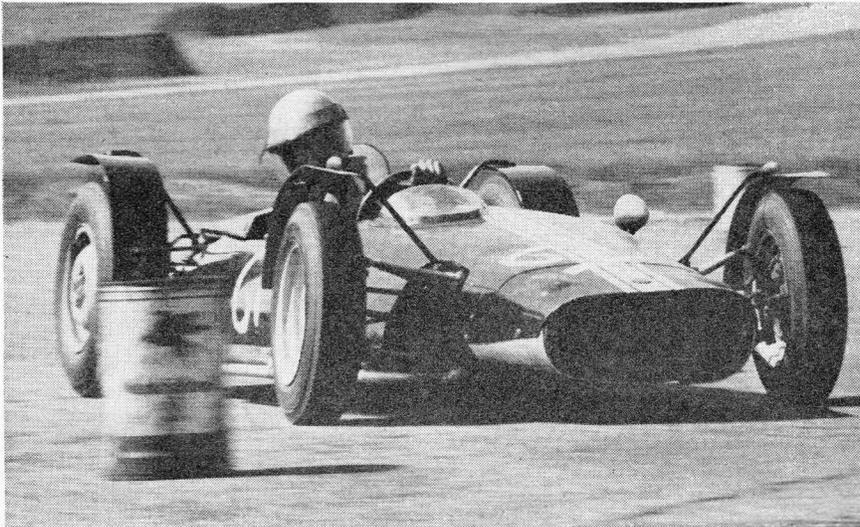
Cyril Lyford's second season (he won

STAUNCH SUPPORTER of the 1172 Formula for several years, Arthur Mallock at speed at the Seven-Fifty Motor Club's Silverstone race meeting last July. Arthur gets 63 b.h.p. from his side-valve Ford 100E engine.

Dave Abbott's startling device, Jerboa, which gets the Jem Marsh Trophy for its immaculate turnout throughout the season, lost several races that should have been "in the bag" thanks to fiddling little mechanical faults: his ninth place overall doesn't really do justice to the work put in on the car. Jerboa doesn't have a space frame or even hydraulic brakes: it is a prime example of what can be done when know-how is greater than funds. Chopped-up Austin front axle ends are incorporated into the transverse leaf and wishbone i.f.s. A honeycomb-core Austin 7 tall radiator turned sideways becomes a crossflow. Bowdenex brakes are fitted. The unique square tube "Pipes of Pan" exhaust system is swept up above the twin side-draught 1½ in. SUs which lead into a semi-updraught inlet manifold. The key points with 750 formula design are engine power and a little motor car between the wheels

torch surgery, the Sprite wheels have been replaced by 3 in. offset built-up affairs. The rear axle is located by trailing links and Panhard rod.

Mallock's 100E engine, while angled across the frame to accommodate the offset drive-line, is mounted exactly vertical. Just about all other 1172 cars have their engines inclined at various angles to lower the centre of gravity and to accommodate Wershat-modified inlet ports. In common with most other hot Fords, Arthur's device sports a high compression head, special inlet valves, a full race cam, a Weber 38DCOE twin-choke carburetter, coil ignition and an exhaust manifold pairing Nos. 1 and 4 and 2 and 3 pipes, then passing into a single tail pipe and silencer. Ford engine tuning manuals tell you that



54 b.h.p. is the very limit without going o.h.v. or supercharging: Mallock gets 63 b.h.p.

Surprisingly enough, Arthur's main challenge this season has not come from the rear-engined brigade (Messrs. Whitehead, Tollady and Ecclestone), but from Bryan Small in his first 1172 season with the Milmor Mk. 5. In fact, all season has been rather a needle match. It could be said that if Bryan's sports coil had not been as powerful as it was, he would have pipped Arthur instead of the way it turned out. To explain, Bryan's car was finished in rather a hurry, having only been started on in early March, which was the earliest Howard Milborrow could get into his garage to start work on the frame—thanks to drifting snow. They barely managed their first Silverstone meeting by driving part of the way to run the car in. However, the Milmor refused to tick over, although it seemed O.K. on full power, except that it would suddenly cut out and in for no apparent reason. The event was a let-down; Bryan had to give up and Ian Tollady's Aquila took the flag. The Seven-Fifty M.C. Snetterton meeting was a field day for two hard-worked Terriers, Clive Garnham winning and John Corfield being second. Bryan managed eighth place. It was after this meeting that the fault came to light. They'd fitted a clear plastic distributor cap in place of the standard kind, but had not noticed that it was minus the sprung carbon electrode to connect coil to rotor. All this time the powerful coil had been managing to fire plugs by arcing across the motor. Running properly for the first time at the 750 Debden meeting,

Bryan was up against George Whitehead with the W.R.A. Mk. 2—a rather brilliant combination that only appeared three times this year and won each time. George broke the lap record, keeping ahead of Mr. Small, who came second.

The Eight Clubs' Silverstone meeting saw the inevitable battle between Mallock and Small, Bryan being hounded across the line by Arthur. Small won again at the June B.R.S.C.C. Oulton; Garnham and Corfield squeezed Mallock into fourth place. Then Arthur went into the ascendancy and won the Trio in Beck's U2 (after his own had thrown a rod), with Tollady chasing him for second spot. Next, Arthur was victorious at Oulton Park, being followed by the Mk. 3 Milmor of Howard Milborrow. At Brands and Oulton Bryan

FIRST MAN to be really successful with a rear-engined 1172 Formula car was George Whitehead, in 1962. This year he appeared but three times—and each time he won! At Debden (above) he beat Bryan Small's Milmor.

UNFORTUNATE incident at Silverstone occurred at the Eight Clubs meeting when E. G. Vallender spun his 750 car in front of Ian Clarke's Septo, which collided with it (right).

only managed a fifth. A win for Small at the London M.C. Snetterton was followed by a third at the 750 Silverstone and the following Mid-Cheshire C.C. Oulton, when it was Bryan's turn to blow up. With the rebuilt engine, Small beat Mallock at the SUNBAC Silverstone, but did not run at the B.R.S.C.C. September Oulton, which went to Arthur. Alan Wershat appeared for the Jaguar D.C. Silverstone and Mallock did not. Small did, but had to be content with a second behind Alan. Bryan went on to win the Peterborough M.C. Silverstone from Arthur, then the London M.C. Mallory Park, but the last event of the year, North Staffs Silverstone, saw Arthur first and Bryan second. This was also the final overall Cham-

HOW FAST DO THESE CARS GO?

1172 Lap Records*

Snetterton: Rod Easterling, 1 m. 55 s. (1962); Silverstone: Arthur Mallock, 1 m. 12 s. (1963); Aintree: Bill Cooper, 1 m. 11.6 s. (1962); Oulton Park: Arthur Mallock, 1 m. 59.6 s. (1963); Brands Hatch: Arthur Mallock, 1 m. 0. 4s. (1962); Debden: George Whitehead, 1 m. 6.4 s. (1963); Mallory Park: Clive Garnham, 59.4 s. (1963); Silverstone G.P.: George Whitehead, 1 m. 53.4 s. (1962).

750 Lap Records*

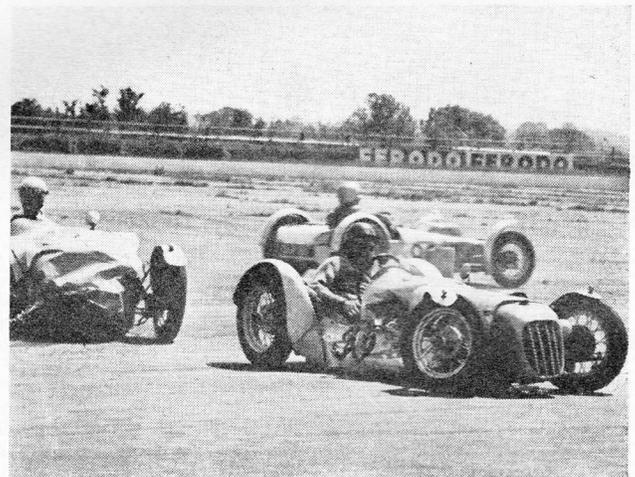
Snetterton: Tony Densham, 2 m. 11.4 s. (1960); Silverstone: Tony Densham, 1 m. 20.4 s. (1960); Aintree: Bryan Small, 1 m. 22.8 s. (1962); Oulton Park: Adrian Wontner and David Berry, 2 m. 19 s. (1962/1963); Brands Hatch: David Boorer, 1 m. 7.6 s. (1961); Debden: Bryan Small, 1 m. 17 s. (1962); Mallory Park: David Hollister, 1 m. 9 s. (1963); Silverstone G.P.: Bryan Small, 2 m. 17.4 s. (1962).

*Subject to official confirmation.

pionship placing, with victory to Arthur Mallock by one point over 11 races, netting him the Chapman Trophy.

Bryan Small wins the Mike Eyre Cup for the best first 1172 season. The One-Off Cup goes to Ian Tollady, his advanced design Aquila being the highest placed non-production car; he was third overall. Clive Garnham's much-thrashed Terrier Mk. 2 finished well up in some 14 events this season, making him fourth overall, only two points down: last year Clive was 11th.

1172 engine development is fast reaching the stage where unreliability and regular blow-ups are prevalent. All the leading cars this year threw rods at some time or other, the Ford rod being "on the limit" all the time. You just cannot afford the extra tensile stress of hard engine braking to supplement the brakes on 750 or 1172. The Wershat cam that Small was using in his 30-deg. inclined engine has given dynamometer figures of 79 b.h.p. With many of the Wershat inclined motors this is a fair



average, so for next season Alan is offering special rods of superior design in either h.t. steel or titanium, which will doubtless give more reliability for a spell—until cranks start dropping apart...! The 750 men have lived with these troubles for some time now. The London group are seriously thinking of making their own Hirth-type cranks on the lines of Peter Hearne's, installed in the ex-Boorer DEB Mk. 2. Mind you, after Stuart Rolt's demonstration, many are thinking in terms of single SUs and beam axles as well!

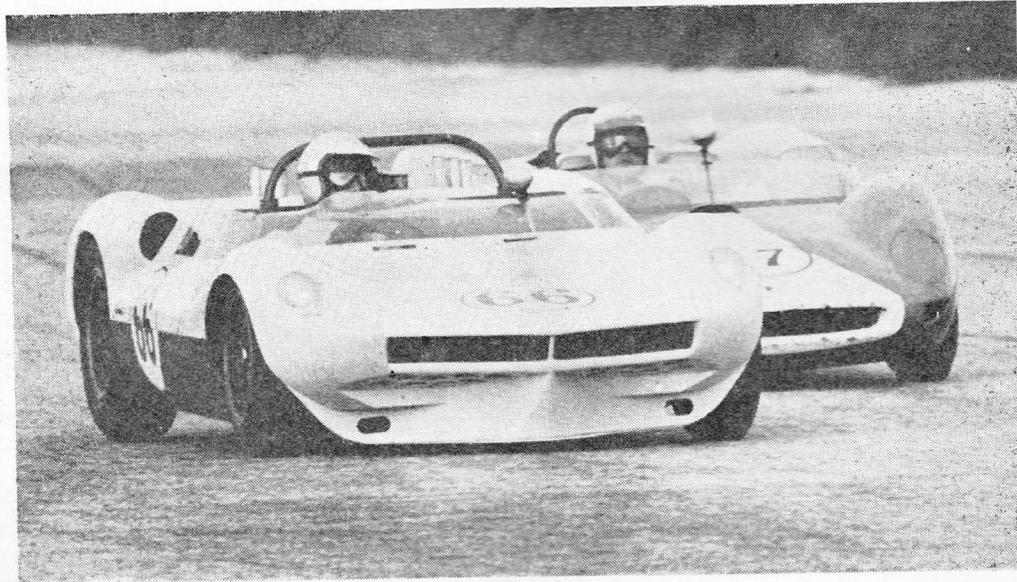
For further information about 750 and 1172 Formula racing, drop a line to the secretary of the Seven-Fifty Motor Club, Colin Peck, Dancers End, St. Winifred's Road, Biggin Hill, Kent.

NASSAU SPEED WEEK

—continued

laps and had lapped all but second man, Foyt, and third man, Rodriguez. Dick Thompson was fourth, his Mecom Corvette Grand Sport looking more like a tank than a car, the rear tyres having a tread width of 11 inches. On the 27th lap Penske had to visit his pit with overheating and found a water hose off. This took about 10 minutes to repair and put him right out of the running. He got going again but found that the overheating had done the engine some harm, so was forced to retire. Gurney retired at this time with suspension troubles after working his way up to third position. This dashed Fords' chances of an all important victory over Chevrolet.

The race then settled down and got rather boring. All cars had to make a pit stop, but this didn't affect the final placings, the winner being A. J. Foyt, who set a new race average of 95.383 m.p.h. Second, 1 min. 37 secs. behind, was Rodriguez, who had driven a very consistent race. Tim Mayer was an amazing third in his Lotus 23 and he gave a lot of far more powerful cars a run for their money. Fourth was Dick Thompson in Mecom's Corvette Grand Sport, fifth Skip Hudson (Cooper-Chevy), sixth Mike Gammino (Ferrari GTO) who was a few seconds ahead of Frank Gardner in the only surviving Shelby A.C. Cobra. If not particularly exciting, the



race was very interesting to one used only to European racing. I'm sure all concerned look forward to returning to the glorious Bahamas if only for the splendid nightly parties organized by the Bahamas Development Board.

JIM HALL (Chaparral-Chevrolet) and Indianapolis expert A. J. Foyt (Scarab-Chevrolet) fight for the lead during the Nassau Trophy Race. For once, Ford-powered cars were out of the running.

CORRESPONDENCE

No More Spectacular

I AM writing to you to express my views on the new formula proposed for Grand Prix cars.

It has been claimed that the new 3-litre formula will be more spectacular than the present one. I wonder if this is true? It is evident that the new formula will provide cars that are something of a cross between, for instance in the case of Lotus, the Lotus 25 and the Lotus 29.

Having seen the Lotus 29 lapping Indianapolis, on film on television, I cannot imagine anything more ungainly than a similar machine sliding, wheels spinning for grip, round a corner. I doubt whether Colin Chapman would agree with that kind of cornering!

No, I cannot see, apart from the noise and smell of these machines, that they will be any more spectacular than the present 1½-litre cars.

Another point: Enzo Ferrari must be rubbing his hands, for it will take Coventry Climax or B.R.M. some time to get an engine of similar speed and reliability to his 3-litre engine. B.R.M. however, might have an alternative because of their experience of the 1½-litre V16 supercharged engine.

WORTHING, SUSSEX.

ALAN TRUSSLER (Age 16).

Richie Ginther's Possible Wins

I AGREE with Colin Barber. It is about time B.R.M. let Richie Ginther win a *grande épreuve*. He is not quite as fast as Graham Hill, but he is not far off.

In 1962 he had a rough season but towards the end he showed real speed, especially at Monza.

Who knows he might have won the French Grand Prix if he hadn't retired. He was really pushing Clark in the opening stages before he got a stone through his radiator. No, I am not a Clark fan!

He could have won a Grand Prix in 1961 if he hadn't, wisely, decided to hold back his speed until he knew the circuits better. He really deserves four stars.

LONDON, S.W.2.

JEFF BELLAMY.

The 1966 Formula 1

AT last the C.S.I. seem to have realised that power in itself is not so dangerous in Formula 1 racing. Although the new formula will doubtless be given three hearty cheers by enthusiasts the world over, I doubt whether the new cars in 1966 will appear much more hairy than those at present. Nor could they be much more noisy, for when I was a spectator at Silverstone for the British Grand Prix this year, sitting right at the back of the stands by the start, the noise as the flag fell went past the threshold of pain.

If, as one might assume, power outputs under the new formula approach 400 b.h.p. for blown 1½s, the unblown 3-litre units will have to produce the same specific power output as the present unblown 1½s but with pots twice the size if a V8 configuration is retained. If more cylinders are used, costs will rise sharply and configurations such as V12 or V16 are bound to lengthen the wheelbase and increase weight. One alternative might be engines of X12, X16 or W12 layouts.

I propose the following Formula 1 regulations:

1. Up to 1,500 c.c. supercharged.
2. Up to 3,500 c.c. unsupercharged.
3. Up to 4,500 c.c. unsupercharged pushrod production units with regulations framed to ensure that the engines do faintly resemble their production counterparts.

Category 1 would satisfy some of the present Formula 1 constructors. Category 2 would make the unblown 3½s of any configuration more competitive, but they still might become "white elephants" in the face of Category 3, which would immensely increase the Americans' interest in Formula 1 racing. This category has already to some extent proved practical, viz., Lotus 29 and if one reads any American motor sporting magazine, it is only too evident that the American speed shop merchants can supply "off-the-peg" goodies such as forged alloy rods and pistons, stroker kits, etc., which would have the 4½ production V8s competitive in both power and price in next to no time.

BECKENHAM, KENT.

DAVID E. G. COX.

Race Winners

A GOOD deal of argument seems to be going on as to which make of car has won the most races. The true answer is unobtainable, since it is safe to say that no individual and no organization has a record of the results of every race that has ever been held, including the mass of minor club events. One can, however, get a part of the way by examining the results of major races and adding a bit of guesswork.

I have just compiled a summary of major race results the world over from 1894 to date for a new edition of *Grand Prix Racing Facts and Figures*, by George Monkhouse and myself, to be published next year by G. T. Foulis. The summary covers the results of over 3,400 races. Of these, some 2,280 were held overseas and the remainder in the British Isles, but of the latter a good three-quarters were lesser, short-distance affairs, held under National permits or as supporting events to major races. The wins scored by the most successful makes can be summarized as follows:

	Overseas	British Isles		Total
		Major	Minor	
Ferrari	315	23	37	375
Lotus	123	25	200	348
Alfa Romeo	237	17	15	269
Bugatti	187	4	9	200

It will be seen that Lotus still have a long way to go so far as major international events are concerned. Their position is stronger when minor home events are included but might well be weakened again if the results of similar races held on the Continent were added.

On a purely guesswork basis, I am ready to believe that if all the little club handicaps could be taken into account, the Lotus claim to have won more races than any other make would be found to be true, in fairness to the others, however, it should be remembered that the number of club meetings held, especially in this country, has increased immeasurably in the last ten years, the period during which Lotus have been so active.

ROLAND KING-FARLOW.

Tour of Britain

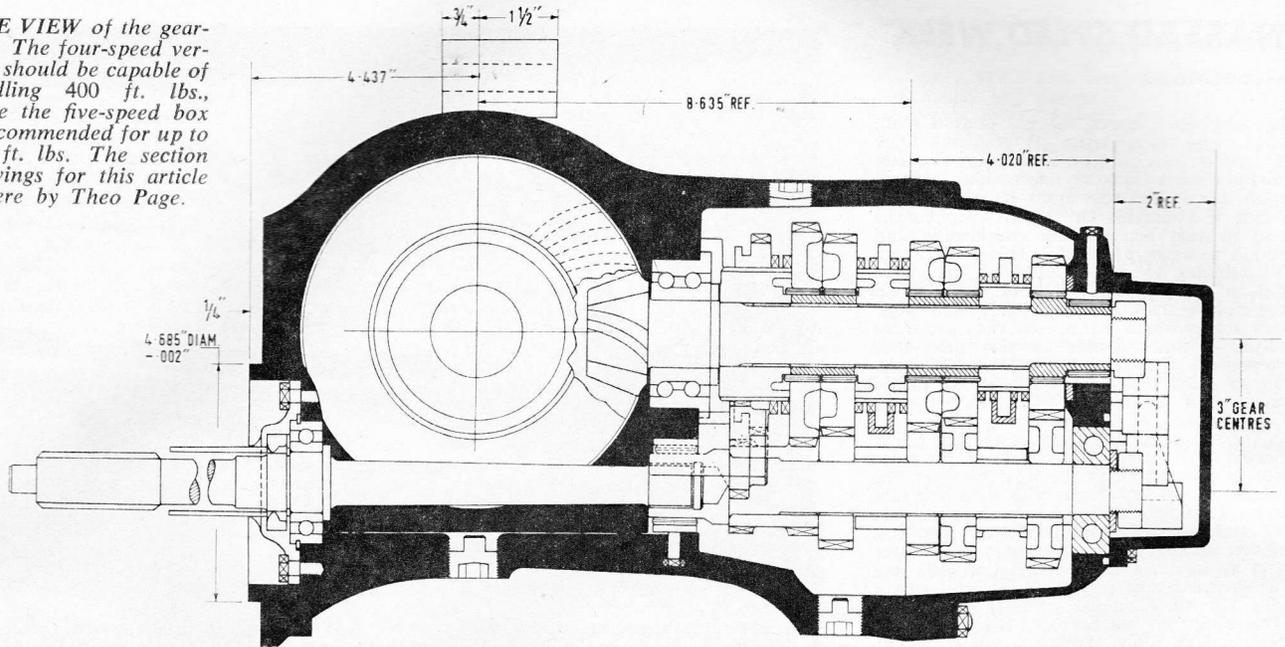
WHAT a remarkable letter from your correspondent Geoffrey Bailey. All sounds wonderful. Why not have Marples doing a lap of honour on his bicycle complete with crash-hat.

NORTHWRAM, NEAR HALIFAX, YORKS.

JOHN H. FARRAR.

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

SIDE VIEW of the gearbox. The four-speed version should be capable of handling 400 ft. lbs., while the five-speed box is recommended for up to 300 ft. lbs. The section drawings for this article were by Theo Page.



PATRICK McNALLY describes

The Hewland H.D. 4- and 5-speed Gearbox

MIKE HEWLAND has designed and built yet another competition gearbox, after continued requests for an English transmission capable of being used in conjunction with 1 1/2- and 3 1/2-litre engines. This new gearbox should cover a great range of cars and encompass Formula 1 and big sports cars, for it is a general-purpose rear-engine competition transmission unit.

The general design of the box is based on the experience gained with the VW units, both Mark 3 and Mark 4, of which 350 have been built. This has shown that the flexibility of the quick-change gear design is very popular, and this feature is retained. As with the Mark 4, it is no longer necessary to carry round a vanload of crown wheels and pinions and whole gearboxes, a small box of gears being all that is necessary.

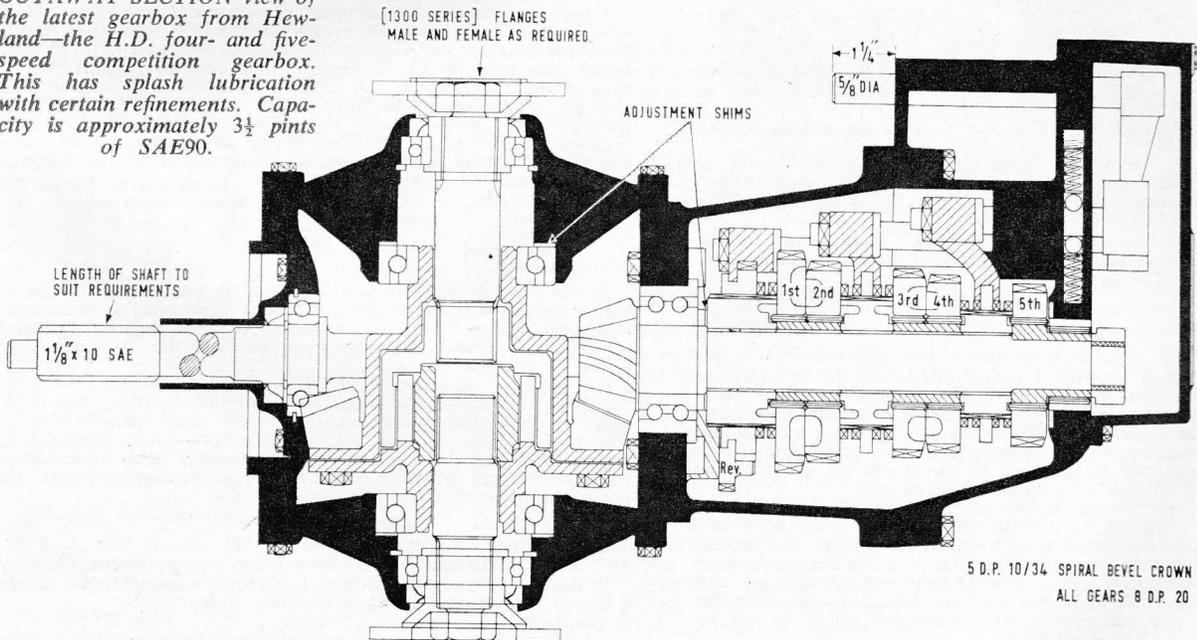
It is interesting to note that the three Lotus 27s entered by Ron Harris last season never had their diffs. looked at throughout the season; the actual gears were just changed from circuit to circuit. With the advent of the quick-change gear system, cars can now be accurately geared for circuits with very little trouble. Mechanics often have only a day between races and they cannot afford the six- or eight-hour job of changing a gearbox or crown wheel and pinion, but the 30 minutes spent changing all the ratios on a Hewland box is a different matter. Features of the new box are logical developments of the Mark 4 units which, incidentally, were used (though certainly not designed for) some Formula 1 cars last year—namely, Brabham's Brabham and the Lotuses of Clark and Taylor on some occasions. As Mike put it:

"Frankly, we thought that was pushing it a bit".

As before, the type H.D. is a constant mesh gearbox with face dog engagement. It is available as a four- or five-speed unit. The four-speed gears are .875 in. wide with eight diametrical pitch teeth. The five-speed gears are .650 in. wide with the same d.p. In both bases the bottom and reverse gears are cut integral with the layshaft for maximum strength. All gears run on steel caged needle rollers. These would appear unfussy when it comes to lubrication, for one driver succeeded in completing two races without oil. The car only jibbed in the third race after the aluminium cages for the needle rollers had melted, and then not surprisingly the drive ceased.

The main pinion bearing is of the double angular contact variety. This

CUTAWAY SECTION view of the latest gearbox from Hewland—the H.D. four- and five-speed competition gearbox. This has splash lubrication with certain refinements. Capacity is approximately 3 1/2 pints of SAE90.



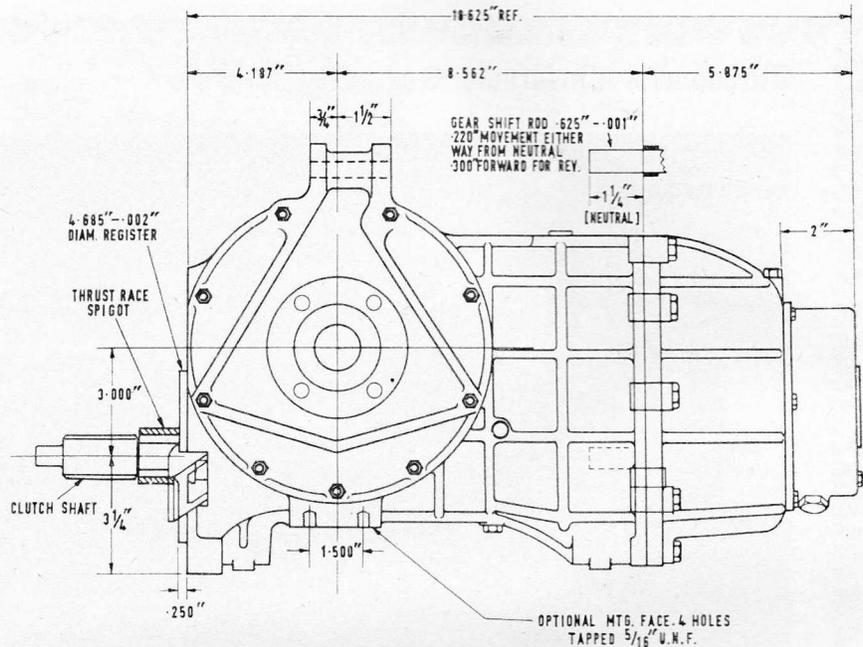
5 D.P. 10/34 SPIRAL BEVEL CROWN WHEEL AND PINION
ALL GEARS 8 D.P. 20 PA

was found to be the simplest to install, and overcomes all the problems usually experienced with other types of thrust assembly. The problem of expansion of the outer casing must affect the gear mesh, unless some provision is made as with a double A.C. bearing.

The pinion shaft serves as a first motion shaft. The final drive is by spiral bevel, which has the advantage of having more teeth carrying the load and should mean a consequential increase in life. Size for size a spiral bevel gear will take 25 per cent. more load, and will also accept a higher tooth speed. The spiral is cut to the opposite hand to the conventional car axle, otherwise under load gears tend to wind into mesh rather than separate. Logically, unless gears separate under torque, the power loss is shattering. Contrary to popular opinion, the power absorption of spiral bevels is the same as straight, and the action is that much smoother.

Incorporated in the differential is a limited slip of Hewland's own design and manufacture. This operates on the ZF cam-and-plunger principle.

The entire selection mechanism is contained in the rear half of the gearbox.



SIDE VIEW of the gearbox (above), showing the various installation dimensions. Note the overall length is only 18.6 ins.

stripping threads, only too common with alloy castings.

As installed on the 2.7 Climax-engined Brabhams the units weigh 85 lbs. complete with clutch operating mechanism, but without oil.

This gearbox is really a robust affair and I have no doubt that it will be more than capable of establishing itself in the coming season. Already Brabham's 2.7-litre Climax-engined cars have them fitted, and the series "Down Under" will be an ideal proving ground before our own season.

Further details and prices can be obtained by writing to Hewland Engineering, North Town Road, Maidenhead, Berks. Tel.: Maidenhead 2696. This firm will be exhibiting at the Racing Car Show and can be found at Stand 50, next to AUTOSPORT.

FIVE-SPEED all-purpose gearbox (left). All ratios are changed by removing the rear section of the unit in situ. Any selection of ratios can be fitted in half an hour.

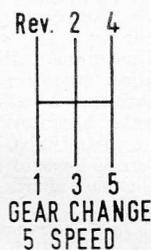
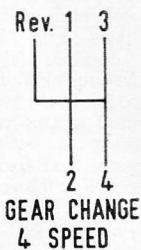
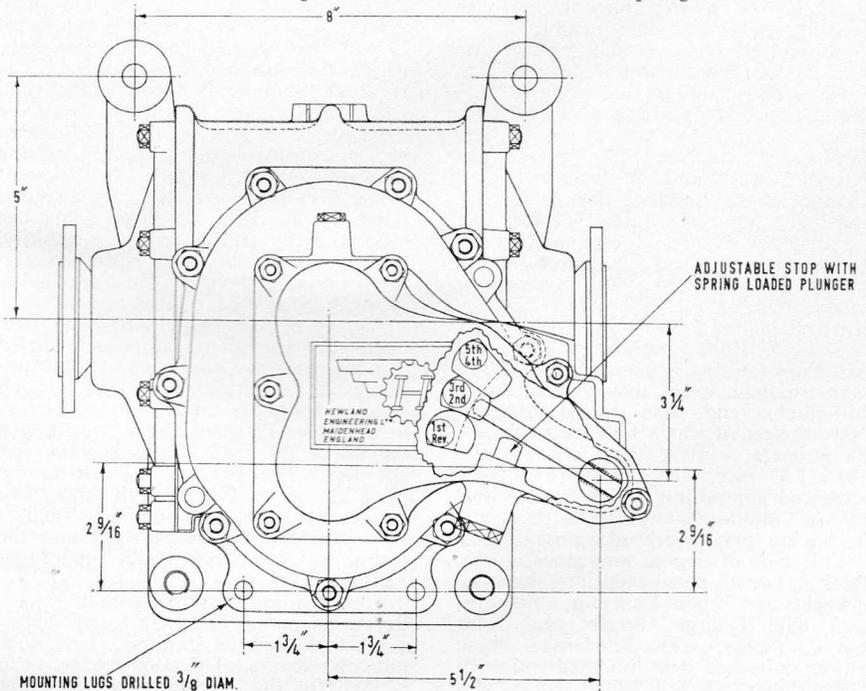
REAR VIEW of the gearbox, showing the adjustable stop with spring-loaded plunger.

The gear selector forks are manufactured from aluminium bronze and are nutted to the selector rods. These rods are located by double springs and balls. The selector forks operate over the centre line of the dogs. The interlocking mechanism is by conventional slugs, and the selector finger is an E.N.16 forging.

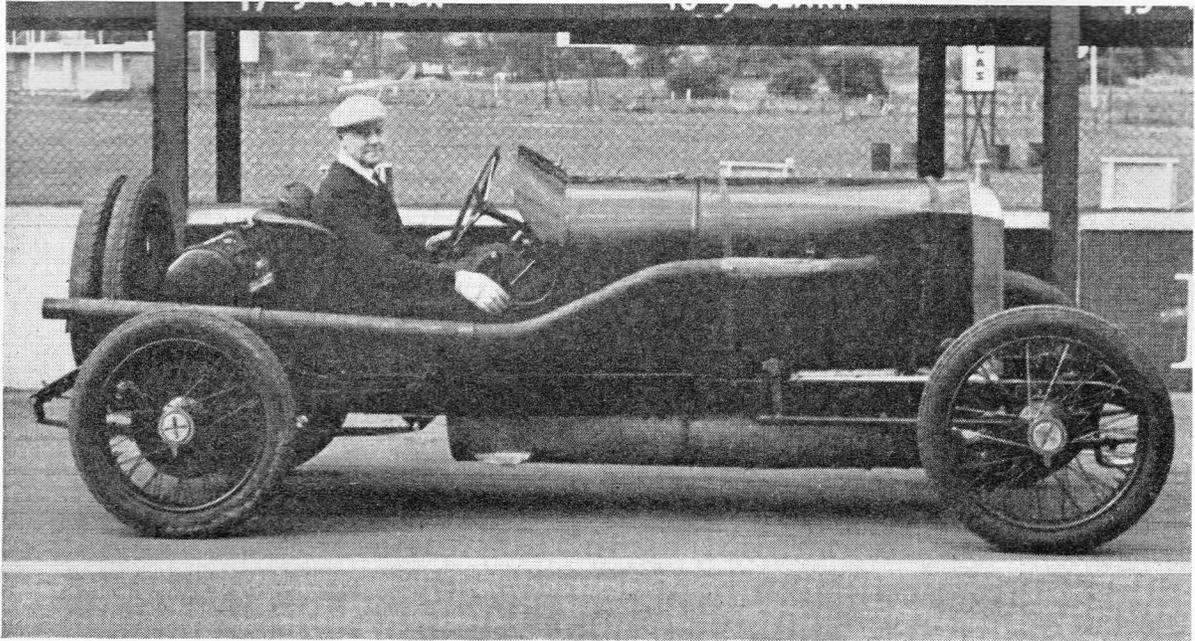
A spring-loaded adjustable stop located in the end lever prevents accidental engagement of first or reverse. The shafts and gears are cut from E.N.36B, while the dogs are made from E.N.39B. Forgings are used for both the gears and the dog rings.

The gearbox casing is made from a magnesium alloy, as are the side plates which carry the mounting lugs. The side plates and the gearbox casing are heavily ribbed and two studs run across the casing, either side of the mounting lugs, to disperse the loads. The side

plates are very stiff indeed for the above reason. All tapped holes have steel inserts which overcome the problem of



Autosport's Christmas Road Test:



The 1914 T.T. Humber

TESTED
BY
JOHN BOLSTER

THE name of Humber is applied today to one version of the cars produced by a large combine. In earlier days, the firm of Humber was entirely independent, and manufactured bicycles in the pre-motoring era. Humber bikes were of superb quality, and could be recognized because the spokes of the chain wheel were in the form of little men. The Humber motor-cycle was one of the first chain-driven machines, the cylinder forming the front frame member.

Around the turn of the century, car manufacture began, and I have driven various early models, including a 1903 Humberette. This had a single-cylinder 5 h.p. engine, that had to be cranked left-handed because it turned the "wrong" way, and a two-speed gear change on the steering column. An Edwardian 8 h.p. two-cylinder Humber was surprisingly lively and very well made. Larger Humbers had a wonderful reputation for reliability, and my mother often spoke of a 15.9 h.p. tourer which she had before I was born.

Though Humber cars were renowned for their solidity of construction rather than for their speed, they did appear in hill-climbs and also at Brooklands. Nevertheless, it was a bold step forward to design a team of three cars for the 1914 T.T. race. The cars were of very advanced conception, following the lead of the fabulously successful Peugeots in having twin overhead camshafts.

This type of engine was conceived by Paul Zuccarelli and licked into shape by draughtsman Ernest Henry, in collaboration with Georges Boillot and Jules Goux. Peugeot cars fitted with these power units had won the 1912 and 1913 Grands Prix, while a 3-litre version was

victorious in the 1913 Coupe de L'Auto race. Thus, it is not surprising that the Sunbeams and Humbers for the 1914 T.T. had close copies of the Peugeot engine.

The regulations for the race in the Isle of Man specified a maximum engine size which, converted to metric measurement, was equivalent to 3,310 c.c. F. T. Burgess, Humber's designer-driver, chose dimensions of 82 mm. x 156 mm. (3,295 c.c.). The crankshaft is supported in ball bearings and has roller big-ends, which pick up oil from troughs. The scavange pump feeds into a scuttle tank, and takes its drive by pinions from the front of the crankshaft. Originally, there was one pressure pump, driven off the exhaust camshaft, but the present owner, Kenneth Neve, has fitted a second pump to the inlet camshaft. This has reduced wear and improved reliability, though the system still works at virtually zero pressure. The detachable cylinder block has a fixed head.

A train of five pinions drives the twin overhead camshafts. These are carried in housings which are clear of the cylinder head, operating the valves through rocking followers and short tappets, as in the 3-litre Peugeot. The stirrup-shaped tappets of the 1912 Grand Prix car are not used. The valve springs are in the open air, as in the Vanwall, and there are four valves per cylinder, inclined at 90°. The pistons are of steel, and the carburetter is a twin-choke updraught Zenith.

The ignition was originally by a Bosch magneto, but now a Lucas instrument, fitted with an impulse starter, supplies the sparks. The compression ratio is high for the era, being of the order

of 6½ to 1. The engine was stated to develop 100 b.h.p. at 3,200 r.p.m. in 1914, but it is believed that 110 b.h.p. has been recorded at 3,500 r.p.m., the maximum safe revolutions.

As a minimum weight of 21½ cwt. was imposed, there was no need to build light, and the Humber is quite massive for a racing car. The engine is in a U-shaped sub-frame, which insulates it from chassis distortion, but—an unusual feature—the gearbox is not mounted with it, taking its chance on the main frame. A Ferodo-lined cone clutch drives the box through a universally jointed shaft, one of the joints being telescopic to let the cone withdraw from the flywheel. The gearbox shafts are short for rigidity and the pinions have coarse teeth. Unusual is the gear gate, for first to second is a normal movement, but then one makes a U-change into third and top is beside first. The idea was for a rapid change from top to second for many of the sharp corners on the island circuit, or to third for the faster ones.

The transmission foot brake is on the rear of the gearbox, with an adjusting wheel conveniently placed for use without stopping. An open propeller shaft has bronze pot-joints at both ends. The rear axle is of banjo type with an aluminium differential carrier, the crown wheel and pinion having straight teeth and a ratio of 3.3 to 1. The hand brake operates in well-finned drums on the rear hubs, the linings now being Ferodo instead of the original cast iron. The half shafts are of the fully floating type.

Quite conventional, the chassis frame has semi-elliptic springs all round with

friction dampers, and the steering is by worm and wheel. The knock-on Rudge Whitworth wheels have very large hubs, like an 8-litre Bentley. They carry beaded-edge tyres, 815 x 105 in front and 820 x 120 behind. The body consists of little more than two bucket seats and a bolster petrol tank, with a spare wheel carrier behind it.

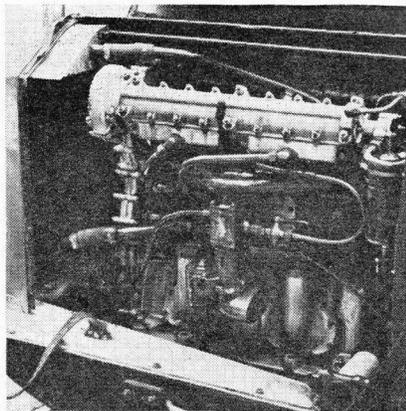
It is sad to relate that none of the cars finished in the gruelling two-day race, perhaps because their preparation had been somewhat hurried, and as war was declared within a couple of months, that was the end of this team of "works racers". Humbers abandoned the idea of racing again and sold the machines after one race in which they had never shown their full potential. After the war, one was blown up at Brooklands, but another made a name for itself at the Weybridge track in the hands of Wallbank. It went for scrap early in World War Two.

The subject of the present article was driven by Burgess in the race and was sold to a man called Sgonina in 1917. He lived in Cardiff and took part in sprints and hill-climbs until 1922 when he put the car up on blocks, where it remained until 1938. This was incredibly fortunate, for nothing is more useless than a racing car that is only just out of date—you try selling a front-engined Formula Junior car and you'll see what I mean!

If the Humber had been sold during the nineteen-twenties, it would have been "modernised", "converted", "improved", and wrecked! As it was, Kenneth Neve bought it from Sgonina in original condition.

Kenneth Neve was at school with me, and his first racing appearance was on a home-made motor-cycle at Brooklands, propelled by a 4-cam J.A.P. motor that had done time in "Bloody Mary". He has built various specials, including an Ariel-powered 500, but his real love is in the field of Vintage cars. He competes as often as possible with his super-charged Bugatti and he has now driven the Humber in some 60 or 70 events, without ever failing to finish! The engine has only been stripped twice since the war and all normal maintenance work is done at home.

I was delighted when Kenneth offered to let me drive the Humber, though I felt a twinge of conscience at handling something so rare that it is the only surviving example. Rex Foster encouraged us to stage the party at Oulton Park, a circuit which the Humber will



FOUR-CYLINDER engine, of 3,295 c.c., develops 100 b.h.p. at 3,200 r.p.m.

lap at 62 m.p.h., in spite of having no front brakes. Except when completely cold, the engine starts infallibly with one pull-up of the handle, provided that there is some pressure in the fuel tank. The clatter of the timing gears is alarming at low speeds, but once the unit is turning over comfortably it becomes reasonably quiet. Not so the exhaust, which emits a deep bellow from the massive outside pipe.

The engine is quite smooth and flexible, with no vibration periods. Naturally, a 16-valve racing unit prefers not to "slog", but between 1,500 and 3,000 r.p.m. it is entirely happy. The gear change is quite easy, and the box is not as noisy as one would expect. Naturally, it is best to be a bit conservative in choosing one's cut-off point before a corner, but the brakes are good within the limits of two-wheel retardation.

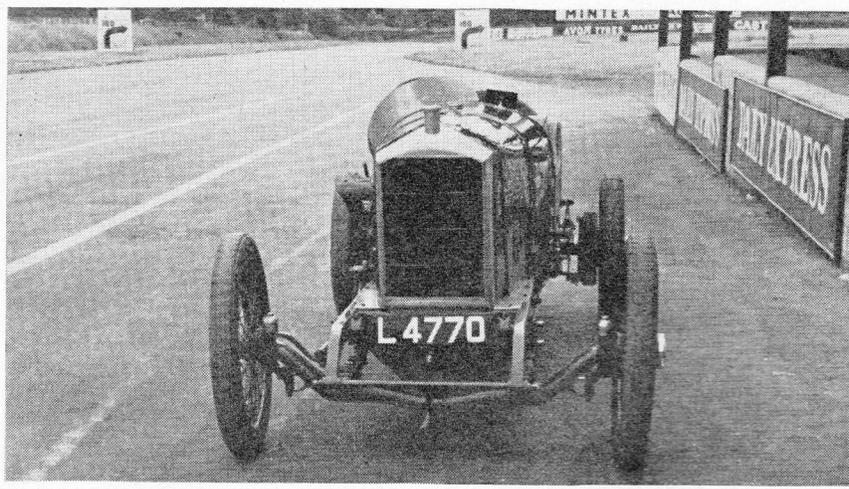
A remarkably successful balance has been struck in the weight distribution, for the car remains controllable right up to its limit, when all four wheels begin to break away together. Once again, the myth that all Edwardian racing cars over-steered has been exploded. The narrow-section beaded-edge tyres have

not quite the grip of modern rubbers, but they show no tendency to leave the rims when the car skids. It was not until the nineteen-twenties that racers had their shock absorbers buttoned up solid, and the Humber rides quite easily with no spine-jarring shocks.

The top gear is arranged to give 99 m.p.h. at 3,500 r.p.m. and there is no doubt that an honest 100 m.p.h. could be touched on a fairly long straight. When racing on British circuits, the Humber habitually attains 85 m.p.h., before the hand and foot brakes are applied with great vigour to defeat the next corner. Very wisely, Kenneth Neve does not normally use full revs on the gears, but 77 m.p.h. on third is permissible, though 66 m.p.h. at 3,000 r.p.m. is a more usual change-up point. At similar revolutions, second speed gives 47 m.p.h. It is almost impossible to realise that the Humber is 50 years old, and in accelerating from a standstill to 60 m.p.h. in 13.8 secs., it would overtake many modern cars which are considered to be good performers. The test figures and graph are probably accurate enough, but I was unwilling to subject this machine to our usual exhaustive routine.

At Brooklands, Wallbank's similar car was noted for the curious whistling noise which it made at over 80 m.p.h. and I was delighted when I was driving Kenneth's car to hear the long-forgotten sound at about that speed. It is due to the oval tubes of the radiator forming a sort of organ.

The Humber is a beautifully made racing car which has proved to be completely reliable since its one breakdown—a seized piston towards the end of the 1914 T.T. race. Light and responsive in its handling, the machine seems to look after itself once it has been correctly placed for a corner, and I am so pleased that I was able to try it on a real road circuit. It is indeed fortunate that this historic car is being cherished by an owner who fully appreciates its worth.



SPECIFICATION AND PERFORMANCE DATA

Car Tested: Humber T.T. racing 2-seater.

Engine: Four-cylinders 82 mm. x 156 mm. (3,295 c.c.). Twin overhead camshafts, driven by a train of gears, operating 4 valves per cylinder. Compression ratio 6½ to 1. 100 b.h.p. at 3,200 r.p.m. Zenith double-choke updraught carburetter. Lucas magneto with impulse starter.

Transmission: Cone clutch. Four-speed sliding-pinion gearbox with right-hand lever, ratios 3.3, 4.29, 5.94, and 9.24 to 1. Open propeller shaft. Straight level final drive.

Chassis: Channel section frame. Front and rear axles on semi-elliptic springs with friction dampers. Foot brake on transmission, hand

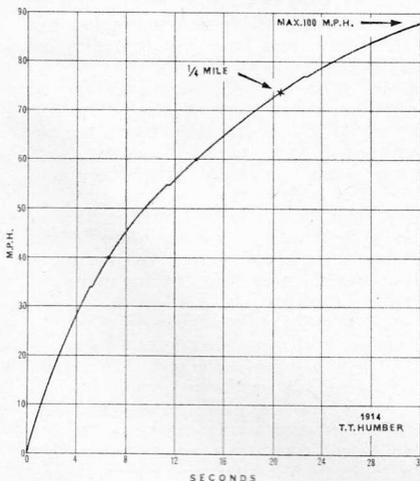
brake on rear hubs. Rudge Whitworth knock-on wire wheels, fitted 815 x 105 (front) and 820 x 120 (rear) tyres.

Equipment: Rev. counter. Oil pressure gauge. Air pressure gauge and hand pump (for petrol tank).

Dimensions: Wheelbase 9 ft. 8 ins. Track 4 ft. 10 ins. Weight 21½ cwt.

Performance: Maximum speed 100 m.p.h. (approx.). Speeds in gears: 3rd, 77 m.p.h.; 2nd, 55 m.p.h.; 1st, 34 m.p.h. Standing quarter-mile, 20.06 secs. Acceleration, 0-40 m.p.h. 6.6 secs., 0-60 m.p.h., 13.8 secs.

Fuel Consumption: 15 m.p.g.



ACCELERATION GRAPH

WINTER brings thoughts of the Monte Carlo Rally, and also a tinge of sadness when recalling the folk whose names were associated with the winter classic; some are no longer with us, and others have retired from active participation in competitive motoring sport. Some of them were real characters, and somehow the Sport doesn't seem the same without them.

Take Ivor Bueb for instance. "Ivor the Driver" was a lovable personality, and one of the stalwarts of the Sunbeam équipe in rallies. He possessed a sparkling sense of humour, and there was seldom a dull moment when Ivor was around. He was a born hoaxer, a master of the gentle leg-pull, but without a trace of malice in his entire make-up. He it was who donned a fierce black

of the roads adjacent to the Chatham Bar, and caused a tremendous traffic hold-up. *Route Barré* signs were erected, blocking traffic off from the sea-front, while Rawlings and Co. hauled out tables and chairs on to the middle of the road. Taxis, private cars, and even a huge bus loaded with tourists, joined the queues of vehicles. It wasn't until the gendarmes arrived that order was restored. They also took it all in good part, and took glasses of *vin rouge* with the perpetrators.

Rawlings also disliked pomposity. At the Metropole there was a most objectionable type, with "black-market" written all over him, who made no secret about having plenty of money. He also had a shiny new Rolls-Royce, a chauffeur dressed in lavender, and a habit

reputable itinerant street musicians ever to be seen. He had discovered them playing in Nice, and their number included a "one man band". Bribed by Reece, the ragged band marched straight into the ballroom, playing circus marches. When they switched to the "Marseillaise", the guests stood rigidly to attention—and the band kept this up for about 15 minutes, before someone realized that the whole thing was a hoax.

Peter Reece was asked to judge a beauty contest following the Lyon-Charbonnières rally. Amongst the contestants was a rather voluptuous coloured girl, to whom Peter gave first prize. There was a sort of stunned silence, then the remaining entrants and their mammas went into action, and Reece took to his heels and found refuge

UNFORGETTABLE CHARACTERS

GREGOR GRANT tells of the time when some people did not take their motor sport so seriously. Some were real characters, but they have now disappeared. One day new characters will probably emerge to brighten the social side of the sport, we can but wait

beard, and went to the French equivalent of the "Steering Wheel" posing as a Russian rally driver. With grunts, gesticulations and a curious mixture of broken French and English, he painted a graphic picture of Soviet ambitions in motoring sport. He revealed secret plans for an all-out offensive in rallies, described special cars being built, and named several important commissars who had been put in charge of the coming onslaught.

The French were most impressed, and one or two pressmen started for the telephone, when an acquaintance of Ivor's walked in, and the hoaxer was forced to reveal himself. He tried the black beard several times in cafés, and was once denounced as a Soviet spy by an excitable waiter.

We will always remember Ivor coming from Stockholm with his Sunbeam and a taxi sign on the windscreen. Also a label stuck on the back window reading: "If you can read this, turn the wheels up the right way". There was the enormous trunk which mysteriously appeared in front of the Hotel Metropole, addressed to a prominent R.A.C. official. It resisted all attempts by hotel porters to move it—Ivor had thoughtfully filled it to the brim with cement blocks. Ivor the wine-taster, pulling a dreadful grimace after the waiter poured out the usual preliminary glass, and spitting it out; on to the tablecloth went evidence of sickness, as Bueb held his handkerchief to his mouth. Actually the "sickness" was one of those plastic ones you can buy in a carnival shop, and the waiter laughed as much as anyone else when he realized he had been having his leg pulled gently.

Ivor also caused great amusement when he commandeered a Monaco sanitary engineer's three-wheeler, and set off to check the public lavatories for efficiency. With dark glasses, and cap worn back-to-front, the attendants were not quite certain whether or not he was a new employee of Monsieur Capra's!

Ken (The Moustache) Rawlings has been retired from active motoring sport for some time. He and the late Peter Reece certainly kept things on the move, and few will ever forget the classic occasion when they instigated the closing



IVOR BUEB—the sanitary engineer! At Monaco "Ivor the Driver" took over a sanitary engineer's three-wheeler and checked the public lavatories for efficiency, causing grave concern!

of making rude references to "rally hooligans". His Rolls was generally parked to make it difficult for others to get their cars out, and his driver was just as nasty a piece of work as his employer.

Anyway, somehow or other the shiny Rolls acquired a new finish—of a particularly loathsome shade of green. During the night, persons unknown carefully went over it with distemper. Next morning the owner nearly had a fit, and threatened all sorts of reprisals. However, one gathered that the late M. Schenk, the manager, was secretly pleased to see the last of him. There was no damage, for the distemper was easily removed with water, and only the chauffeur could have said to have suffered. Rawlings and Co. may have had nothing at all to do with this, but one or two of the Hagley boys had suspicious green marks on their pants!

Peter Reece caused consternation amongst guests at a particularly snooty reception in the Hotel de Paris by smuggling in a group of the most dis-

in the Casino manager's office. Meanwhile a near-riot developed, and eventually the Casino's chuckers-out had to be summoned. Peter was smuggled out of the place, and managed to reach his hotel unharmed.

Another who has a fierce dislike of "bull" is AUTOSPORT'S George Phillips. One evening, in the Chatham Bar, a group of rather pleasant young U.S. sailors were listening interestedly to gossip about the "Monte" and the G.P. They were quietly drinking Cokes and French beer, and bothering nobody. In came a couple of M.P. "Snowdrops", who ordered them to "Git the hell out of it". To add even more authority, in came a sort of boss "Snowdrop", with full-dress uniform, epaulettes, coloured lanyards and what have you. He stood in the doorway, with his hands behind his back, looking as though he disapproved of everything on principle.

He didn't retain his mock dignity for long. Up to him marched Phil, asking: "Hi mate—what's on at the Odeon?"

Outside the same hostelry arrived a

local beauty, riding a spanking new Vespa scooter, with every imaginable accessory. She parked it carefully, and went into an adjoining shop, watched by several tables of motor sporting folk. Now Syd Henson, then with Ferodo, had rented a Vespa, which was the tattiest machine one would ever be likely to find. This was parked nearby, and, quick as lightning, Phillips and friends wheeled the gleaming Vespa round behind the wall, and substituted the battered machine.

A few minutes later, the girl emerged from the shop, and, conscious of many male eyes upon her, pretended not to notice, and mounted the scooter. It was some time before she realized that it wasn't hers. At first she was furious, rattling away in rapid French. Her own Vespa was produced, and she suddenly saw the humour of the whole thing, and took it extremely well.

The late Ken Wharton was another humourist who really enjoyed leg-pulling. One remembers when he used to spread rumours about his own trials cars concerning lockable axles. When protests came in after one of his many victories, he would profess complete innocence. Once or twice the transmission was dismantled and, of course, was perfectly normal.

It was surely Ken who perpetrated the great smell outrage in the Hermitage Hotel. He had a difference of opinion with a certain group who were giving a reception to very selected "Monte" competitors. They wouldn't extend invitations to Ken's crew, nor his friends. The last straw was when it was suggested that white tie, tails and decorations would be required, as some high-ranking diplomats were going to be present.

A dozen or so glass balls filled with H₂S (stink-bombs) were surreptitiously shoved under the carpet near the bar, just before the guests were received. Not long afterwards, nauseating odours percolated the atmosphere, and guests looked suspiciously at one another. Eventually the stench was so overwhelming, that people rushed out of the suite, and the reception had to be transferred to another part of the hotel. Meanwhile

AN AMUSING TRICK played by some British competitors in a Monte Carlo Rally was, fortunately, taken in good part by Monaco residents. Tables were placed in the centre of a main road and "Route Barré" signs erected (below). Ken Rawlings, the main conspirator, is seen, together with many prominent Midlands, Northern and Northern Ireland folk (right).



Wharton and Co. watched developments from a safe distance!

Talking of Wharton reminds me also of the Belgian Grand Prix, when officials waited in vain at the Golf Club, Spa, for drivers, mechanics, entrants and pressmen to arrive for the post-race party. Meanwhile, the latter were hanging around the Hotel Britannia in the town, wondering when the party was going to start. It is alleged that Ken passed word round amongst the drivers that the reception had been switched to the Britannia. It was only after the late Johnnie Claes telephoned the Golf Club, that a very belated reception took place. Anyway, it turned out to be one of the best ever!

Mike Hawthorn was another of the same ilk. I shall never forget the faces of the snooty waiters in a certain South Coast hotel, after Mike and his party had been told that only sandwiches could be served in the dining room after 8 p.m. Mike disappeared for about a quarter of an hour, and finally turned up with about a dozen fish suppers, carefully wrapped in newspapers. As Mike and Co. were booked into the hotel, there was little the head waiter and his henchmen could do, but stand and watch. The meal finished, the entire party burped in unison—and each left a penny beside the discarded newspapers!

Hawthorn and Wharton once got together after a Silverstone race, and somehow or other managed to hoist a policeman's bicycle on to the roof of the "Fox" at Brackley. The copper tried in vain to find out who was responsible, and eventually the bike was retrieved with the aid of a fireman's ladder. Not



quite so simple to recover was one motor-cycle, which mysteriously appeared on the balcony of a hotel at Cheltenham, following an R.A.C. Trials Championship. Also, I am sure, Major Mallock will recall how his trials Austin Seven was found parked neatly in the centre of the garden of a private house after the same event. These occurrences were, of course, by "persons unknown".

A couple of years back gendarmes at Rheims were astonished to find one of the Cooper team's Mini-vans parked lengthwise between two trees, with scarcely an eighth of an inch to spare. Some clever man-handling had produced this phenomenon, and it turned out to be something of a problem to extricate. Another case of the "hidden hand strikes again"!

Rheims was also the scene of the remarkable episode of the late Harry

Schell's Vespa coupé. Certain famous drivers managed, after a great deal of exertion, to lift the little car up the main staircase of the Lion d'Or Hotel, and park it on the first floor. It took many more people to get it down, than it took to carry it up. Harry, an inveterate joker himself, took it all very well, but he was not quite so amused when he returned to his bedroom after practice and found only four bare walls. Every stick of furniture, the carpet, light fittings and everything had been removed. For several hours, Harry wandered around looking for his lost possessions, dressed only in a pair of oil-stained overalls. Eventually Fangio and Trintignant relented sufficiently to tell him where everything was hidden; they, and other drivers, quickly restored the room to normal. Perhaps it was co-incidence, but following a party after the Grand Prix, several drivers found that they could not get into their rooms; rather oddly, their doors were locked and the keys left on the inside.

In the Hotel Bristol, Berlin, Harry and the late Taffy von Trips had a brush with a head waiter who got their orders mixed up. He refused to change the order, so out went Harry and Taffy and found two road-sweepers. They brought them into the dining room and insisted that they be served with the orders, and that they would be their guests. Leaving the two workmen at the table with a couple of bottles of wine, the conspirators marched out of the restaurant commenting loudly on the poor service, and the type of persons who were served!

Harry never could abide hotels

where staff co-operation was non-existent. In Albi the service was very slow, and the food, when it arrived, was most unappetizing. Complaints were dismissed, and guests were given the "take it or leave it" treatment. Things improved later, after Harry brought in several large dogs, and set them to wolfing up the meals he and his party couldn't eat. Anyway, Harry did not remain long enough to see the result of his demonstration!

Today such incidents are few and far between. The incidents featuring such well-known characters as Fred Dixon, Tony Rolt, Duncan Hamilton, Peter Walker and many others, would occupy an entire book. Somehow or other, there is a more serious aspect to motor-ing sport these days—but may be this is only a lull, and one day new characters will appear to add to the lighter side.

TEAM ELITE ('62)

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

BY ROBERT GRANT



LATEST CAR of Team Elite ('62) was a Lotus Elan, which appeared at the Tourist Trophy meeting last August, driven by Frank Gardner (left). It retired when well placed, with rear axle failure.

WORKSHOPS of the team are very well equipped (below). They are situated in a Derby mews.

number one driver, with Hunt deputising in his absence. A transporter was built which carried two cars and towed the remaining one on a trailer. Apparently it handles well in a straight line, suffers from violent oversteer and 75 m.p.h. is not beyond its capabilities!

Snetterton was, as in the previous year, the team's first sortie for the new season and Hunt finished second. At the B.A.R.C. Oulton Park Spring Meeting both team cars were on the front row, but Clive's car had plug trouble which put his car out of the running, leaving Trevor Taylor to win the class and establish a new class lap record. There followed a second and third at Mallory Park, with Hunt and

Success breeds success, and Team Elite ('62), Ltd., are no exception to the rule. The team's formation is a direct result of several successful sorties by one Clive Hunt, who is both a neat and determined driver.

Clive Hunt first commenced circuit activities with a Lotus 17. He taught himself to drive racing cars and, since at the time he lived within easy access of several Cornish aerodromes, his apprenticeship was not quite as expensive as some. Having bolted the 17 together and transported it to Brands Hatch in early 1960, Clive found himself lying in second place in only his first motor race. However, the adverse camber of a certain bend at the end of top straight had other ideas, the result being that the 17 did finish—but not in second place.

Hunt persevered with the Lotus throughout the season, gaining a lot of experience but not much success, due to mechanical bothers. Consequently, a ready-built Lotus Elite replaced the sports-racer and throughout the winter of that year a great deal of work was put into the car. The first time out with this car saw a far better result when Hunt finished second to Graham Warner at Snetterton. A third place followed at Brands Hatch, despite the fact that the doors were sometimes opening when going through Paddock! Clive continued to race in club events until, in May, David Buxton, who was then in charge of a team of Elites known, not surprisingly, as Team Elite, invited Clive to drive one of his cars at Monza. All was going well, with the Elite in second spot, until the half-way stage when a certain foreign gentleman inadvertently partook of some extra track space causing Hunt's Elite to leave the road. The Elite was a write-off but, thankfully, the driver soon recovered from his injuries. Hunt's own Lotus was now sold and his next outing was at Le Mans, again driving for David Buxton. Clive was partnered by Doc Wylie and they drove very consistently, only to retire with overheating maladies at 11.31 a.m. when lying third in the class. However, there was some consolation for the team in that the Trevor Taylor/Bill Allen car won the class.

Hunt then bought one of Buxton's cars and his first race with it was at



the Tourist Trophy meeting at Goodwood. Although the engine was replaced (it blew-up in practice), Clive was forced to retire after an hour's racing due to a broken sub-frame. The final event of the year was the 1,000 km. of Paris at Montlhéry with Clive Hunt and Trevor Taylor paired to drive another David Buxton Elite. *Malheurusement*, they suffered another blow-up during practice, but not before some pantomiming had been indulged in to hoodwink the scrutineers. It was noticed during the car's examination that the Elite's horn wouldn't operate and so, when the time came to sound the horn, Taylor and Hunt emitted a noise that would do credit to the most expensive pair of windtones!

At the end of the season, when Buxton decided to pack in the team, Clive Hunt visited Colin Chapman and was told he would give consent to Clive taking the team over. This he did and the team was renamed Team Elite ('62) Ltd. Ron Bennett left Buxton and joined Clive Hunt as chief mechanic. Premises were set up in a Derby mews and soon they were working full time on a team of three Elites in preparation for the coming season. It was agreed that Trevor Taylor would be

John Wagstaff driving, the latter setting a new lap record. At the International Trophy Meeting at Silverstone Taylor scored another win and lap record, while Clive was busy finishing sixth at Spa in spite of water in the carburetters limiting his maximum revs. to five-five.

A certain member of the German constabulary will no doubt remember the Nürburgring 1,000 km. meeting. When lying third behind team-mates Pat Fergusson/John Wagstaff, Hunt's Elite suffered a rear disc failure and halted. Immediately the nod in question rushed across the track and picked up the offending disc, to enquire whether or not it belonged to Clive. Before he received a reply he dropped it and proceeded to the nearest first aid post to have treatment for a burnt hand! The Fergusson/Wagstaff car finished second in its class.

The team's Elites always do well at Le Mans and 1962 was undoubtedly their most successful visit to the French circuit. The Frank Gardner/David Hobbs car had a valve burn out with an hour to go but, in spite of this, they not only won the class, but finished eighth overall, won the Index of Thermal Efficiency and were third in the Index of Performance. The second

car, driven by Clive Hunt and Doc Wyllie, continued their successful partnership, coming in third in the class and Thermal Efficiency and eleventh overall. The Elites as a whole won the team prize. This accomplishment was not only due to consistent motoring, but also to the mechanics who had coped with considerable electrical bothers on both cars, including the rebuilding of both the cars' dynamos.

Since Trevor Taylor could not get back from the German Grand Prix to compete at Brands Hatch on August Monday Hunt drove instead and finished second. Reliability is obviously a byword with the Derby team and this principle was firmly rubbed in at the Tourist Trophy. The cars finished first, third and seventh in the class and again won the team prize. Again, however, this race was not without its moments. Trevor Taylor was initially leading the class when he pitted, owing to a lack of brakes, and took over Gil Baird's car, continuing to finish third in the class and breaking the lap record in the process. Hunt calmly continued throughout and won the class. At the Snetterton Three-Hours Hunt stood a very good chance of winning his class in the AUTOSPORT Championship but, owing to carburation bothers, he lost too much time to make up the deficit. However, although he didn't achieve a championship win, Trevor Taylor won the class, John Wagstaff came in second and Clive Hunt fifth.

The final outing last year was the 1,000-km. at Monthéry when the John Wagstaff/Gil Baird car finished second in the class. Clive Hunt, unfortunately, did not get a drive since the car he was sharing stripped the rear axle during Taylor's first stint.

This year the team has continued its run of successes. The reliability must undoubtedly be attributed to Ron Bennett, who has worked many long hours, and, if one looks at the team's mews garage, the cleanliness, comprehensiveness and the atmosphere of dedication quickly impress one that here is a team that takes motor racing very seriously. Early in the year Malcolm Malone, who had previously helped Pat Fergusson

CLIVE HUNT (left) chats with Ron Bennett, the chief mechanic, and Malcolm Malone in the team's workshops.

with "Tatty" Turner, joined the équipe. The programme was much the same as the previous year, with Hunt again finishing second at Snetterton on his first 1963 outing. Trevor Taylor won again at Oulton Park, breaking the class record which he had set up the previous year. John Whitmore, deputising for David Hobbs, won the class at Goodwood, setting a new lap record, and Clive Hunt finished second. May brought mixed fortunes. Taylor won at Silverstone, but the following day at

the pads were changed. Mulsanne again and the temptation was too much—into the sand. Undeterred Fergusson and John Wagstaff continued to win the class, in spite of an inch toe-in for 23 hours, which said a lot for the tyres. The Frank Gardner/John Coundley car finished its race when a rod decided to get a breath of fresh air at 7 a.m. on Sunday morning.

Having finished third behind the Elans of John Whitmore and Graham Warner at Brands Hatch, Trevor Taylor



TRANSPORTER of Team Elite ('62) carries two cars, towing a third car on a trailer if necessary (above). TWO LOTUS ELITES before the start of the 1962 Le Mans race (below). The David Hobbs/Frank Gardner car finished eighth and the Clive Hunt/M. R. J. Wyllie car 11th; the team also won the Index of Thermal Efficiency.

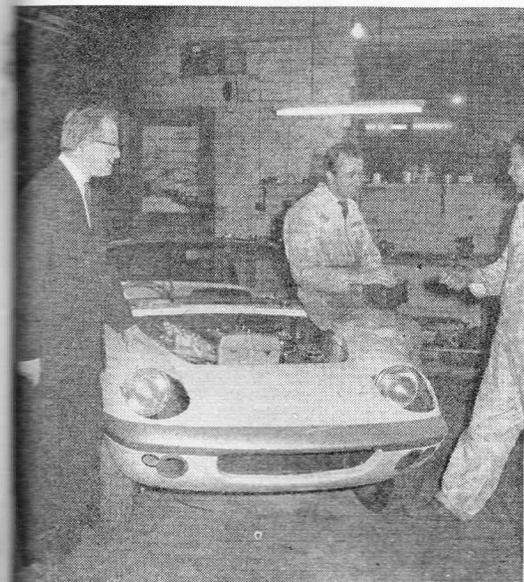


Spa Clive Hunt had a serious accident. When well in the lead he came up to lap a lumbering Porsche, which took a great delight in consistently baulking the class leader. Needless to say, the offending car moved over just at the wrong time, both cars touched and went their different ways. The Elite was written-off and Clive was not able to race again until the Tourist Trophy. There was some consolation, however, in that Pat Fergusson won the class and established a new lap record. At the Nürburgring 1,000-km. Trevor Taylor and David Hobbs took over the Wagstaff/Baird Elite since their vehicle retired with chronic fuel starvation. In the "borrowed" car another class win was added to the ever increasing results list.

Le Mans again. On this occasion both drivers had to really work, Pat Fergusson losing quite a lot of weight in the process! First time round Fergusson stuffed the sandbank at Mulsanne and, after considerable swearing, shoving and shovelling, he got back to the pits, where

promptly stated that an Elan was a compulsory addition to the team. The new car was built and prepared in time for the Tourist Trophy, but after practice much midnight oil was burnt since a complete new exhaust system had to be built up. Needless to say the car was on the grid the following day but Frank Gardner's fine drive came to an end when the rear axle failed. Clive Hunt finished a creditable sixth in the class, his first outing since Spa. Axle failure intervened again with the Elan when Trevor Taylor was leading his class in the team's final outing of the year at Snetterton.

Next year the team will be running two cars, a very much modified 1,600 c.c. Lotus Elan to be driven by *le patron* and a 2-litre Brabham sports-racing car with Denis Hulme as driver. Only two cars, but Team Elite ('62) cannot be dismissed and their many notable performances have gone a long way to prove that you do not always need an "Empire" behind you to score results in motor racing.



CLUB NEWS

By ROBERT GRANT

AFTER much thought and discussion, the Maidstone and Mid-Kent M.C. have reluctantly decided to downgrade the National Hopper Rally to restricted status, the reason being that it is becoming increasingly difficult to route a large rally through the thickly populated areas of Kent without incurring the wrath of the general public. Cost of entering a National event and also insurance problems for competitors are other considerations. Entries will also be restricted to 75 cars. However, do not worry, the organizers intend to make the Hopper Kent's most enjoyable rally and the standard will be even higher. Other changes include bringing forward the date from 21st-22nd March to 8th-9th February to get more hours of darkness and, perhaps, more interesting weather conditions—a brave move indeed. Further details are available from Tony Tucker, 48 Allington Way, Maidstone, Kent. . . . The Mid-Thames C.C.'s Mid-Winter will be held on 11th-12th January, entries being limited to 75 cars. There will be classes for both novices and experts. The rally will cover approximately 180 miles; white roads may be included but if they are they will definitely be of a non-damaging variety. All entries should be sent to Miss W. Moss, 16B Mortlake Road, Kew. . . . The Airedale and Pennine M.C.C. are promoting the Boxing Day Driving Tests at Rothwell on 26th December. The event is a closed one and there are seven classes of car catered for; there is also a team award. The number of entries is restricted to 60 and they should be sent to Mrs. M. V. Taylor, 11 St. Peters Crescent, Morley, Leeds, not later than 23rd December.

COMING ATTRACTIONS

FOREIGN EVENTS

28th December. SOUTH AFRICAN GRAND PRIX, East London (F.I.).
TAURANGA, New Zealand (F.L.).

BRITISH EVENTS

21st-22nd December. Mini-Seven C. and Sporting Owner D.C. Rally. Starts Tring, Herts.

26th December. B.R.S.C.C. National Race Meeting, Brands Hatch, near Farnham, Kent. Starts 12.30 p.m.
B.R.S.C.C. Race Meeting, Mallory Park, near Hinckley, Leics. Starts 12.30 p.m.
B.A.R.C. (N.W. Centre) Festive Frolics Driving Tests. Starts No. 1 Car Park, New Brighton, Cheshire, at 12.30 p.m.
Airedale and Pennine M.C.C. Boxing Day Driving Tests. Starts Central Motor Auctions, John O'Gaunt's, Rothwell, at 2 p.m.

SOUTH BUCKS M.C. MIDNIGHT RALLY

EVERY now and again there comes along a rally that stands head and shoulders above all other recent events for originality, simplicity and, above all, plain fun. Such an event was the Midnight Rally held last weekend on maps 158 and 159, which was another successful result of the prolific organizational efforts of John Brown. A large entry of 68 turned out to support a rally that may well be the forerunner of motoring events on the public highway.

The whole aim of the rally was declared in the first paragraph of the foreword to the regulations, which stated that the Clerks of the Course wanted to show that a good rally can be run on these two maps without causing any public nuisance at all. This was sought by abandoning the concept of "keeping the pressure" on, and planning a series of short sections on which no tolerance in lateness was allowed. These sections ranged from 1½ to 5½ mins. in duration, and penalties were incurred at the rate of 1 mark for every 15 secs. or part thereof over the bogey times. A maximum lateness of one hour was allowed, and there was no penalty for late arrival at controls otherwise. Cars were allowed

to make good the time lost on the previous section at the next Out control, but once they arrived at the start of a section late, they could only recoup this at the rate of 30 marks per minute. This ensured a quiet passage of the liaison sections.

There were twenty of these sections, and from the Haddenham start cars headed off to the first section the other side of Thame, along the yellow-cum-white south of Moreton, where 3 mins. was the bogey time. This was cleaned by many, although several cars, including the Vinall/Young Mini, were seen after the end being given a quick check-up. On through Great and Little Haseley to the long white south-east of here, where the 3½ mins. section brought a quick halt to the list of clean sheets, and gave Peter Noad a lead he was not to lose throughout the night, he being on one with Lovell's Anglia and Cowell's Herald both on two marks.

Section six lay along the white road up from Bix through Nettlebed Woods, up to the A4009 with a short loop back into Highmoor Trench before coming out at the main road again. Immediately after making the first turn on to the main road there lay a confusing track unmarked on the map, which looked just like the required one. Chaos reigned whilst crews tried desperately to regain the proper route, but were perplexed when the correct route was found to be blocked by a fallen tree. The Thompson/Ruddle Cortina G.T. was seen here with a lack of fluid in the clutch reservoir. Ted Cowell and Jimmy Gray lost no less than 18 mins. (at 1 mark per 15 secs.!) here, and everyone was relieved when the organizers scrubbed this section, invoking the clause in the regs. empowering them "if they deem it fairer to do so".

The easy white section through English Farm took cars off map 159 on to 158, where the section using the two whites north of Crowmarsh was abandoned at the request of the police in view of the start on the icy hill on the B479. The ice was a main feature of this event: many crews thought that the roads were so bad that a run round the course without the sections could have produced a result! The sections themselves were not on the whole so slippery, being on the roughish side, where cars could have all the grip they needed. An exception was the eleventh section from Hailey, north of Ipsden, to Homer Farm, on which the sharp right-hander at the end claimed the Shirley/Chrome Vitesse. The next two sections, through Braziers Park and Payables Court, were tight enough to catch all but the flying Noad.

Use was made of point checks on the sections to enforce the route, where cars had to collect a time-card from a waiting marshal, a procedure which meant cars did not have to come to a complete stop. Such a point was incorporated, a little unnecessarily, in the next section in the whites in Cray's Pond south of Woodcote, where there is a single-track passing place where the track splits into two, and the other loop being no shorter.

There remained the last five sections, all in the area north and north-west of Newbury, one of which was cancelled because of the roughness of the ground. The first from Beedon to Beedon Common was very conservatively timed at 3 mins. and was easily accomplished, the second around Snelsmore Farm and Common being possible if crews did not hesitate finding the turning off the white road to the west of the main road back to the final control. The penultimate section lay through Sole Common and Sole Farm, where crews, almost to a man, did a tour of the farmyard before finding the correct exit right round the buildings, while the final section on the tracks around Welford aerodrome gave crews a nervous moment on the hump-back crossing of the railway track.

MARTIN HOLMES.

RESULTS

1, P. Noad/M. Hayward (Volkswagen), 9 marks lost; 2, C. D. Lovell/R. Hedley (Ford Anglia 1200), 29; 3, M. Bishop/D. R. Lock-year (Triumph TR4), 36; 4, R. D. Henderson/R. D. Valentine (Ford Cortina G.T.), 38; 5, D. G. Hayes/H. V. W. Holmes (Volkswagen), R. Bottomley/P. Rowcroft (Ford Cortina G.T.) and A. Kennerly/D. Jewell (Mini), 42.

SEVEN-FIFTY M.C.

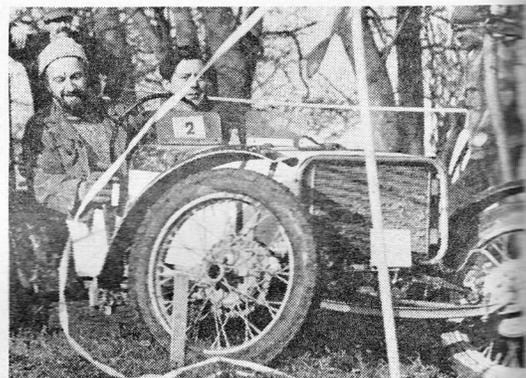
SILVERSTONE TRIAL

THE Midland Centre of the Seven-Fifty Motor Club were unable to use their usual trials ground at Tiffeld for their annual Silverstone Trial on 8th December, but were lucky enough to get hold of another piece of ground within a mile of Silverstone village. Clerk of the Course Arthur Mallock had laid on five sections for the morning, and five for the afternoon, all of which were to be tackled three times each. After each round, Arthur went ahead and altered each section in the light of previous climbs; in this way nobody ever got a chance of getting to know a section at all.

The Trial attracted 26 starters, most of whom were in either the 750 or 1172 trials car classes, there being only four entries in the *Formule Libre* class, which was intended mainly for other Austin 7s. The weather was glorious and after a night's heavy frost the sun gradually thawed out most of the ground, leaving it very slippery on top.

Star of the day without a doubt was Rod Mansfield, who in his 750 trials car lost only 27 points, to equal the best performance by the 1172s as well—a magnificent drive. He was followed by Meade, who lost 38 points in all, in the Pluto-Austin. Rod de Paula Hanika was going very well, in spite of what looked like a puncture, while Sue Eyre, passengered by Daphne Freeman, had the misfortune to break a steering-arm in the afternoon, and had to retire.

In the 1172 class a battle royal ensued all day between Mike Eyre and Peter le Couteur, both driving Cannons. In the



"WHAT have I done?" Rod de Paula Hanika seems quite amused as his 750 trials car tangles with the tapes on one of the tightest sections of all in the recent Silverstone Trial.

end they had both lost only 27 points, and the performance on the last hill had to be taken into account as a tie decider. Bob Humphries and Harris were both driving very new looking Alexis trials cars, and the finish on these cars is of a very high standard indeed.

The *Formule Libre* class was won by Benson from the Cumberland Centre driving a very hot Austin 7 saloon, though at one time it looked as if he might retire as he broke a rear spring; however, some U-bolts sorted that out. Bryan Halladay, in his two-seater, managed to fall out of the car on one section, and on another both he and the passenger fell out of the car and went rolling down the slope!

Right at the end of the trial Arthur Mallock slipped in one new hill for the last one; and it was a real beauty, remaining unclimbed. Arthur is to be congratulated on this first-class trial, enjoyed immensely by both competitors and spectators.

MICHAEL WARE.

RESULTS

750 Trials Class: 1, R. Mansfield (Mango-Austin), 27 points lost; 2, W. Meade (Pluto-Austin), 38; 3, R. King (Austin), 63. 1172 Trials Class: 1, M. R. G. Eyre (Cannon), 27; 2, P. le Couteur (Cannon), 27. *Formule Libre*: 1, R. Benson (Austin Saloon), 68; 2, B. Halladay (Austin Tourer), 107.



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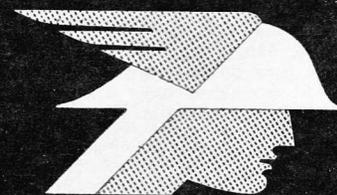
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M162/A



National

BOXING DAY BONANZA

Preview of the two B.R.S.C.C. Boxing Day Race Meetings at Brands Hatch and Mallory Park
BY ROBERT GRANT

NICK SYRETT and his merry men (let's hope they're not too merry on Boxing Day) have certainly produced a fine entry for the National race meeting at Brands Hatch. There are no fewer than 119 entries, and these include three very exciting new cars. The first of these vehicles is the new Deep Sanderson 105, which is driven and entered by Chris Lawrence. This car has two 1,137 c.c. Downton Mini-Cooper engines (one at each end); with a reputed output of 214 b.h.p. and weighing only 8 cwt., this should produce some exciting motoring! Tony Hegbourne, who usually drives for Normand, will be piloting a 1½-litre Cooper-Ford single-seater. Other 1½-litre cars in this 20-lap race for the Silver City Trophy are those of John Mew and John Mastin. The very successful French driver Jacques Maglia is entered in a Lotus-Ford. Three cars of the new Formula 3 category will be in the race, those of Rodney Banting (Brabham), Dennis O'Sullivan (Lotus) and Tony Goodwin (Lola); all are powered by B.M.C. units.



Jim Morley, who has driven very well this season, looks set to collect the Guards Trophy for sports-racing cars. He heads the list with 18 points and his nearest challenger Jack Pearce is not entered. Morley's car is now fitted with an 1,150 c.c. Coventry Climax unit and another class placing would settle the issue, but no doubt a certain Mr. Beckwith, who is driving Mike Keens's Lotus 23, will be out to show everyone the way round. However, Beckwith is also entered to drive the new 1,700 c.c. Elva-Porsche which made a devastating début in America. David Hobbs is also nominated for this car, so it remains to be seen who drives the Lotus and who drives the Elva. Also in the larger class will be South African Eric Brockhoven's 5½-litre V8 Chevrolet Corvette-engined Lolette competing in its first race in this country. Roy Pierpoint (Attila-Climax) and Peter Skidmore (Jaguar D) are also in this class.

The John Davy Trophy for G.T. cars will also be decided, with Warren Pearce and Eric Falce (Jaguars) in the larger class and Doug Mockford (Divia) in the smaller class all possible winners. Ken Baker (Jaguar E), David Skailies (Aston Martin), Dickie Stoop (Porsche), Clive Baker (Austin-Healey) and Norman Surtees (Lotus Elite) will all provide speed and variety.

John Young (Anglia) has the Slip Molyslip Club Saloon Car Championship sewn up, but with brother Mike Young (Anglia) on 45 points and Chris Craft (Cortina) with 42 points second place should provide for some exciting, if not hairy, motoring. Tommy Weber in a Mini-Cooper S will be interesting and will give Edward Lewis and various other Mini-men something to ponder over.

AS USUAL, "Autosport" will be covering the Boxing Day Brands Hatch racing meeting and a fully illustrated report will appear in the 3rd January issue, together with full coverage of the Mallory Park meeting.

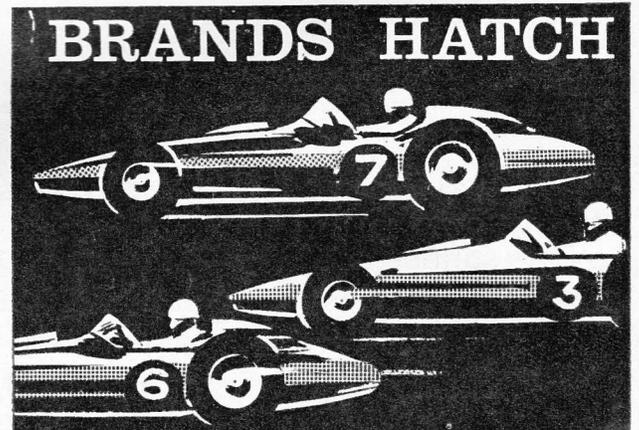
A magnificent entry has been received for the Long John Trophy Race for Vintage and Historic Racing and Sports Cars. Among the list of the 18 cars entered are five Bugattis, three E.R.A.s, three Connaughts, two Rileys, an Aston Martin, a Rover Special, an M.G. and last, but certainly not least, a Frazer-Nash.

For the first time the B.R.S.C.C. are organizing a closed race meeting at Mallory Park on Boxing Day, and this meeting has also received a very fine entry. The main race of the day at this venue will be the 20-lap Christmas Trophy race for unlimited single-seater racing cars. Richard Attwood, who is now recovered from his accident at Albi and who recently won the Grovewood Award for the most promising British driver of 1963, will be driving a Midland Racing Partnership Lola-Ford in his first race since his crash. Philip Robinson is to drive a Cooper powered by a 5.2-litre Plymouth V8 engine; this should keep him busy, especially at the hairpin. John Taylor, the lap record holder, will no doubt be out to score another win at this circuit.

"Hairy" seems to be the operative word in the sports car race, with Richard Wrottesley and David Wansbrough entered to drive between them the Lister-Jaguar and the ex-John Bekaert H.W.M.-Jaguar. A Cooper-Bristol is also entered. The race for G.T. cars up to 1,600 c.c. sees no fewer than seven Lotus Elites, including Sid Taylor, Bob Rose and Chris Ashmore. In the smaller class Roger Mac, winner of the B.R.D.C. Chris Bristow Memorial Trophy, having sold the E-type, will be in a Sebring Sprite. The saloon car race of up to 1,000 c.c. has nine Minis of various types, the most prominent entries being those of John Fitzpatrick in a Riley Elf-engined car, Harry Martin in the Newtune Mini-Cooper and John Aley. S. Benton (Hillman Imp), C. Gunther (Fiat-Abarth) and Laurie Goodwin (N.S.U.) represent the rear-engined brigade. Final race of the day will be for saloons over 1,000 c.c. with the Mini-Cooper S being prominent on the entry list, drivers including Ralph Broad and Harry Ratcliffe.

Just to remind one of Christmas, a chap in a red coat with a white beard will be around. Carols will be sung (but if they can be heard—unless they wait until racing is over—is a different matter!).

Racing at both the circuits commences at 12.30 p.m.

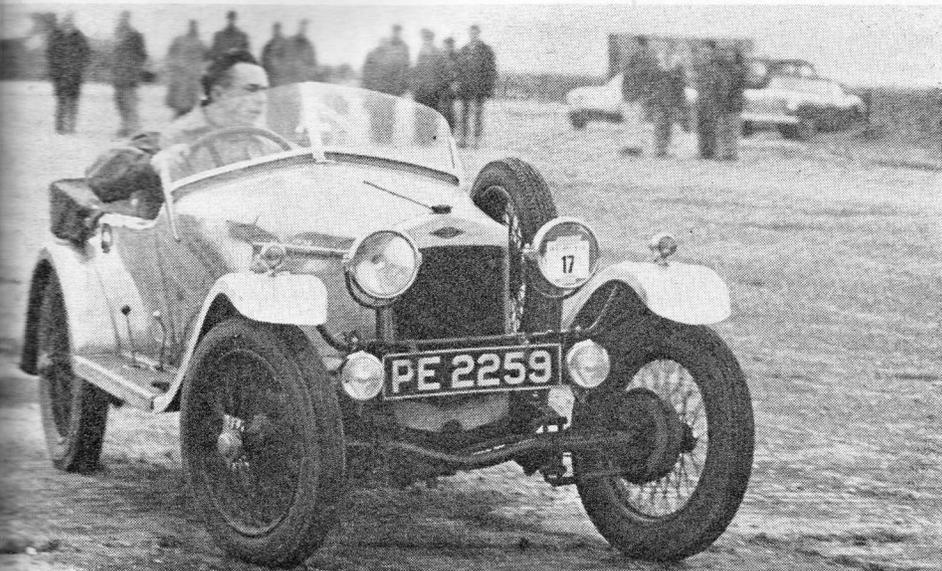


Boxing Day 12.30 p.m. 75 Laps of Xmas Motor Racing

Silver City Trophy for Unlimited Capacity Cars.
Long John Trophy for Historic Racing Cars.
Slip-Molyslip Saloon Car Event.
Guards Trophy Sports Car Race.
John Davy G.T. Championship Race.
Organised by the B.R.S.C.C.
Admission 10/- Children 2/6d.
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On the A20 route near Farningham—the Dartford Tunnel is your best short cut—Buses 478, 21, Green Line 703 or by S.R. to Swanley Station, then bus to circuit.

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VINTAGE S.C.C. DRIVING TESTS

ON a cold bleak day, Saturday, 7th December, the V.S.C.C. ran their annual driving tests meeting at Silverstone, using the runway running from Copse corner. As this runway is not used for racing, the surface is slowly breaking up, giving a top surface which is slightly loose and very suitable for driving tests. A great variety of tests were laid out, from fast blinds and wiggle woggles down to garaging tests and round-the-pylons-in-any-order type of tests.

Sixty-nine cars were entered, ranging from a 1911 Rolls-Royce through to some quite "modern" P.V.T.s. Sam Clutton would seem to take honours for B.T.D. on the long tests with his beautiful Type 43 supercharged Bugatti, though one of the smaller cars, namely C. A. Winder's Humber Special, would have run him very close. Most of the Austin 7s seem to go just as well on two wheels round pylons, as they do on four, and in class one Pat Marsh and John Miles, in 7s, took first and third places respectively, being split by the very pretty 1929 Rover of C. G. Franklin. It was John Miles who provided the incident of the day when he put his tourer on its side while supposedly travelling in a straight line! It would appear that, unknown to him,

he had broken at least one kingpin on a previous test (that's what hydraulic brakes do to you!) and the car went out of control, landing on its side. Both driver and car appeared slightly scratched—but won an award all the same.

Nigel Arnold-Forster drove his Frazer-Nash beautifully to win class 2, though he found reverse difficult to find on one occasion. C. J. Bendall drove his 1911 Barker-bodied Rolls-Royce with great verve, but it really did not seem suited for driving tests. Mrs. F. Roberts drove a 1932 Riley with L-plates—and went very well for a learner! Wood's Invicta, as usual, sounded beautiful and he was able to keep the car close to the pylons, which is more than a lot of people did. Tony Charnock had had trouble with his well-known Alvis special, and turned up with the "Fast Lady" Bentley, now completely rebuilt and restored. Perhaps it was not run in, as he drove with unusual caution! P. M. G. Perrow, with a 1934 Rolls-Royce, took his car round with abandon, nearly tearing the tyres off the rims on one test. Trouble struck early on for the Alvis of D. Blakeney-Edwards, who bent a gear selector; half an hour's work and some blows with a heavy hammer soon sorted it out, and he completed the day's event. Not so lucky was A. D. Jones with his 1923 Vauxhall, which broke something important

NIGEL ARNOLD-FORSTER performed well enough in this lovely 1925 Frazer-Nash to gain a first class award at the Driving Tests meeting. He is better known, perhaps, for his driving of Delage II.

around the back axle and did not complete the morning runs.

J. M. Hill's 1924 Delauney-Belleville added an extra touch of rarity to the day's proceedings, and the car was driven with great commonsense. A number of competitors had trouble with cold engines, and often cars were heard to hesitate almost certainly due to lack of warming up.

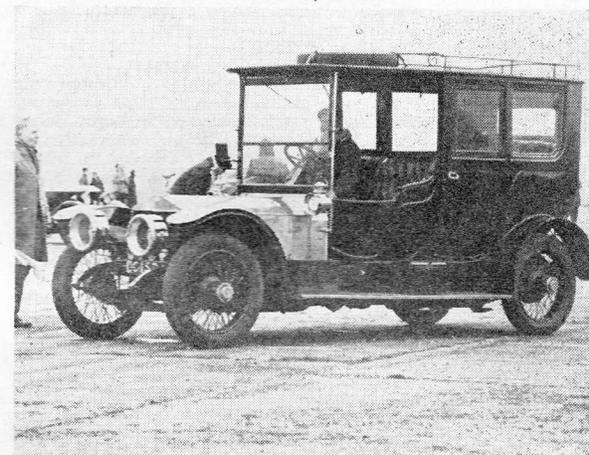
Another very successful event, run with the usual friendly atmosphere that is always linked with a V.S.C.C. promotion.

MICHAEL WARE.

RESULTS

Vintage Touring Cars: 1, C. P. Marsh (Austin 7); 2, C. G. Franklin (1929 Rover); 3, J. Miles (1928 Austin 7). **Vintage Standard sports cars:** 1, N. Arnold-Forster (1925 Frazer-Nash); 2, B. B. D. Kain (1926 Bugatti) and J. Malyan (1928/30 Frazer-Nash). **Vintage sports cars:** 1, B. Clarke (1923 Austin 7); 2, C. A. Winder (1923/28 Humber); 3, P. J. E. Binns (1929 Riley). **P.V.T. Touring cars and P.V.T. standard sports cars:** 1, R. A. Pilkington (1931 Alfa Romeo); 2, A. M. Westmacott (1934 Lagonda) and Dr. D. P. Harris (1934 Frazer-Nash). **P.V.T. sports cars:** 1, D. H. Coates (1935/7 Lagonda); 2, M. F. Allison (1934 M.G.); 3, D. Edwards (1935 Aston Martin).

DIGNITY at the V.S.C.C. meeting was provided by C. J. Bendall in his Barker-bodied Rolls-Royce of 1911 vintage. It awaits its turn at the start of a test.



RILEY M.C. (CORNWALL & DEVON CENTRE) PLYMOUTH M.C. TRURO & D.M.C. TORBAY M.C. EXETER M.C. NEWQUAY M.C. RALLY

THE Riley Motor Club (Cornwall and Devon Centre) Rally, on 7th-8th December, proved to be a very successful event, of the type which is won on navigational hazards and difficult roads. The two Johns, Pascoe and Tyrrell, who organized the rally, had found new terrain and variations of more well-known country to completely fox everyone.

There were no clean sheets and only nine finishers from an entry of 26. Even the eventual winner, W. George, was over 10 minutes late at a number of controls on the second loop.

The start had to be reorganized due to a clash of routes with another club. The rally started and finished at the Ace of Clubs at Lewdown, between Okehampton and Launceston, and the first loop of the route circled to the north of Dartmoor as far as that well-known navigational hazard, Winkleigh Aerodrome, finishing with a slippery section through Lew Woods.

After a half an hour break, the second

loop took the competitors to the Cornwall and Devon borderland and proceeded to lose them in a section in old mine workings. Competitors had come from as far away as Falmouth and Salisbury.

R. BARTON.

RESULTS

Pike Trophy: T. Stopford. **Outright Winner:** W. George. **Novice Awards:** J. Maxted. **Experts, First Class Award:** G. Smerdon. **Second Class Award:** J. Symons. **Team Award:** W. George and G. Smerdon.

FALKIRK & D.M.C. YULETIDE RALLY

FOR their final rally event of 1963, the Falkirk and District Motor Club held their annual Yuletide Rally on Sunday, 1st December. This event, by tradition, was once more expertly organized by Jimmy Yuill and, by tradition, each of the four sections were given by straightforward route turns and mileages, but at varying average speeds. This combination was sufficient to find not one of the 18 crews clear on the road.

The event started from Haughs of Airth farm road, near Kincardine Bridge, and took in yellow and white roads on the south bank of the Forth. A secret check after about four miles penalized everyone except Willie Nolan (Land-Rover) and John McKee (Riley Elf). Dudley Merer (Ford Zephyr) and E. Mackay (M.G. TD) got themselves lost, while Wilf Young had to repair a burst hose in his Herald.

By Control Two near Fallin, Logan Morrison, in his potent Mini-Cooper, with Johnston Syer having to convert his kilometer speedo readings to mileage, drew level with Nolan and McKee. Bob Hamilton in his re-bodied XK 120 lost no marks on this one as the entry got into the swing of the navigation.

A 20-mile section followed with another secret check short of Kincardine Bridge followed by a code board. This lot caught out George Taylor (Renault R8), D. J. Gow (Hillman Minx) while John Mackenzie (Sunbeam Rapier), Marjorie Graham (Austin A40) missed the code as did John McIntyre (Ford Anglia) while keeping a wary eye on the law. The average slowed as the route went through Culross and Oakley to the third control near Saline, with Robbie Callander (Vauxhall VX4/90) the only car without penalty.

Here Logan Morrison had 10 points in hand from Bill Nolan, while the final section to Rumbling Bridge found Margaret McKee going haywire in the navigation of her husband's Riley Elf, dropping them to fourth and allowing Sandy and Helen Morrison to take third after a steady drive in a Rapier.

An excellent tea was served at the Rumbling Bridge Hotel as results were produced.

W. K. HENDERSON.

RESULTS

1, L. Morrison/J. Syer (Mini-Cooper), 50;
2, W. Nolan/W. Thomson (Land-Rover), 150.
Team Award: W. Nolan (Land-Rover) and J. A. Morrison (Sunbeam Rapier).

LANARKSHIRE C.C. PRODUCTION CAR TRIAL

FOR a change of event for Scotland, the Lanarkshire Car Club laid on a simple Production Car Trial, at Kittymuir Farm, behind Stonehouse, on Saturday, 7th December. This, apart from one other club in Scotland, has been the only trials event in Scotland for many years.

Called the Grass Lark, due to overnight rain it rapidly became a Mud Lark, but it was pleasant to find an entry of 35 ready to tackle this form of sport, new to this generation of motor sportsmen in Scotland. It was regretted that former trials men Jimmy Murray and Jim Worton did not appear but Nigel Kennedy passengered Boyd Tunnock who made full use of Nigel's experience to win the event, while Lewis Mitchell had a hand in the organization.

The first section was centered around the base of a railway viaduct and entailed a traverse of greasy mud before crossing an adverse cambered grass slope. In the front-wheel-drive class it was noted that the battle seemed to be between Sandy McCracken (Mini-Truck) and Boyd Tunnock's blue Morris-Cooper. Tunnock, indeed, cleared the section on his second attempt, travelling so fast he had to brake to avoid ramming a substantial tree.

The second section was slippery grass all the way, with most people sliding off course before scoring anything. Tony Mitchell, in his Special, was seen to be having a real go, as was Andrew McCracken in his TR4. Jim McInnes and A. Ferguson fought a VX4/90 battle.

Section three started from the path and crossed a hummocky mud patch before breasting a knoll on more solid ground, while the low scoring markers were craftily sited beyond, after a left turn through deep mud, calculated to slow the most exuberant. This same mud concealed a bump which threw the wheels in the air, where there is just no grip.

Nevertheless, Andrew McCracken hurled his red TR4 through, as did Tunnock, at astronomical revs. Black, in his Mini, managed the 5 marker, while Mrs. F. M. Walker failed in the mud with her Mini-Cooper S. Tony Mitchell again was most consistent and confident in his red Special.

The event finished as darkness fell, with results being calculated on the better climb of each section. W. K. HENDERSON.

RESULTS

Front-Wheel-Drive Cars: 1, B. Tunnock (Morris-Cooper), 20; 2, S. McCracken (Mini-Truck), 25. **Rear-Wheel-Drive Cars:** 1, T. Mitchell (Mitchell Sp.), 30; 2, A. McCracken (Triumph TR4), 60.

MORRIS-COOPER S of Mrs. F. M. Walker tackles the mud at section three during the Lanarkshire Car Club's Grass Lark Production Car Trial, one of few such events held north of the border.



M.G.C.C. (N.E. CENTRE)

GOATHLAND RALLY

THE M.G.C.C.'s (N.E. Centre) Goathland Rally held on Sunday, 1st December, a qualifying event for the A.N.E.C.C.C. championship and the B.T.R.D.A. Silver Star was, this year, run to a somewhat different pattern. In the past few years the plan has been for a short road section in the morning involving five driving tests with a two-hour navigation section in the afternoon. This year, the afternoon section, although timed, was at a low average speed and included a further four tests—these of a more open nature, two being virtually 200-yard hill-climbs. It was anticipated that the elimination of the real "rally" section would reduce the entry, but, in fact, new clients were attracted so that the entry was 56, only six down on last year. The new pattern certainly has the virtue of causing minimal offence to the public.

The previous day had been wet, but Sunday was fair with dry roads, and some smart work by the organizers got the lines painted in time for the tests. The event started from Pickering at 11 a.m. and the course led via the five morning tests to Rosedale where a lunch halt allowed for refreshment for competitors at the Milburn Arms and a chance

SOUTHPORT M.C.

TOBIAS TROPHY RALLY

CLERKS of the Course Mike Stuttard and Bob Watkinson and Secretary Frank Murgatroyd are to be congratulated on producing a first-class event in the Southport Motor Club Tobias Rally on 7th-8th December, it being the club's Annual Restricted event and a qualifier for the Association of North Western Car Clubs' Championship.

The 200-mile route lay on Maps 88, 89, 90, 94 and 95 and the start was at the Riverside Café, Salmesbury, Preston (94/5784301). The first of 43 entries left the start at 11 p.m., there being fewer starters this year due to clashing events on the same night. There were 76 time controls to be visited, and Chief Marshal Bob Woods did well to have only three controls unmanned.

Time Control 1 was 10 miles from the start and gave navigators time to plot a good deal of the route, having received the route card 10 minutes before the off. There then followed long sections to T.C. 5 at 95/756523½. Things then tightened up a bit to the east of Slaidburn, using the well-known white roads in that area and bringing competitors to T.C. 12; this involved sections of 8, 5, 6, 3, 9 and 7 minutes.

A 20-minute section followed on to Map 89 and the Tatham Fells area. Again the timing tightened and there were two eight-minute sections up to T.C. 14, 89/643709, followed by eight further short sections moving westwards near Melling, Gressingham, Borwick, Burton and Hutton Roof to T.C. 22, 559½797½, it being the end of Part 1 of the Rally. At this point Davies/Redhead were clean. Harkness/Hes were 1 minute down, Watson/Clegg and Norman/Huyton 3 minutes and Richy/Woods and Jawby/Lomax 5 minutes.

Part 2 contained a great deal of meat, there being 30 time controls, none of which exceeded 7 minutes, apart from the link section taking in petrol at the Prizet Filling Station, near Kendal, 89/505½891½. The white roads N.W. of Kirkby Lonsdale saw some hectic efforts by crews trying to keep near the time allowances for the six controls involved; this dash ended at T.C. 29 at 89/537½825½ from the N.E. T.C. 31 at 527830½ tricked several crews into approaching from the S.S.E. instead of the S.E., as stated on the Route Card, and with a 1 minute allowance within which to do the section several distressed navigators were to be seen.

Petrol was taken on followed by T.C. 35 at Oxenholme, for the commencement of the next lot of hard motoring. Seven controls were sited in the Bigrigg Park and Hutton Gate area, bringing competitors to T.C. 42, followed by a 2-min. and a 3-min. dash to T.C. 44 at 89/592½923½, approaching from S.W. The route then went north over Firbank Fell to Dillicar and then turned south-west through Hardrigg to T.C. 49,

for marshals to get to their afternoon posts. After lunch a further 40 miles took competitors over the moors and through a further set of tests to the finish back at Pickering to the Forest and Vale Hotel for tea and the announcement of results.

The tests are marked on a class basis, the fastest performance in class on each test losing no marks, the second fastest losing one mark and so on down to 14. Results at the lunch halt showed E. R. Wood in a Sprite leading with 0 marks lost, he having put up the best time in class 1 in each test. Breathing down his neck, however, was Ken Lee in a Mini-Cooper S in class 2 with one mark lost. The afternoon section changed the order as Lee lost only a further 10 to Wood's 15. The winner put up best time in the class in six of the nine tests against strong opposition. A. J. SINCLAIR.

RESULTS

Paragon Trophy & B.T.R.D.A. Award: K. N. Lee (Mini-Cooper S). **Nuffield Trophy:** J. M. Merrills (M.G. Midget). **Paragon Team Trophy:** S. H. Newton, G. Gardner, B. Newton. **Ladies Trophy:** Mrs. V. M. Harrison (M.G. TD). **1st Class Awards:** E. R. Wood (Sprite); P. J. Smith (Mini-Cooper); C. L. Jolley (Ford Cortina G.T.). **2nd Class Awards:** G. B. Ellis (M.G.B.); B. Newton (M.G.A.); J. P. Wheatley (Austin Mini); A. Morley (Mini-Cooper); J. E. M. Denton (Ford Cortina G.T.); R. Charlton (Ford 105E). **Novice Award:** J. A. Applegarth (Lotus Mk. 6).

89/563936, at Docker Fell, then on to Hay Fell, through Scathwaiterigg to Skelsmergh and T.C. 51 at 89/528½956½ approaching S.E., this being the end of Part 2 of the event and due to the tight motoring penalties, for many were mounting. At this stage the leaders were Davies/Redhead with 3 minutes lost; then came Norman/Huyton at 8 minutes and Watson/Clegg and Richy/Wood with 11 minutes.

There was little respite for the crews, and with many competitors nudging their maximum lateness things were getting interesting. The first Time Control on this, the third stage, was a tight 4 minutes to T.C. 52, 89/517½974, approaching from N.E. There followed a great deal of white-road motoring, taking in Potter Fell, Brunt Knott, Hu'ill Fell T.C. 55, 89/448004, approaching N.E., then south through Nether Staveley to Strickland Ketel, T.C. 60, 491½958, approaching from E.

Then farther south on the east side of Lake Windermere, taking in five sections of 6, 3, 4, 4, 7 and 5 minutes' duration to T.C. 66 at the end of the fiendish white road over Fellside, 89/435895½, approaching N.E.; there was then a link section to T.C. 67 at 89/425843 from the E.N.E. There followed four sections of 2, 2, 3 and 4 minutes' duration to T.C. 71 at the end of Chapel House Plantation, 89/407½868½, approaching from S.W., the latter half mile of which, though clearly marked on the map, is very difficult to locate and caused chaos to many crews.

To the final Time Control, 76 at 89/405818, approach from N.W., there was a comparatively easy run, from where competitors went on to breakfast at the Derby Arms, Witherslack. Results were quickly announced and when the awards were presented Davies/Redhead were warmly applauded for their fine performance, as were Norman/Huyton and Richy/Wood and all other award winners. N.F.M.

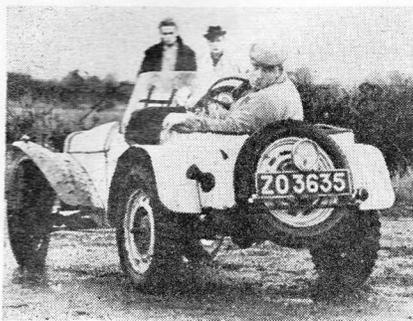
RESULTS

1, F. Davies/R. Redhead (Mini-Cooper S), 250 penalties; 2, T. Norman/E. Huyton (A.-H. Sprite), 340, 4 fails; 3, A. Richy/K. Wood (Morris 1100), 330, 10; 4, M. Bruce/F. Brycen (Morris Mini), 530, 10; 5, J. Ackers/A. Gill (M.G. 1100), 340, 14; 6, M. McCombe/Myerscough (Austin Mini), 630, 14. **Novice Award:** E. Ashworth/A. Tunbridge (Morris Mini), 560, 18. **Team Award:** T. Norman/E. Huyton and J. Ackers/A. Gill.

SPORTING VW C. HEDDLE TROPHY PRODUCTION CAR TRIAL,

1st December

Overall Winner: E. Dennis (H.R.G.), 22 marks lost. **Front-engined Saloons and Sports Cars:** 1, K. Heim (Morris 1100), 118; 2, M. Wright (Austin-Healey Sprite), 163; 3, P. Neighbour (Saab) and R. Sloane (Skoda), 207. **Rear-engined Cars:** 1, E. Smith (Volkswagen 1500), 88; 2, D. White (Volkswagen), 91; 3, D. Land (Volkswagen), 94. **Cars with wheels of 16 ins. and over diameter:** 1, W. Mahany (H.R.G.), 88; 2, B. Symes (H.R.G.), 100; 3, I. Dussck (H.R.G.), 108.



STEPHEN GRIFFIN reverses his G.T.S. Special during his winning drive in the recent Irish Motor Racing Club Autumn Trial.

Brian Foley's REPORT FROM EIRE

Night Trial

LARRY MOONEY, navigated by Sheila O'Cleary, won the Dublin University Club's Droichead Nua Cup Night Trial on 1st November, in his Volkswagen. Des Bradley and Ed Pearson finished second in the former's M.G. Midget. Reggie and Sheila Redmond were a very brave third in their open-aired M.M.3.

Autumn Trial

STEPHEN GRIFFIN won his first Premier Award of the current season, when he took his G.T.S. to the front in the Irish Motor Racing Club's Autumn Trial. Larry Mooney beat all the Mini-Coopers to finish second overall in his Volkswagen—a wonderful performance. Results were:

Premier Award: S. T. Griffin (G.T.S.), 296.5

marks. 1,000 c.c. Saloons: 1, L. Vard (Austin-Cooper), 307.2; 2, C. Vard (Austin-Cooper), 310.7; 3, B. Kenna (Austin-Cooper), 328.7. Over 1,000 c.c.: 1, L. Mooney (Volkswagen), 304.7; 2, B. Kehoe (Volkswagen), 324.5; 3, P. Fay (Volkswagen), 354.4. Sports and Specials: 1, S. Griffin (Griffin-Ford), 313.4; 2, D. Cullen (M.G. Midget s/c), 324.0; 3, W. D. Bradley (M.G. Midget), 329.3. Novice Award: A. Peterson (Austin-Cooper), 334.5.

Cork "20"

ONLY 16 crews took part in the Munster Club's Cork "20" Hours Rally on 9th/10th November. The 350-mile rally was mostly covered during the night, and gale force winds and flooded roads made the going very tough. Awards were as follows:

Best Navigator: B. Geary, 46 marks lost. Navigators' Awards: R. Tilson, 108; M. Bassett, 309; D. O'Brien, 412. Best Driver: J. Byrne (Volkswagen), 197.4. Drivers' Awards: J. Henthorne (Vauxhall), 315.1; D. Glover (Austin-Cooper), 436; P. O'Callaghan (Volkswagen), 552. Best in Tests:

C. Vard (Austin-Cooper). Touring Class: D. Dempsey (Ford Anglia).

Mud Plug

FIRST mud plug, or observed section trial, of the current season, was the Leinster M.C.'s G.V.B. Cup Trial at Red Bog, Blessington on 16th November. Winner was Pat Nasimith in his 1,172 c.c. J.P.N., from Peter Jenkins (1,172 c.c. G.T.S.) and Reggie Redmond (1,172 c.c. M.M.3). There was a great air of fun and informality at this event, unlike the tense and serious atmosphere at driving tests trials.

Byrne Cup Trial

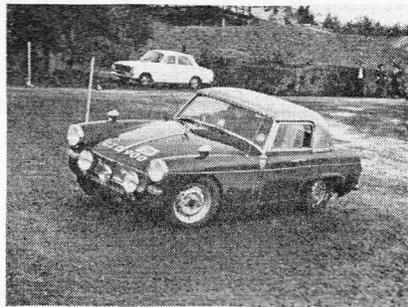
SEAMUS GRIFFIN won the Kilkenny M.C.'s Byrne Cup Trial on 17th November. Shay was in great form, winning by the very large margin of over 20 seconds from Johnny Moore. Terry Power, Jack Fildes and Des

Cullen were each separated by only one-tenth of a second. Results were:

Premier Award: S. Griffin (Griffin-Ford), 365 marks. 1,000 c.c. Saloons: 1, J. Moore (Austin-Cooper), 385.2; 2, T. Power (Morris-Cooper), 387.1; 3, J. Fildes (Austin Seven), 387.2. Over 1,000 c.c.: 1, B. Kehoe (Volkswagen), 395.2; 2, G. King (Volkswagen), 490.4. Sports Cars: 1, D. Cullen (M.G. Midget s/c), 387.3; 2, L. Fitzpatrick (M.G. Midget), 407; 3, D. Bradley (M.G. Midget), 423.3. Novice Award: J. Cotter (Austin-Cooper), 420.4.

New Club

A NEW club has been formed in Carlow and will be known as the Carlow Car Club. This Club has been granted affiliation to the R.I.A.C., and it is hoped to obtain dates for open events next year. Officers are as follows: President, Peter Thomas; Chairman, Tom James; Vice-Chairman, Jim Cullen and Brian Foley; Hon. Sec., Brian Kehoe; Hon. Treasurer, Jack Foley; Committee, Gordon Garrey, Tommy Clarke, Liam Maddock, George McCarney and Fred Connor.



LESLIE FITZPATRICK executes a front-wheel slide as he reverses his mud-stained M.G. Midget in the Byrne Cup Trial.

SOME THOUGHTS ON MARSHALLING

BY JOY EVANS



THIS must be the start—not many cars here yet—wonder how many entries they have got? Where have the officials hidden themselves? Nice and warm here in the manager's office, all these other marshals look as if they are going to the North Pole at least. What a lot of maps there are about—hope I've brought the right ones. Our turn now to be given our orders. Must mark the map carefully. Mustn't forget to check my watch with official time, competitors' watches do stop sometimes. All ready now—control board, list of competitors, "Biro", torch. Wish we could stay and see the start, but must allow plenty of time for driving in this rain. I hope the weather forecast was wrong, although this wind must be nearly gale force already; however, it's better than fog.

This looks like the right place, second

lane on the right after the crossroads. Better make sure, there should be a chapel a little farther on—yes, there it is. Turn round here and back to the lane. Good, a nice space to park off the road—save my battery if I can put out the car lights. Ouch—there *would* be a puddle just here. Where's the torch? Now we must put up the control board—50 yards up the lane. Lucky the ground is soft, I forgot to bring the hammer. How's the time? Still 20 minutes till the first car is due. Let's have some coffee and sandwiches before they start arriving. Where did I put my spare "Biro"? Five minutes now—wonder how much warning we shall get? Are those headlights coming over the hill? No, they've gone the other way. Ah—those searchlights must belong to a rally car—what a lot of electricity is

wasted on the sky. They must be climbing a steep hill over there. Blinding lights coming towards us—surely they'll never be able to stop! Hope their brakes are adjusted properly; it's a very solid-looking stone wall behind us. Quick, open the car door, don't keep them waiting, dead on time, but this is an early control—I hope for the organizers' sake there won't be too many "clean sheets".

The experts are all early numbers, so expect they'll be more or less on time. Here's the next one—he's taking a long time to find his watch, he must be a bit early. Here are two coming together—no, I'm sorry, you can't have 1.15, it's already 1.17.

The first rush seems to be over, let's light a cigarette. I wonder what's happened to the rest of the cars? Ah, here's one at last. "We've just been in the ditch, and a couple of Sprites have bumped into a wall, but no one is hurt." Hope my companion hasn't heard this—her husband is driving a Sprite and is overdue. Surely it's time some more cars appeared—must light another cigarette—why, it's stopped raining. Here they come again. "Have you seen a red Sprite anywhere?" I try to explain to the anxious wife that if he is running late he will probably miss out our control to catch up at the next. Not many more to come now; it seems to be getting lighter. I meant to find out if there's a moon and what time the sun rises. Everything seems very quiet—must stay another half-hour until the control can be closed. Time's up, but still no red Sprite. Plenty of time to get back to the finish—it's nice driving at night when there's no traffic about. Here's the hotel—we might as well stay and see the cars come in. At last a red Sprite appears, slightly bent on one side, but it has completed the course. All is well. I'm glad there's another rally next week-end.

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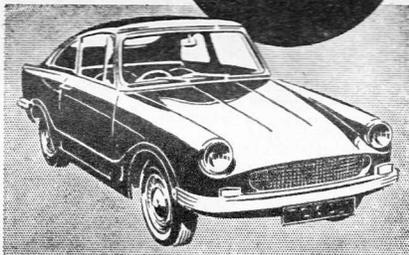
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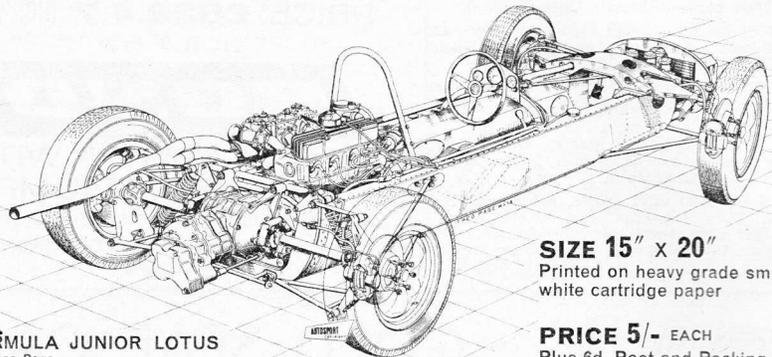
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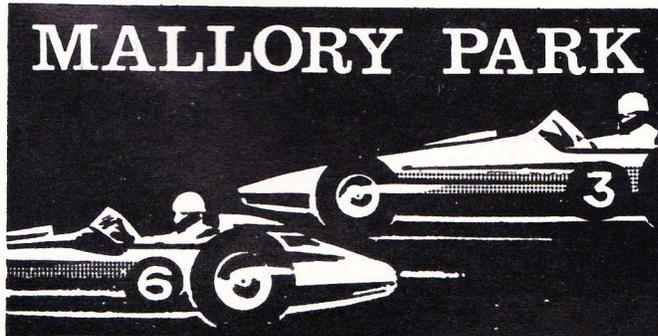
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