AUTOSPORT

APRIL 17, 1964

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

SYRACUSE GRAND PRIX

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY



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OULTON PARK NATIONAL—FULL REPORT AND PICTURES : A LOOK AT THE NEW FORMULA 2 CARS

VETERAN C.C. PRESCOTT HILL-CLIMB : VIENNA PRIX : CLUB RACING AT SNETTERTON

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EDITORIAL

IMPORTANT WEEK-END

THIS week-end sees two extremely important events, for both Formula 1 and G.T./G.T. prototype cars. At Aintree British enthusiasts should have their first sight of the 1964 V8 Ferrari, most likely machine to dislodge the green cars from their present dominance in Grand Prix racing. The B.A.R.C. "200" has attracted a strongly representative field of modern Formula 1 machinery, including the latest factory cars from B.R.M., B.R.P.-B.R.M. and the Coventry Climax-powered Lotuses, Coopers and Brabhams, with the essential top-line conductors. Over at Le Mans the two test days are vital to the entrants of G.T. prototypes, and lessons learned there may make all the difference in the 24-Hour race in June. Chief interest will, of course, centre on the lap times recorded by Ferrari, Ford G.T. and A.C. Cobra—all possible winners of the Grand Prix d'Endurance—and whether or not the latest version of the gas-turbine Rover-B.R.M. will produce times competitive enough to get it amongst the favoured machines. The "Index" prizes naturally attract entrants of smaller cars, and this country has a new aspirant for honours in the Triumph Spitfire, which will be competing against Renault Alpine, René Bonnet, Abarth and others in what many people believe should be a separate race in view of the presence of so many extremely rapid vehicles. An intriguing factor in the trials will be the timed kilometre on the Mulsanne straight, where it is anticipated that for the first time in the history of Le Mans over 320 k.p.h. (200 m.p.h.) will be recorded. Investigations into past races seem to support the contention that, to date, no car has been officially timed to reach or exceed 200 m.p.h. on a road circuit either in practice or during a race itself.

FORMULA 3

IN last week's issue we published the views of Ken Tyrrell on the subject of International Formula 3 racing. It would appear that AUTOSPORT, among other publications, has tended to overlook the fact that this category is truly international in character, and, as such, will attract Continental-built machines. To depend entirely on private entrants might work out fairly well, but it is obvious that well-organized teams of the calibre of the Tyrrell set-up are in a far better position to maintain the prestige of Great Britain abroad. Mr. Tyrrell does point out the poor financial return in this country, and he also deplores the absence of support from the fuel companies. It might be as well to quote the intentions of the major fuel companies, which, if Formula Junior had been continued, would have withdrawn in any case. Starting and prize moneys are the concern of entrants and promoters, and should Formula 3 show indications of possessing genuine spectator appeal, no doubt race organizers will amend their scales.

OUR COVER PICTURE

WORLD CHAMPION's Lotus-Ford Cortina displays strange behaviour as it speeds on to victory in the saloon car race at Oulton Park last Saturday. This was the first of Jim Clark's three wins. Commenting on the attitude of the car after the event, Jim told our photographer: "You want to be in it!" *Photo: Francis Penn*

A PROTOTYPE A.C. Cobra with the Holman-Moody 7-litre Galaxie engine is scheduled to take part in the Le Mans Testing Days this weekend.

THE lap record for the Aintree Circuit Club was unofficially broken by George Pitt in his Coventry Climax powered Lotus 19 when the Club's summer activities came into swing last Tuesday night with the reopening of the circuit to members. The previous lap record was held by Roy James, of Great Train Robbery fame, in a F.J. Brabham.

A BONUS for Ferodo Competitions manager Harold Theyer, whose wife, Sheila, presented him with a 5 lb. 12 oz. baby daughter at noon on Sunday, 5th April, just 12 hours before the end of the Income Tax year.

SECOND MANCHESTER TO BLACKPOOL RUN

ONE-HUNDRED-AND-TWENTY magnificent old cars will take part in the second Manchester to Blackpool Veteran and Vintage Run, organized by the Lancashire A.C. in association with the Blackpool Corporation's Safer Motoring Week on Sunday. The start is at 8.30 a.m. at Albert Square.

SPORTS CARS IN T.T.

THE R.A.C. Tourist Trophy race will this year admit sports as well as G.T. cars. The race is to be run at Goodwood on 29th August and, in view of the possibility of increased entries, consideration may be given to running two separate events divided on an engine capacity class basis.

WORKS B.M.C. entries for the Tulip Rally comprise Don and Erle Morley (Austin-Healey 3000 Mk. 3) and Timo Makinen/Tony Ambrose (Group 2 1,275 c.c. Mini-Cooper S). It is the first time these cars will be seen in competition since their homologation at the recent C.S.I. meeting.

TOMORROW'S AINTREE "200"

THE Aintree "200" tomorrow will bring together for the first time a full field of both Formula 1 and 2 vehicles. An attractive complement of top-line drivers has also been received by the B.A.R.C. for the main race.

Team Lotus will be represented by their two regulars, Jim Clark and Peter Arundell. The three other works stables will be strengthened with the addition of their respective American drivers—Richie Ginther joining Graham Hill in the second B.R.M., Brabham, constructor and mount, backed up by Dan Gurney, and Phil Hill having his first-ever drive for Cooper. Team mate in the new Cooper cars will, of course, be Bruce McLaren.

Among the independents are Innes Ireland and Trevor Taylor (B.R.P.-B.R.M.s), Jo Bonnier (Rob Walker Brabham-B.R.M.), André Pilette (Equipe Scirocco Belge) and Portuguese Mario Cabral in the Cooper-Coventry Climax formerly raced by Centro-Sud.

Spectators will also have a chance of seeing Formula 2 cars in action in Britain for the first time, among them two Lotus 32s of Ron Harris, Mike Beckwith and Tony Hegbourne (Normand Cooper-Cosworths), Tony Maggs (M.R.P. Lola-Cosworth), Brian Hart (Lotus-Cosworth) and David Hobbs in the new Merlyn Mk. 7.

Supporting races in this *Daily Mirror*-sponsored meeting will be for F3s, specially tuned sports and saloon cars. Many of the cars will be fresh from their outings at the Oulton Park Spring National last Saturday, details of which appear in this week's AUTOSPORT.

PIT and PADDOCK

TARGA FLORIO MINI-COOPER

NOW reaching its final stage is a Mini-Cooper S attack on the Targa Florio—to be driven by northern tuner Harry Ratcliffe, and ex-B.M.C. driver Rev. Rupert Jones. They will share a car backed by the rubber firm of Vitafoam, Ltd., and tuned and prepared by Harry at his Littleborough, Lancs, tuning establishment.

The car is at present being rebuilt and prepared there, including twin fuel tanks, twin master cylinder and brake set-up, and possibly the first Colotti five-speed box to go in a racing Mini in this country. The car will carry all its normal trim and upholstery. The wide-base wheels with Dunlop R6 tyres are expected to run the full 440-mile distance on the rears, with one change on the fronts.

With petrol consumption still to be checked in Sicily, but expected to be 10-15 m.p.g., at least three fuel stops may be needed.

The Colotti box will be combined with a 3.4 final drive as the car must deal with a six-kilometre straight as well as the mountains.

The 1,071 c.c. engine with Ratcliffe head, manifolds and exhaust, will use a 45DCOE Weber carburetter and should put out around 95-100 b.h.p. at 7,800 r.p.m. Drivers will limit themselves to 7,000 in the interests of reliability—the same reason that it was decided not to bore or stroke the unit to any larger and more unorthodox size. Normal discs with DS 11 pads, a 15-inch leather-bound alloy wheel, and Konis are also fitted.

"We find ourselves in the 2-litre sports car class, and the main aim is to finish, but in Targa we may find ourselves quite well up the list," says Harry.

SHELL "4000" RALLY

SEVERAL European drivers are competing in the Shell "4000" Rally between Vancouver and Montreal on 18th-24th April. Bo Ljungfeldt, Fergus Sager and Anne Hall will drive Ford Falcons, Olivier Gendebien will drive a Volvo and Esko Keinanen and Anneli Lindqvist will drive Valiants.

The 4,000-mile event has attracted over 60 entries, including factory teams of Fords, Valiants, Chevrolets, Triumph TR4s and Volvos. Total prize money is more than $10,000, with most of it to be shared by the private entries who are being given free accommodation, free fuel and reduced entry fees.

THE British Motorsport Association's programme for an evening of motor racing colour films at the Kensington Town Hall next Tuesday (at 7.45 p.m.) includes Firestone's films of the 1963 Indianapolis and Daytona "500" events, which have been specially flown over. Reserved seats with 5*s*. programme tickets can be booked by telephoning COLindale 9273 from 10 a.m.-10 p.m.

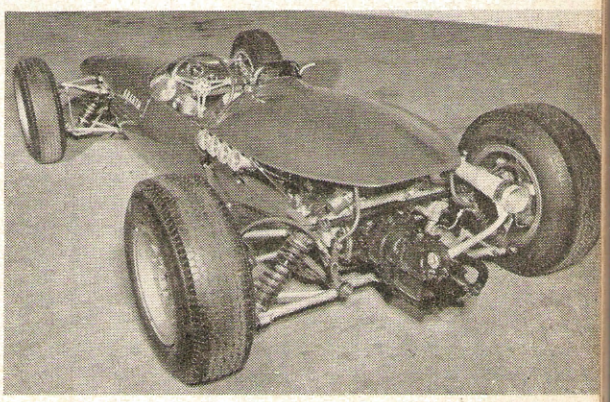
URSULA WIRTH is to join, among others, ex-European Rally Champion Hans-Joachim Walter in the works B.M.W. team.

THERE are doubts whether Ferrari will be participating in the Targa Florio, according to Continental sources. But we cannot see Enzo Ferrari letting the Porsches win without any major opposition!

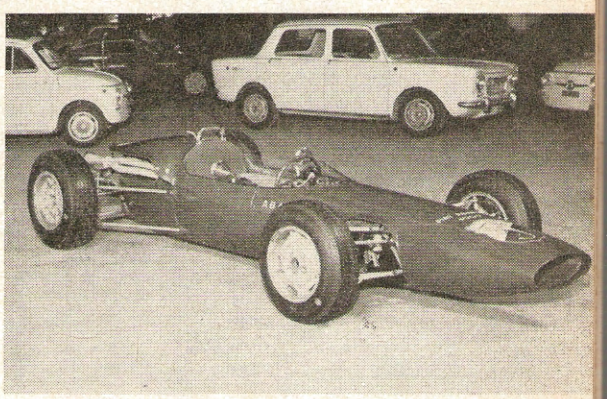
FERRARI MAKES B.T.D.

DRIVING a 2-litre SP196 Ferrari, the Italian hill-climb-specialist Leandro Terra made B.T.D. in the recent Coppa Gallenga Hill-Climb. His time of 4 mins. 34.4 secs. eventually proved nearly 4 secs. faster than the second man, Mennato Boffa, with an elderly 2-litre Tipo 60 Maserati (4 mins. 38.3 secs.).

THE recent Weerberg hill-climb in Austria saw victory go to Manfred Swarowsky in a Porsche Carrera, ahead of such notables as Sepp Greger (Porsche RS), Toni Fischhaber (Lotus-B.M.W. 23) and Heini Walter (Porsche 904).



ABARTH's contribution to the new Formula 2 is this interesting car. The Fiat-based power unit of 995 c.c. is said to develop 120 b.h.p. at 9,500 r.p.m. Designated the Type 232, this Abarth is the first single-seater racing car to come from Carlo Abarth's famous Turin works. It has a six-speed gearbox and weighs 420 kg.



SUNDAY'S MEETING AT MALLORY PARK

EIGHTEEN cars—instead of the former 14—will be allowed to start each race at Mallory Park on Sunday.

This B.R.S.C.C. meeting promises some first-rate dices, notably the Lotus 23-2-litre Repco Brabham-Coventry Climax struggle. Morris Nunn (twin-cam Lotus), Roger Nathan (Brabham), Chris Williams (Lotus 23) and John Butt (Orchard-Climax) will all do battle in this class.

The longest race of the day is the 20-lap *Formule Libre* for the Bob Gerard Trophy, while other competitions will be for saloons and G.T.s.

TWO A.T.S. 2500 G.T. cars will be taking part in the Targa Florio on 26th May. Drivers are Tony Maggs/Giancarlo Baghetti and Piero Frescobaldi/Theodore Zeccoli.

ROOTES entries for the Tulip Rally comprise: Tiny Lewis/Robin Turvey (Imp), David Pollard/Tony Baines (Imp) and Rosemary Smith/Margaret Mackenzie (Alpine).

THE NEW FORD MUSTANG

A COMPLETELY new car has been added to the Ford range—the Mustang. It is a 2+2 with a distinctly sporting flavour, and is available either as a hard top or a convertible, being only 4 ft. 3 in. high.

A platform-type chassis with a welded steel body is employed, and the underbody members are galvanized against corrosion.

Suspension is independent at the front by wishbones with helical springs and hydraulic telescopic dampers. The rear suspension is by semi-elliptic springs and hydraulic dampers. An anti-roll bar is fitted on the front.

Nine-inch drum brakes are fitted outboard all round with moulded asbestos linings, total swept area being 131 sq. in. (optional 154.2 sq. in. with V8 models).

Various engines are available, a 2,786 c.c. six-cylinder producing 101 b.h.p. at 4,400 r.p.m.; a 4,261 c.c. V8 producing 164 b.h.p. at 4,400 r.p.m.; a 4,884 c.c. V8 producing 210 b.h.p. at 4,400 r.p.m. and a 4,884 c.c. V8 producing 271 b.h.p. at 6,000 r.p.m. There is a choice of three different gearboxes—a three speed all-synchromesh manual, a four-speed all-synchromesh manual and an automatic gearbox.

6.50 x 13 tyres are fitted to the steel disc wheels which have four-stud fittings.

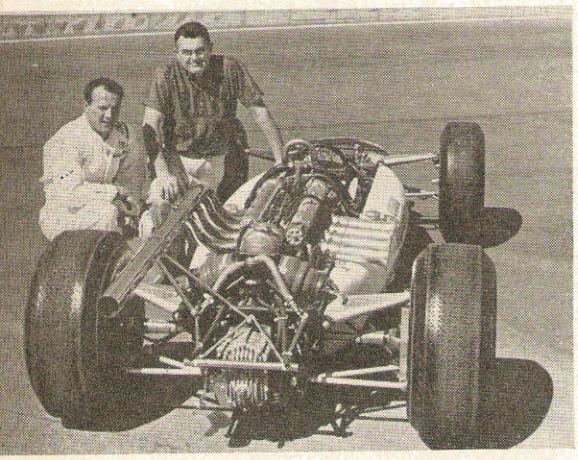
In its most advanced state of tune, the car has a claimed maximum in excess of 140 m.p.h. and the acceleration and maximum claimed for the economy or six-cylinder model is better than those of the Falcon.

There are many optional extras including high ratio steering, competition suspension, and a limited slip differential.

The interior is well trimmed with comfortable seats and a functional dashboard layout. The seats move back to give ample leg room for a six-footer.

There is no doubt that this new Ford will get a very warm reception. It has many "European" features and a simplicity of line (by American standards) which makes it a very attractive and good looking car.

The car will not be available in this country until 1965. The price on the home market is $2,300 for the cheapest version.



M.G. FOR INDY. This potent-looking piece of equipment is the M.G. Liquid Suspension Special, which has been built by San Francisco B.M.C. distributors' president, Kjell Qvale. Driver of the hydrolastic suspension, Offy-engined special on 30th May will be 1962 winner A. J. Foyt.

SPORTS NEWS

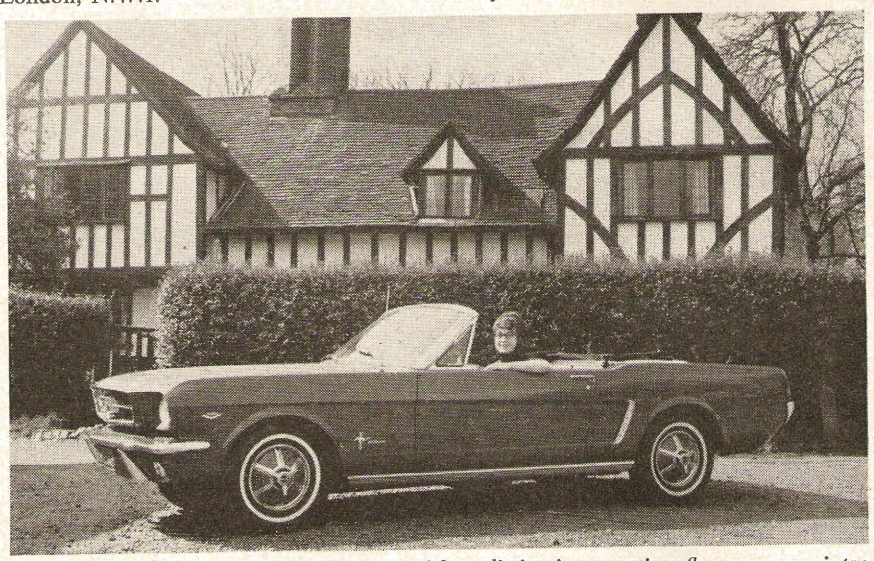
A PROTOTYPE de Sanctis, powered by 1.6-litres of Alfa Romeo engine, will be taking part in the Targa Florio. Also entered are two 1,800 c.c. prototype Lancia Flavias.

THE Wankel four-stroke rotary engine is the third in a series of wall charts produced by Castrol. Measuring 22 ins. by 17 ins., it is obtainable free from The Castrol Chart Library, Castrol Ltd., Castrol House, Marylebone Road, London, N.W.1.

JOHN LOVE drove his four-cylinder Cooper-Coventry Climax to victory in both 33-lap (about 58 miles) heats of the Coronation "100" at the Roy Hesketh circuit, Pietermaritzburg, on Easter Monday. This was the fourth qualifying event for the South African Drivers' Championship.

MOISES SOLANA in a Ford Galaxie won the recent Mexican Six-Hour saloon car race, six laps ahead of Ramirez / Orozco (Galaxie). Pedro Rodriguez's Pontiac blew up.

RENÉ TRAUTMANN and co-driver Cherel won last week-end's *Criterium International Alpin Fleurs et Parfums*, a major French rally, in a Lancia Flavia.



FORD MUSTANG—a brand new car with a distinctive sporting flavour—was introduced last Tuesday at the New York World's Fair. It is a spacious four-seater with a choice of engines from a 2,786 c.c. six-cylinder unit developing 101 b.h.p. to a 4,884 c.c. V8 package that delivers 271 b.h.p.

ATLANTA "500" TO FORD

THE 500-mile Atlanta International Raceway event on 5th April proved a win for Fred Lorenzen in a Ford Galaxie. He completed the 334 laps in 3 hrs. 46 mins. 5 secs., an average of 134.137 m.p.h., having been the fastest qualifier at 146.470 m.p.h.

Lorenzen finished two laps ahead of Bobby Isaac (Dodge), with Ned Jarrett (Ford) a further lap in arrears. Only ten of the 39 starters completed the course, retirements including Dan Gurney, Parnelli Jones, Fireball Roberts and Paul Goldsmith, who all wrecked their cars.

HENRI LE ROUX and Gert Coetzer, driving le Roux's immaculately prepared Lola-Climax sports-racing car, won the eighth South African Six-Hour race at the Roy Hesketh circuit, Pietermaritzburg, on 28th March.

VINTAGE SILVERSTONE

SATURDAY sees the first Vintage S.C.C. race meeting of the year at Silverstone. The main events are the Grand Prix Itala Trophy for vintage racing cars, the Merrydown Trophy for vintage sports cars and the All-comers' scratch race for vintage and historic racing cars. The post-war threat to the long victorious E.R.A.s of the Hon. Patrick Lindsay, Peter Waller, Sid Day, Bertie Brown, Sandy Murray, Alan Cottam and Dudley Gahagan is hotting-up, especially with such entries as Bill Wilks (Cooper-Bristol), Bob Ashley (H.W.M.), Frank Lockhart (Rover Special), John Grice (Maserati 4CL) and the Connaughts of Dan Margulies, John Horton and Bob Salvage.

"AUTOSPORT" CHAMPIONSHIP

POSITIONS, by classes, in the AUTOSPORT Championship following the first two qualifying rounds at Goodwood and Oulton Park are as follows. Figure in brackets denotes number of races run.

Class A: Up to 1,300 c.c.

1.	David Prophet (Elva-Ford)	15	(2)
2.	John Hine (Lotus-Ford)	9	(1)
3.	Jim Morley (Lola-Climax)	6	(1)
	Ewen Paul (Elva-Climax)	6	(2)
5.	Jack Pearce (Lotus-Ford)	4	(1)
6.	Robin McArthur (Lotus-Ford) ...	3	(1)
	Peter Deal (Merlyn-Ford)	3	(1)
8.	James Manfield (Lotus-Ford)	2	(1)
9.	Mike Renny (Lotus-Ford)	1	(1)

Class B: 1,301-2,000 c.c.

1.	Julian Sutton (Lotus-Ford)	10	(2)
2.	Chris Williams (Lotus-Ford)	9	(1)
	Geoff Breakell (Lotus-Ford) ...	9	(1)
4.	John Whitmore (Porsche 904) ...	6	(1)
5.	Bill Stein (Lotus-Ford)	4	(1)
6.	Roger Nathan (Brabham-Climax) ...	3	(1)

Class C: Over 2,000 c.c.

1.	John Coundley (Lotus-Climax) ...	9	(1)
	Jim Clark (Lotus-Climax)	9	(1)
3.	Jackie Stewart (Cooper-Climax) ...	6	(1)
	Jack Sears (A.C. Cobra)	6	(1)
5.	George Pitt (Lotus-Climax)	4	(1)
	Tom Fletcher (Lister-Jaguar) ...	4	(1)
7.	Hugh Dibley (Brabham-Climax) ...	3	(1)

RHODESIANS WIN DUNLOP CENTRAL AFRICAN RALLY

DON GRANT and David Higson-Smith, driving a Ford Taunus 12M, won the Dunlop Central African Rally run on 27th to 29th March. An idea of the stiffness of the 1,300-mile rally can be gauged from the fact that the winning Salisbury pair had an error of 1 hr. 11 mins. 55 secs.

Second place overall was taken by the works Morris 1100 of John Thompson and G. Johnston, also of Salisbury. They had an error of 1 hr. 44 mins. 19 secs.

JOHN BOLSTER describes the

1964 GRAND PRIX COOPER...

A NEW Grand Prix Cooper has been designed and built for the 1964 season. It is considerably smaller and lighter than last year's car, having an overall width of 26 ins. instead of 31 ins. It embodies many of the features of the new Formula 2/3, being only 1½ ins. longer in the wheelbase and 1 in. wider in the track at 7 ft. 8½ ins. and 4 ft. 4 ins. respectively.

A tubular frame, reinforced with sheet steel sides and undershield, is again employed, but since no ballast is needed as in Formula 3, the sheeting is thinner at 24 s.w.g. It has been found possible to get down to the minimum weight for the first time, the new chassis being 25 lb. lighter and having 35 to 40 per cent greater torsional stiffness — a considerable engineering achievement.

The front suspension has boxed upper wishbones with inboard springs and Armstrong adjustable dampers, the bottom wishbones being wide-based and tubular, extending towards the nose of the car. The Cooper rack and pinion gives central steering and large Girling disc brakes are fitted. At the rear, the lower wishbones are reinforced by separate track rods, a single tubular member at the top of each suspension upright looking after the camber setting and a long radius arm picking up on the frame at the rear of the seat. The suspension is fully adjustable front and rear, though the rear inverted dampers, which are not inboard, are pre-set. Anti-roll torsion bars are fitted at both ends.

Much of the rigidity of the rear of the frame comes from using the engine and gearbox unit as a structural member. There are three front mountings, two on the bottom tubes and a high one at about the top of the driver's seat. Most of the stresses from the bottom wishbones are fed into the bell housing and the rear of the gearbox accepts further loading. The top of the V8 engine is fractionally wider than the car.

The Coventry Climax engine now develops a full 200 b.h.p. at 9,500 r.p.m. and can touch 10,000 r.p.m. The six-speed gearbox has a right-hand change, an arrangement inside the box avoiding non-progressive gear selection. Engagement is by face dogs without synchromesh and all the individual ratios can be changed to suit circuits, the crown wheel and pinion remaining in situ. An entirely new departure is the use of Mercedes-Benz 220SE roller bearing plunging joints on the articulated rear half-shafts. The brakes, having been tried inboard, remain outboard.

The rotary electric pump, delivering fuel to the injection system at 100 p.s.i., is situated ahead of the combined oil and water radiator for cooling purposes. Behind the radiator, the oil dry sump tank has the catch tank attached to it. Also in light alloy are the seat tank for fuel and two side tanks, an extra tank for long races going over the driver's knees. The battery, with master switch, is beneath his knees and the alternator now has a cogged belt drive. All four main frame tubes are used as pipes, 1⅜ ins. for water and 1¼ in. for oil, of 18 g. steel. The welded-on sheet steel panels radiate the heat. Twenty-nine gallons of fuel and 2½ gallons of oil are normally carried.

As always with Coopers the body is attractive in appearance. It is in only two pieces of 20 s.w.g. Noral, one reaching from the nose to the back of the driver and the other forming the tail, with gauze over the air intakes. The ignition transistor unit is arranged to be charged in 20 seconds, with all wires grouped in a single plug, and it projects through the side for cooling.

Reminiscent of a steam roller, the light alloy wheels have 8 in. rims at the rear and 7 in. rims at the front to carry the new Dunlop tyres, of 7.00 x 13 ins. and 6.00 x 13 ins. sizes respectively. Bolt-on hubs are used.

During the 1963 season, Coopers were suffering under an appreciable weight penalty. Now that this handicap has been removed and an even more rigid structure has been achieved, the prospects of the Surbiton firm are very bright.

. . . and the exciting

COOPER-MASERATI SPORTS CAR

BUILT for Tommy Atkins, the new Cooper sports car with a 5-litre V8 Maserati engine should be about the most exciting thing on the circuits. Developing 420 b.h.p. at 6,200 r.p.m., the engine is in unit with a Type 37 Colotti four-speed gearbox. Four twin-choke Weber downdraught carburetters are fitted, fed by twin Bendix electric pumps. Mercedes-Benz 330SL roller bearing plunging joints are used on the half shafts.

The tubular frame is used for water and oil pipes, as in the Grand Prix car. In this case, the 20 s.w.g. sheet steel undershield is again welded to the tubes, but the body sides are separate, though the front end is reinforced with welded sheet. The independent four-wheel suspension follows that of the single-seater, except that there is no need for inboard front springs, of course, and the upper wishbones are tubular. The rack and pinion steering is offset to the right with one universal joint in the column.

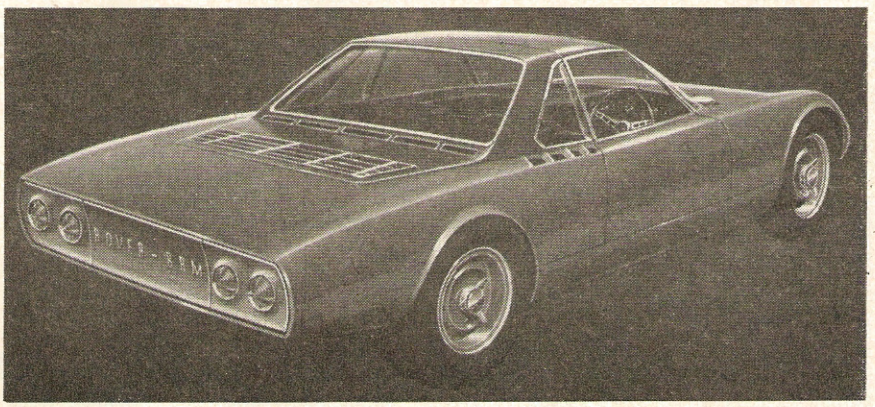
A very large radiator is used, with the usual dry-sump oil tank behind it. Huge Girling disc brakes are fitted, the Dunlop tyres being 7.25 x 15 ins. on 8 in. rims at the rear and 6.00 x 15 ins. on 7 in. rims in front. Anti-roll bars are fitted at both ends. The twin light alloy fuel tanks, carried forward on either side, contain 30 gallons, and the exhaust manifolds on each side of the car are relatively simple as the Maserati is a flat-crank engine.

Wheelbase is 8 ft. 1 in., track 4 ft. 6 ins., and weight 14 cwt. with water and oil but without fuel. Fourteen hundredweight plus 420 b.h.p. equals performance!

Rover-B.R.M. for Le Mans

LAST year the Rover B.R.M. gave a most impressive demonstration run at Le Mans. This year the car is to compete directly with the piston-engined machines, and has been placed in the 2-litre category. As it will therefore be restricted to carrying not much more than half the load of fuel it was permitted in 1963, it is hoped that a lightweight heat-exchanger, probably made of Corning glass-ceramic material, will be available, though at the early Le Mans practice day this component will be absent.

Chassis and suspension do not differ greatly from last year's design, the engine installation and transmission being similar. The engine has been improved, particularly as regards response to the accelerator pedal. The body, however,

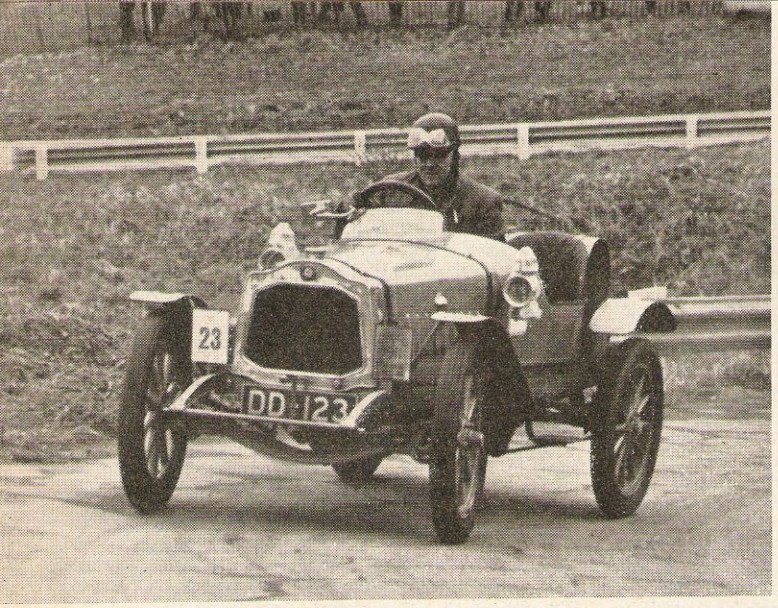


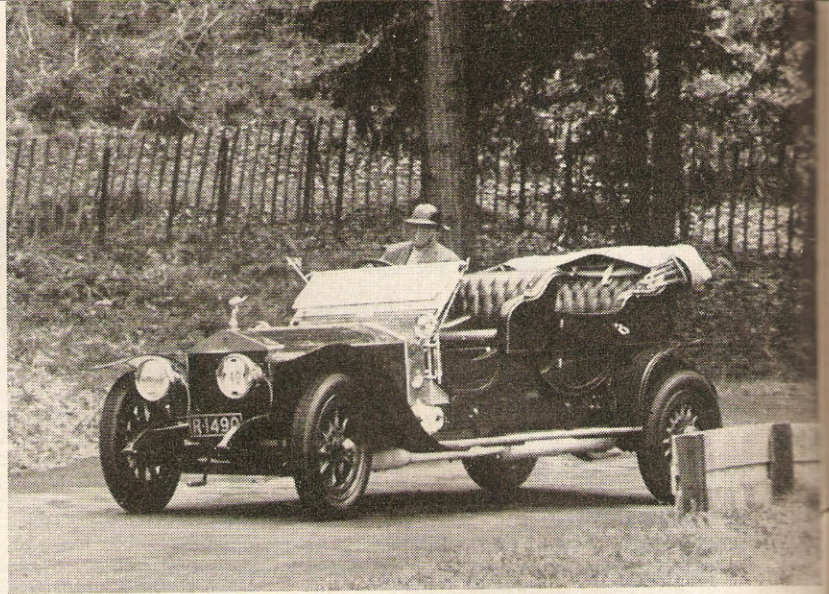
ARTIST'S IMPRESSION of the 1964 version of the Rover-B.R.M.—quite a change from last year's somewhat crude, though highly successful device.

is entirely new, being of the fully enclosed aerodynamic type, designed by the Rover styling department. The drooping nose, falling roof line, and high cut-off tail were all conceived with low drag and stability in mind.

The main body sections are fully floating, resting on the 22 s.w.g. steel valances-cum-stone guards. The roof, crash bar, and scuttle are of the same material, the rest of the body being in 20 s.w.g. aluminium. The air intakes are in the top of the body, forward of the rear wheels.

A joint production of the Rover Co., Ltd., and the Owen Organization, the car will be driven by Graham Hill and Richie Ginther.

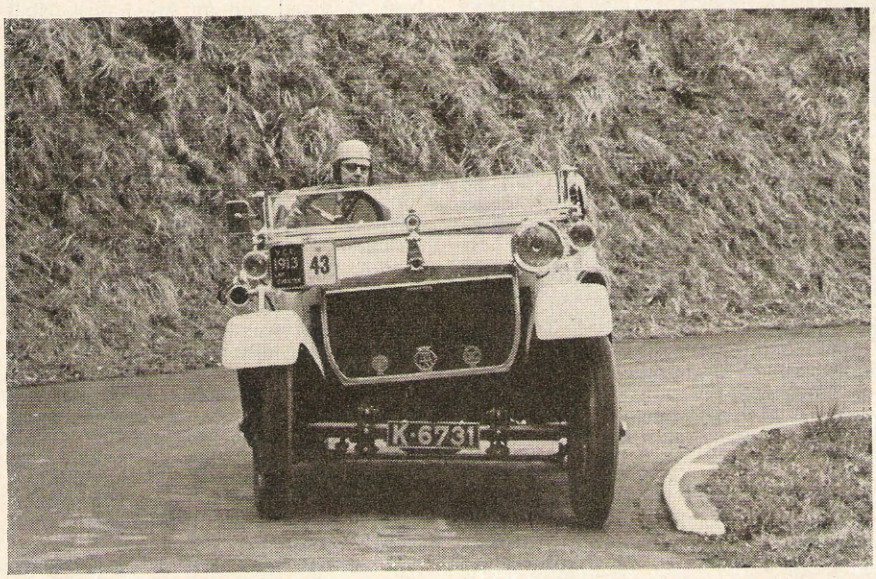




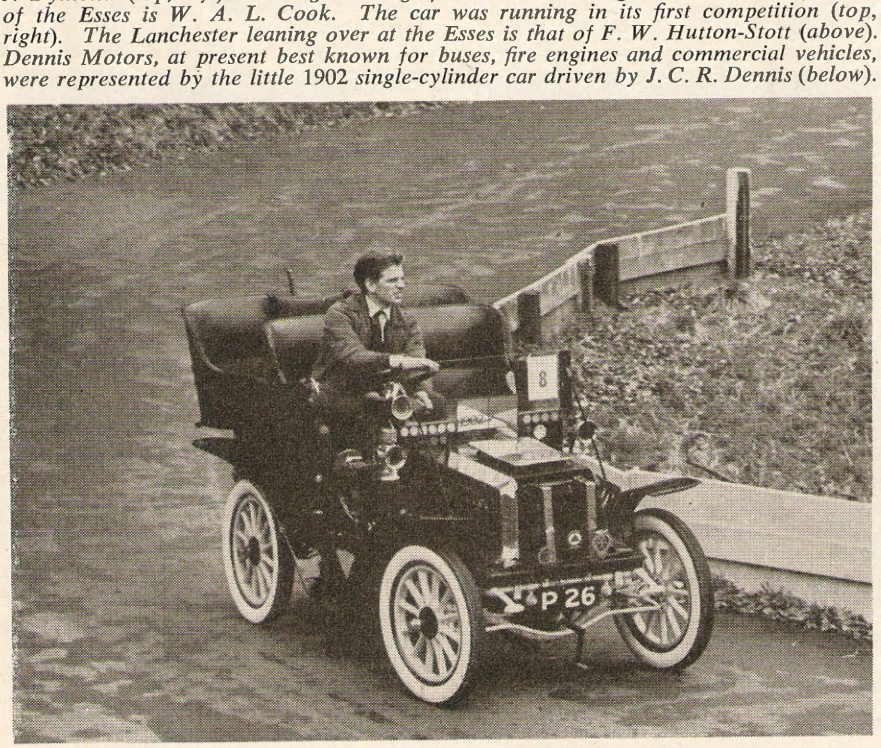
VETERAN CAR CLUB

PRESCOTT HILL-CLIMB

By PATRICK BENJAFIELD



AN EARLY sporting machine was the 1911 *de Dion Bouton* Type Course *of J. Dymond (top, left). Taking his magnificent* Roi des Belges 1912 *Rolls-Royce out of the Esses is W. A. L. Cook. The car was running in its first competition (top, right). The Lanchester leaning over at the Esses is that of F. W. Hutton-Stott (above). Dennis Motors, at present best known for buses, fire engines and commercial vehicles, were represented by the little* 1902 *single-cylinder car driven by J. C. R. Dennis (below).*



JUST enough overnight rain had fallen to leave Prescott very slippery when practice began in the morning, and Stanley Sears said that as far as he was concerned if it did not improve all he would be able to do would be to concentrate on keeping the 1914 G.P. Sunbeam on the road.

But by approximately 1.30, when the first runs started, the surface had already dried out considerably, and although a good part of the entry of about 54 cars would not be worried too much about the state of the road through lack of sufficient power there were other hairy beasts around.

This was a thoroughly splendid day's motoring, following the previous day's Tewkesbury Rally, and out of all the many cars present there was not one which would not make anybody drool who has ever loved any sort of car at all. It therefore seems invidious to pick out for mention any particular cars, but this must be done.

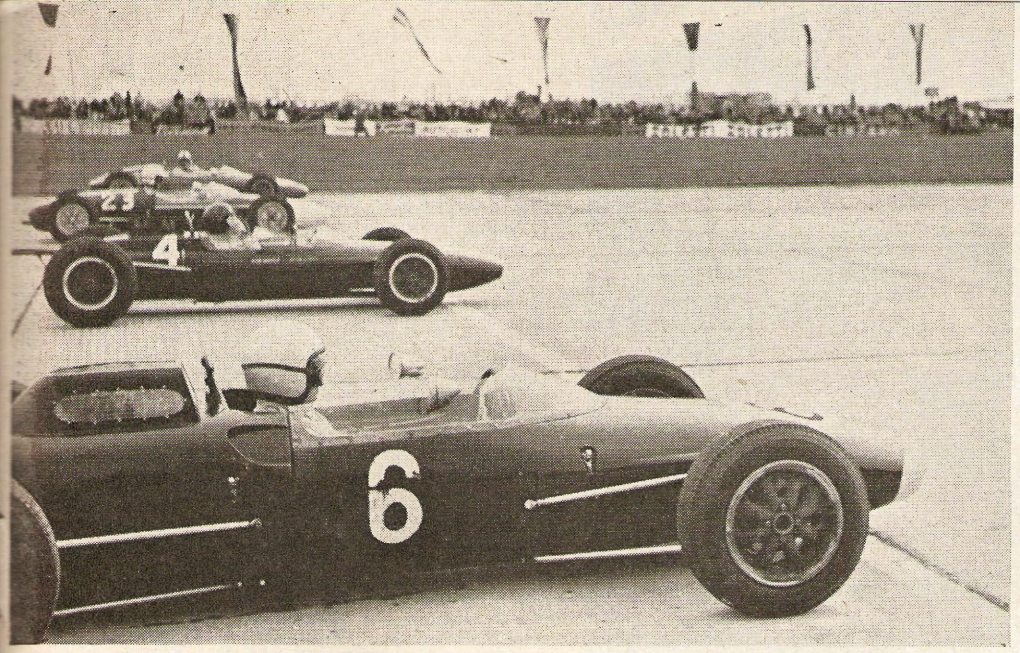
Perhaps one of the more amusing was S. J. Mitchell's Phoenix Trimo Basket Forecar, which is a sort of early moped with the passenger sitting in a wicker basket nearest the accident à la Leon Bolée. That it is a practical, albeit exhausting, vehicle was truly proved by the owner as he made remarkable progress up the hill with much use of the pedals provided.

Among a collection of Rolls-Royces of quite startlingly varied body styles perhaps the most beautiful was that of W. A. L. Cook, a 1912 *Roi des Belges* model—a most distinguished and dignified sporting carriage. Mention must be made of the delightful little two-seater Renault driven by both Mr. and Mrs. P. Kendall-Torry. It seems that this and another car were largely put together from bits and pieces found at Brooklands. What could not be found was fabricated with the aid of plans and so on, and the final result of all this labour is a very beautiful little car. Unfortunately it seemed markedly lacking in power on the hill, and had to struggle to round Pardon each time it went up.

There were so many cars of which mention could be made in some detail that to try would stretch this report out of all proportion. Suffice it to say therefore that F. W. Hutton-Stott's famous Lanchester Torpedo Tourer was in as good form as ever, a delightful three-cylinder Vauxhall of 1904 was run by M. E. Allsop, while Sir John Briscoe, in his first-ever motoring competition, did quite startling things with his lovely 1911 G.P. Delage. The Cole family had a splendid time with their Panhard-Levassor of 1903, and last, but not least, Stanley Sears was absolutely manificent with the Sunbeam. He not only did B.T.D., as expected, but he also succeeded in defeating the handicappers, whose mysterious formula is probably just as hard to beat as these things usually are. His time of 58 secs. odd is going some in a 1914 G.P. car and shows how formidable the Sunbeams were in their day.

RESULTS

B.T.D.: S. Sears (1914 Sunbeam). **Class Winners:** H. R. Timmis (1903 Gladiator); N. R. Cole (1903 Panhard-Levassor); J. Dymond (1911 de Dion Bouton); S. Sears (1914 Sunbeam). **B.T.D. on formula:** S. Sears (1914 Sunbeam). **B.T.D. by pre-1905 car on formula:** N. R. Cole (1903 Panhard-Levassor). **Concours d'Elegance Class Winners:** A. Tyler (1899 Decauville); R. Wilde (1901 de Dion Bouton); P. Kendall-Torry (1908 Renault); M. R. Neale (1910 Rolls-Royce).



OVERALL WINNER, Richard Attwood in the Midland Racing Partnership's Lola-Cosworth, lines up in pole position for the second heat of the Vienna Prix. Also on the front rank are Peter Procter (Lotus-Cosworth), Frank Gardner (Lotus-Ford) and Mauro Bianchi (Alpine-Renault).

PRIX VON WIEN

Kurt Bardi-Barry Memorial Race to Richard Attwood (Lola-Cosworth)

By E. F. von STAHL

LAST Sunday saw the second race to be run under the new Formula 2—the Vienna Prix—and this time victory went to Richard Attwood (M.R.P. Lola-Cosworth). A better entry than at Pau had been attracted in this event, dedicated to the late Austrian racing driver, Kurt Bardi-Barry, who was killed in a car accident earlier this year. Until the last minute the organisers had been hoping to get clearance for Jim Clark from Syracuse, where he had been nominated for the Formula 1 race. Team Lotus had changed their minds about Clark's participation in this race because they could not get the assurance of the Italian authorities that there would be no case against Clark in connection with his old Monza accident. Although Clark had flown out to Vienna from Oulton Park, clearance did not arrive and he was left to watch the race while John Fenning drove the second Ron Harris Lotus, the pushrod-engined 27.

FIFTEEN cars were at the start of the first heat of 30 laps on the rather bumpy circuit of the Aspern airfield just outside Vienna. Jack Brabham, in the new Brabham-Cosworth Formula 2 car had pole position with Tony Hegbourne (Cooper-Cosworth) second, and Denis Hulme in the other Brabham third. Tony Maggs (Lola-Cosworth) completed the first row.

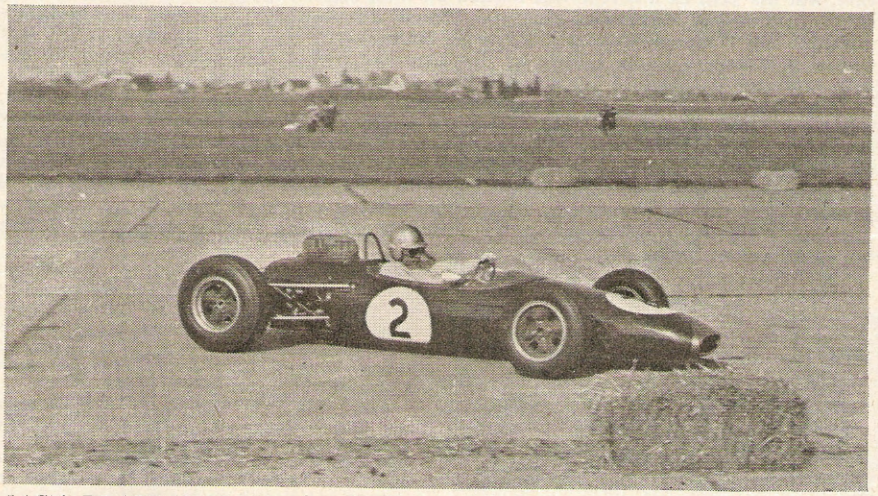
STARTING GRID

T. Maggs (Lola-Cos.) 1 m. 13.2 s.	D. Hulme (Brabham-Cos.) 1 m. 13.2 s.	A. V. Hegbourne (Cooper-Cos.) 1 m. 12.2 s.	J. Brabham (Brabham-Cos.) 1 m. 12.0 s.
F. Gardner (Lotus-F.) 1 m. 15.2 s.	B. Bradley (Lola-Cos.) 1 m. 14.6 s.	R. Attwood (Lola-Cos.) 1 m. 14.2 s.	
P. Hawkins (Alexis-F.) 1 m. 16.4 s.	M. Bianchi (Alpine-Ren.) 1 m. 15.6 s.	H. Herrmann (Abarth) 1 m. 15.6 s.	P. Procter (Lotus-Cos.) —
J. Fenning (Lotus-F.) —	J. Rindt (Brabham-Cos.) —	M. G. Beckwith (Cooper-Cos.) 1 m. 16.8 s.	
		P. W. Broeker (Stebro-Cos.) 1 m. 46.0 s.	

But 500 yards after the start Maggs collided with Brabham, losing the nose of his Lola, while Brabham lost the left rear wheel and was out of the race.

This left Richard Attwood (Lola-Cosworth) in the lead with Hulme a close second and Peter Procter (Lotus-Cosworth) in third place. Hulme kept chasing Attwood and they moved away from the rest of the field, and it looked as if he would hold out the flag for the Brabham cars until he dropped out on the 18th lap. The bung of the left rear wishbone had come loose and Hulme limped back to the pits with the wishbone held in position by a piece of wire, placed there in anticipation of trouble already encountered in practice.

The first heat ended with Attwood some 30 secs. ahead of Procter with Frank Gardner, in the pushrod-engined Lotus-Ford 22, third.



JACK BRABHAM appeared a likely winner of the event in his new Cosworth-engined Brabham. Unfortunately an accident with Tony Maggs's M.R.P. Lola put him out of the first heat on the first lap. However, Jack set about his adversaries in the second heat and won, also setting fastest lap.

During the interval a one-hour touring car race left the Brabham team plenty of time to repair their cars. After some confusion the starting grid for the second heat was arranged in the finishing order of the first heat, which left Hulme in the third and Brabham in the fourth row, with Tony Hegbourne a non-starter. Attwood took the lead ahead of Maggs, Procter, Hulme and Brabham. Brabham moved up into fourth place in the third lap and into third place in the sixth, when Hulme went out with yet another broken wishbone. On lap eight Brabham was second, and on lap 13 was leading Maggs and Attwood, with Procter fourth. The first three moved ahead of the rest of the field, staying closely together in this order until the end. During the final stages Gardner moved up into fourth place, leaving Procter in fifth place.

Brabham put up the fastest lap of the day with 1 min. 12.0 secs., beating Stirling Moss's time with the 1961 Formula 1 Lotus-Coventry Climax by 0.2 sec.

The overall winner was Richard Attwood (one first and one third place) with Procter second and Gardner third. Procter and Gardner having seven points each, the decision was taken on the aggregate time. Maggs, who had also scored seven points, was fourth with only 59 laps completed.

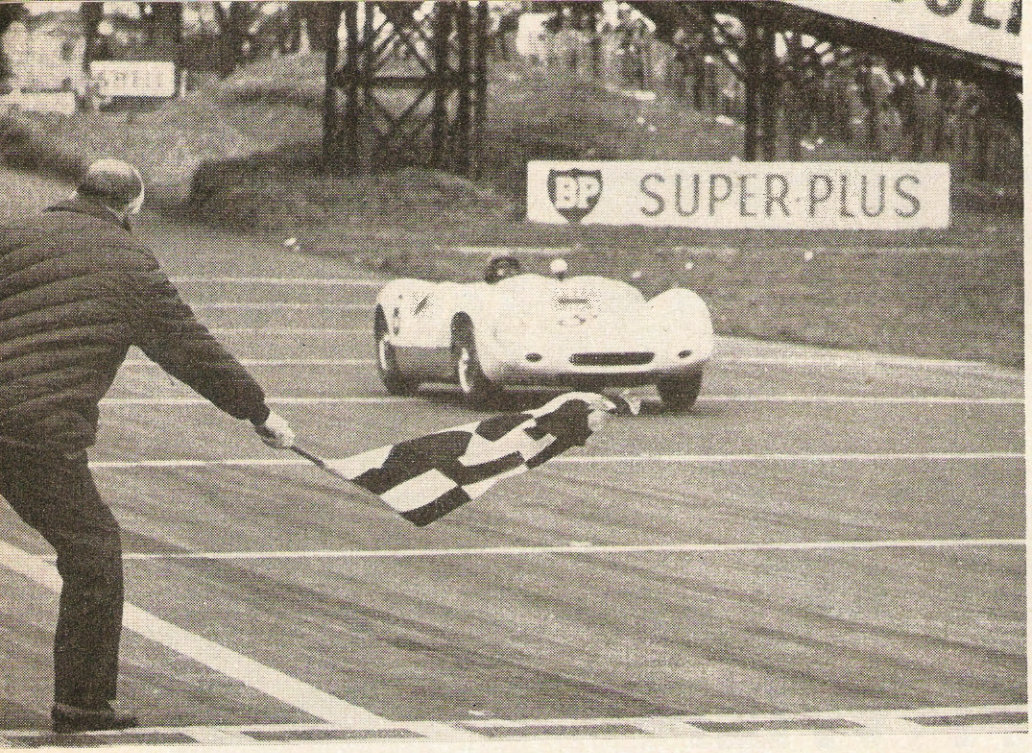
John Fenning was fifth in the Ron Harris Lotus 27, ahead of Mauro Bianchi, who coped well with the handling difficulties of the Alpine-Renault, and Hans Herrmann in the new Abarth, which put up a very disappointing performance.

The Abarths were more successful in the combined Grand Touring and sports car race, where Eberhard Mahle, in an Abarth-Simca 2000 G.T., was the overall winner, and Hans Herrmann, in an Abarth 2000 Sport, second. The racing Lotus Elan of Karl Foitek successfully fought off a horde of Porsches to win its class.

Four of the nine starters in the Formula 3 race were East German Wartburgs, with three-cylinder, two-stroke engines. Guglielmo Bellasi in a Lotus-Ford took the lead, challenged by Luigi Malanca (Lotus-Ford) who overtook Bellasi on lap 10, only to drop out following an argument with a straw bale shortly afterwards. The Frenchmen, J. Clemente (Lola) and Alain Leguellec (Lotus), kept on battling for second place throughout the race, alternating their positions on almost every lap. The contest was finally won by Clemente, who finished 2 secs. ahead of his team partner. The Wartburgs did not go too well, maybe due to the thunderstorm that broke during that event, and finished fourth, fifth and sixth.

RESULTS

Heat 1: 1, Richard Attwood (Lola-Cosworth), 30 laps, 36 m. 57.97 s.; 2, Peter Procter (Lotus-Cosworth 32); 3, Frank Gardner (Lotus-Ford 22); 4, Mauro Bianchi (Alpine-Renault); 5, Tony Maggs (Lola-Cosworth); 6, John Fenning (Lotus-Ford 27). **Fastest lap:** Attwood, 1 m. 12.2 s., 84.58 m.p.h. **Heat 2:** 1, Jack Brabham (Brabham-Cosworth), 30 laps, 36 m. 37.60 s.; 2, Tony Maggs (Lola-Cosworth); 3, Richard Attwood (Lola-Cosworth); 4, Frank Gardner (Lotus-Ford 22); 5, Peter Procter (Lotus-Cosworth 32); 6, John Fenning (Lotus-Ford 27). **Fastest lap:** Brabham, 1 m. 12.0 s., 84.82 m.p.h. **Aggregate:** 1, Richard Attwood (Lola-Cosworth), 4 points; 2, Peter Procter (Lotus-Cosworth 32), 7; 3, Frank Gardner (Lotus-Ford 22), 7; 4, Tony Maggs (Lola-Cosworth), 7; 5, John Fenning (Lotus-Ford 27), 12; 6, Mauro Bianchi (Alpine-Renault), 13; 7, Hans Herrmann (Abarth), 16.



THE FLAG for Jim Clark after his resounding win in the George Pitt ex-Pendleton/B.R.P. Lotus-Climax 19. Jim won the event last year, too, in a Lotus 23.

HAT-TRICK FOR CLARK

Three Wins for World Champion at Oulton Park Spring Meeting—Superb Drive by Jack Sears

By DAVID PRITCHARD

Photography by FRANCIS PENN

THE fair-sized crowd which attended the B.A.R.C.'s excellent presentation at Oulton Park on Saturday saw some fine racing, and a polished demonstration by the reigning World Champion which resulted in three wins and two lap records. Jim Clark won every race for which he was entered, and won them all with considerable ease, but his skill as a driver was backed up by a lot of support from Dame Fortune. In the saloon car race there was one vehicle about which he could do absolutely nothing: the Willment-entered Galaxie of Jack Sears. However, a defective oil seal caused a complete brake failure as the huge car rushed into Lodge Corner on the fifth lap, and it was only Jack's skill and courage that averted a terrible accident. For the 100-miler for sports-racing cars, Jimmy was to drive Ian Walker's Lotus 30, but the car was incomplete. The champion would have been without a wheel but for the sportsmanship of George Pitt, who offered his newly-acquired Lotus 19 which he had entered for himself. Even so, Jimmy might have had to work hard for success had not John Coundley's and Bruce McLaren's cars been suffering from lack of oil pressure. For the G.T. race Ian Walker had entered a pair of Elans, to be driven by Jim Clark and John Whitmore; it was Jimmy's car which ran faultlessly, and John's which retired with rear suspension trouble.

THE programme for this superbly organized meeting was essentially the same as last year, except that Formula 3 has now replaced Formula Junior, and the three 50-mile races which supported the main event were for saloons, F3 and G.T. cars. The G.T. cars had an upper capacity limit of 2,500 c.c. and the A.C. Cobra was fighting above its weight in the feature race for the sports-racing cars, but the tremendous performance of the car and the skill of pilot Jack Sears gave it every right to appear in this company.

It is interesting to note that the combination made utter mincemeat of the existing lap record for sports-racers over 3-litres; this is the sort of G.T. machinery which the organizing panel for the AUTOSPORT Championship had in mind as being admissible for the 1964 series provided that race promoters allowed it to run with Appendix C cars.

Jim Clark's Cortina and Sir Gawaine Baillie's Galaxie had a slight advantage in the initial rush into Old Hall corner when the large field was released, but the power of the Willment Galaxie soon told and it was Jack Sears who led at the end of the opening lap, with Jim Clark in hot pursuit and his team-mate John Whitmore harrying Baillie. Bob Olthoff and Trevor Fowler led the rest of the field, both in Cortinas, and John Fitzpatrick's works Mini-Cooper S led the tiddlers with Mike Young's Anglia next up.

By the fifth lap Jack Sears was well away, but coming into Lodge corner he found his brakes non-existent and deliberately spun the monster to avoid hitting the bank head-on at full speed. Both he and the car came to rest unscathed, but the escaped brake fluid in the front drum then caught fire as he removed the car to a place of greater safety, and there was some drama with extinguishers.

Jim Clark then opened out a huge lead, and the only change of order up near the front resulted from Bob Olthoff's retirement. Meanwhile Mike Young got away from the Minis and Phil Middlehurst mounted a determined assault on the works cars, finally leaving them both behind his privately-entered S, which may well make as big a name for itself as did his A40. Mick Clare's efforts in this class unfortunately came to an end when he became involved with Mike Cave's Alfa Romeo in a shunting match at Lodge which put them both out. As usual there was a fair number of spins and off-course excursions, but no-one was hurt, although Ralph Broad's once-beautiful Mini looked rather sad following its accident on the opening lap.

It was at this meeting last year that Cortinas first appeared in competition, and eyebrows were raised when Jack Sears won his class against Rapiers and Rileys and things; now they can beat all but the fastest Galaxies, and Jim Clark's new record lap time is two seconds under Graham Hill's best-ever time with a 3.8 Jaguar.

During the count-down for the start of the Formula 3 race, Jackie Stewart, in pole position with Ken Tyrrell's Cooper, found his clutch inoperative, and he was forced to switch off, shove the gear in, and then press the starter when the flag fell. This hazard caused a fair amount of consternation for those behind, and cars went in all directions. However, all got away safely, with Melvyn Long a resounding last. Stewart's team-mate Warwick Banks led the opening lap followed by the Brabhams of John Cardwell, Rodney Bloor and Roger Mac, and the Cooper of John Greene. Then, incredibly, came Jackie himself in sixth place. Ninth from the back of the grid, having missed practice because of trouble with his trailer, was Clive Baker (Brabham), and Melvyn Long was already past five other cars.

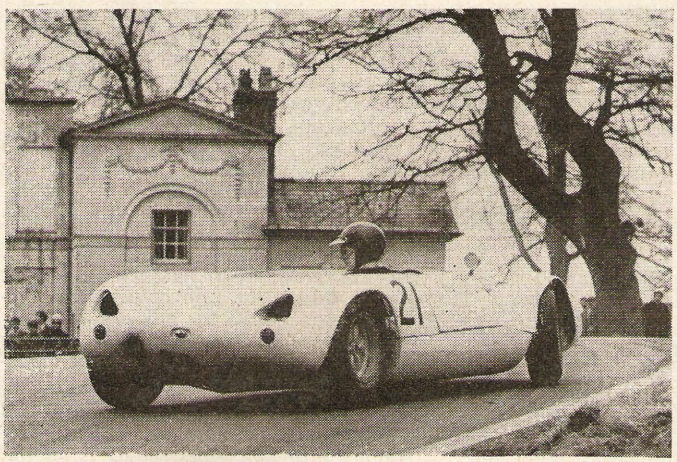
Warwick Banks kept the bed warm for Jackie Stewart, who came up with him in the fifth lap and then took the lead three tours later to win handsomely and set a new record figure. Meanwhile, Clive Baker got into a wonderful duel with Jack Pearce which lasted throughout the race, but they were caught and passed, first by Melvyn Long and then by Charles Crichton-Stuart, who suddenly began to go like a scalded cat. John Fenning met trouble on the first lap and was an early retirement.

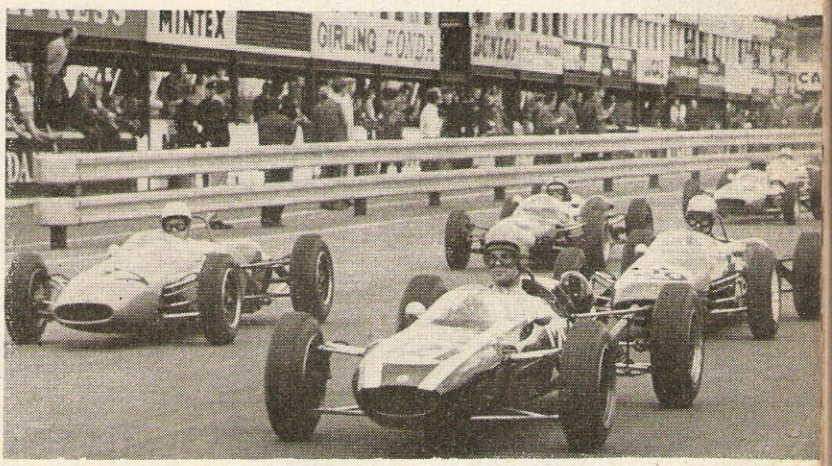


BRUCE McLAREN'S new mount is the ex-Roger Penske Cooper Zerex Special, which uses a Coventry Climax motor. After an unhappy ride, Bruce retired with no oil pressure.

John Cardwell drove serenely on in third place behind the Tyrrell Coopers, but Rodney Bloor was in great trouble with his gearbox in which top was the only reliable ratio, and he was steadily being caught by Roger Mac, who in turn was menaced by Melvyn Long. In the end, however, it was Mac whose efforts were set at naught by the throttle jamming wide open during a change from third to top, which ruined his engine. Nevertheless, it is doubtful if he would have caught Bloor, who was doing wonders with his sick car.

Although the Oulton Park Trophy Race was the main event, it was unfortunately probably the least exciting to the spectators. Roy Salvadori was a regretted non-starter in the Tommy Atkins Cooper-Maserati, and





ROUND WE GO! Roy Pike overdoes it in his 1100 Lotus-Ford 23 at Lodge Corner (left). The American did not feature in the results. START of the Formula 3 race (right), with Rodney Bloor (Brabham-Ford), Warwick Banks (Cooper-Morris) and John Cardwell (Brabham-Ford) well to the fore.

only John Coundley's Lotus 19 and Bruce McLaren's Cooper Zerex could hope to offer any real challenge to Jim Clark in George Pitt's Lotus; Jackie Stewart had completely written-off the Ecurie Ecosse Cooper Monaco in practice. Coundley was in trouble right from the start and the Cooper was not handling at all well. Bruce looked acutely unhappy while it lasted and seemed very philosophical when forced to retire, like John Coundley, by vanished oil pressure. Jack Sears could do no more than hold the A.C. Cobra in second place.

The interest lay in the class battles. Geoff Breakell forged to the front in the 2-litre class and stayed there despite a great effort at a come-back by Julian Sutton; Tony Lanfranchi's Elva-B.M.W. overheated and blew a gasket, and Chris Williams had brake trouble on his Lotus 23. John Hine's Lotus led the 1,150 c.c. class all the way in the face of a strong challenge from David Prophet's Elva, while Jack Pearce (Lotus) and Peter Deal (Merlyn) had an entertaining duel farther back. Poor Sid Fox, who had been going well in the Neal Davis Lotus, did the car a lot of no good when he lost control while getting out of the way of Jack Sears.

As far as the overall result was concerned, the event was just an opportunity for a polished demonstration by the World Champion of how to succeed in motor-racing without really trying. Once Bruce McLaren was out, and a niggling doubt about his own machinery was allayed, Jimmy had no worries.

The start of the G.T. race was even more unsettled than that of the F3 race, possibly as a result of a hesitation on the part of John Whitmore's Elan, and a little shunting took place. Again the race was Jimmy Clark's all the way, with Whitmore in close attendance until the suspension went wrong. Second place was then taken by Graham Warner (Elan), who had worked his way past the Elites of Chris Ashmore and Derek Bennett. Clive Hunt's Elan caught fire as a result of an electrical fault, while Dick Crosfield's pretty Elan, which he had brought up from 14th to third place with a splendid drive, got away from him at Cascades three laps from home and was badly damaged. Apart from Crosfield's effort, which ended so sadly, the feature of the race was the relentless pursuit and eventual defeat of Hutcheson's Elva Sebring of 1,800 c.c. by the two 1,139 c.c. Dick Jacobs Midgets in the hands of Andy Hedges and Keith Greene.

Even the world's finest drivers cannot win races if the fates are contrary (remember Graham Hill at Goodwood on Easter Monday), but when everything goes right for them it all looks too easy and the public get bored. There's no justice!

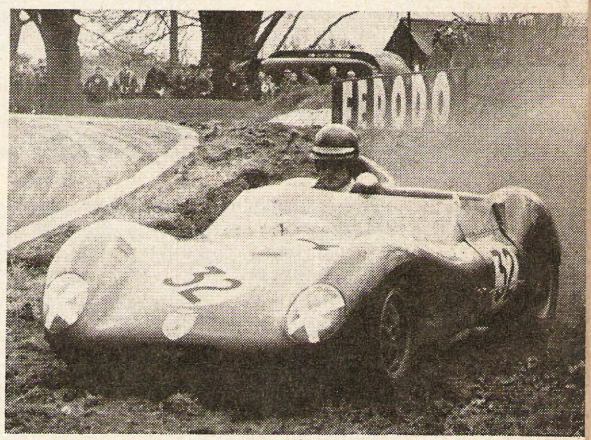
RESULTS

Touring Car Race (19 laps)—Overall: 1, Jim Clark (Lotus Ford Cortina), 37 m. 40.0 s., 83.56 m.p.h.; 2, Sir Gawaine Baillie (Ford Galaxie); 3, John Whitmore (Lotus Ford Cortina); 4, Trevor Fowler (Lotus Ford Cortina). **Over 5,000 c.c. Class:** 1, Sir Gawaine Baillie (Ford Galaxie), 38 m. 1.2 s., 82.79 m.p.h. **Fastest lap:** Jack Sears (Ford Galaxie), 1 m. 55.2 s., 86.28 m.p.h. **2,001-5,000 c.c. Class:** 1, Chris McLaren (Jaguar 3.8), 39 m. 5.8 s., 80.51 m.p.h.; 2, John Sparrow (Jaguar 3.8). **Fastest lap:** McLaren, 2 m. 2.0 s., 81.47 m.p.h. **1,301-2,000 c.c. Class:** 1, Jim Clark (Lotus Ford Cortina), 37 m. 40.0 s., 83.56 m.p.h.; 2, John Whitmore (Lotus Ford Cortina); 3, Trevor Fowler (Lotus Ford Cortina); 4, Jackie Stewart (Lotus Ford Cortina). **Fastest lap:** Clark, 1 m. 57.0 s., 84.95 m.p.h. **Up to 1,300 c.c. Class:** 1, Mike Young (Ford Anglia Super), 38 m. 3.6 s., 78.35 m.p.h.; 2, Phil Middlehurst (Mini-Cooper S); 3, John Fitzpatrick (Mini-Cooper S); 4, Warwick Banks (Mini-Cooper S). **Fastest lap:** Middlehurst, 2 m. 4.8 s., 76.64 m.p.h.

Formula 3 Cars (19 laps): 1, Jackie Stewart (Cooper-Austin), 35 m. 35.2 s., 88.45 m.p.h.; 2, Warwick Banks (Cooper-Morris); 3, John Cardwell (Brabham-Ford); 4, Rodney Bloor (Brabham-Ford); 5, Melvyn Long (Lotus-Ford); 6, Charles Crichton-Stuart (Cooper-B.M.C.). **Fastest lap:** Stewart, 1 m. 50.2 s., 90.20 m.p.h., record.

Oulton Park Trophy Race—Sports Cars (37 laps)—Overall: 1, Jim Clark (Lotus-Climax 19), 1 h. 7 m. 10.0 s., 91.26 m.p.h.; 2, Jack Sears (A.C. Cobra); 3, Geoff Breakell (Lotus-Ford 23); 4, Julian Sutton (Lotus-Ford 23). **Over 3,000 c.c. Class:** 1, Jack Sears (A.C. Cobra), 1 h. 8 m. 0.0 s., 90.14 m.p.h.; 2, Tom Fletcher (Lister-Jaguar). **Fastest lap:** Sears, 1 m. 48.6 s., 91.52 m.p.h. **2,001-3,000 c.c. Class:** 1, Jim Clark (Lotus-Climax 19), 1 h. 7m. 10.0 s., 91.26 m.p.h.; 2, Hugh Dibley (Brabham-Climax). **Fastest lap:** Clark, 1 m. 46.0 s., 93.77 m.p.h. **1,151-2,000 c.c. Class:** 1, Geoff Breakell (Lotus-Ford 23), 1 h. 8 m. 30.8 s., 89.46 m.p.h.; 2, Julian Sutton (Lotus-Ford 23); 3, Bill Stein (Lotus-Ford 23). **Fastest lap:** Sutton, 1 m. 48.6 s., 91.52 m.p.h. **Up to 1,150 c.c. Class:** 1, John Hine (Lotus-Ford 23), 1 h. 7 m. 16.8 s., 86.18 m.p.h.; 2, David Prophet (Elva-Ford Mk. 7); 3, Jack Pearce (Lotus-Ford 23); 4, Peter Deal (Merlyn-Ford Mk. 7). **Fastest lap:** Prophet, 1 m. 51.0 s., 89.55 m.p.h.

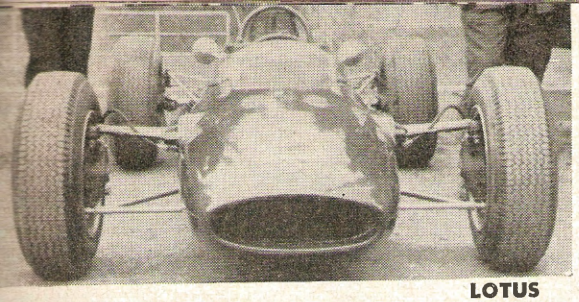
Grand Touring Cars up to 2,500 c.c. (19 laps)—Overall: 1, Jim Clark (Lotus Elan), 36 m. 57.4 s., 85.18 m.p.h.; 2, Graham Warner (Lotus Elan); 3, Chris Ashmore (Lotus Elite); 4, Derek Bennett (Lotus Elite). **1,601-2,500 c.c. Class:** 1, Alan Hutcheson (Elva Sebring Courier), 18 laps in 37 m. 53.0 s., 78.71 m.p.h.; 2, Bill Nicholson (M.G.B); 3, Neil Dangerfield (Triumph SLR); 4, John Sharp (M.G.B). **Fastest lap:** Sharp, 2 m. 4.0 s., 80.16 m.p.h. **1,151-1,600 c.c. Class:** 1, Jim Clark (Lotus Elan), 36 m. 57.4 s., 85.18 m.p.h.; 2, Graham Warner (Lotus Elan); 3, Chris Ashmore (Lotus Elite); 4, Derek Bennett (Lotus Elite). **Fastest lap:** Clark, 1 m. 52.8 s., 88.12 m.p.h., record. **Up to 1,150 c.c. Class:** 1, Jim Mackay (Lotus 11 G.T.), 18 laps in 37 m. 18.2 s., 79.94 m.p.h.; 2, Andrew Hedges (M.G. Midget); 3, Keith Greene (M.G. Midget); 4, Mike Garton (Austin-Healey Sprite). **Fastest lap:** Mackay, 2 m. 1.4 s., 81.87 m.p.h.



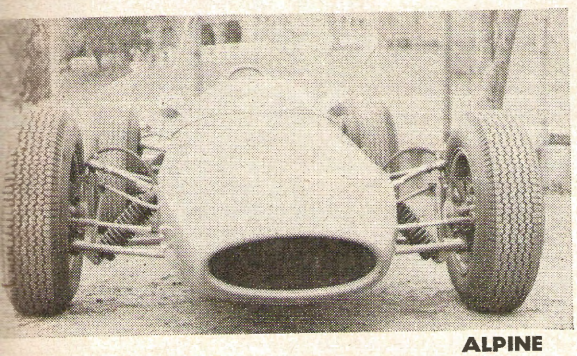
JACK PATERSON takes to the shrubbery in his very fast Lola-Climax (above). Luckily Jack did not hit the bank—or our photographer—and was able to resume racing.



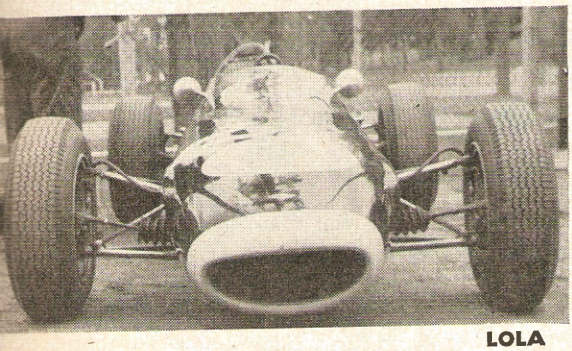
MAGNIFICENT DISPLAY of how to drive a large motor car was put up by Jack Sears in the Willment team's A.C. Cobra (left). Jack finished second overall and beat all the nimble small capacity sports-racers in the process.



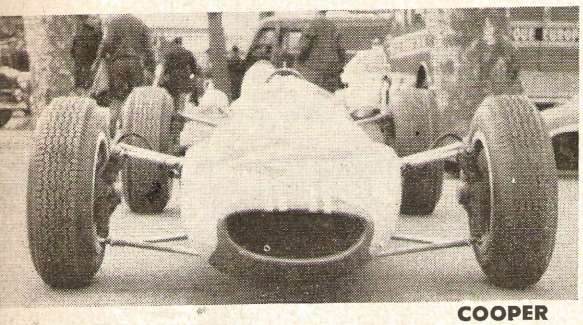
LOTUS



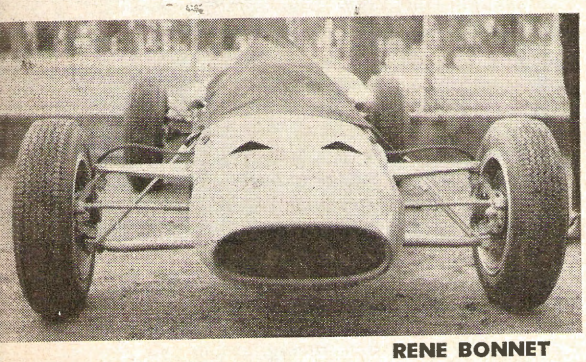
ALPINE



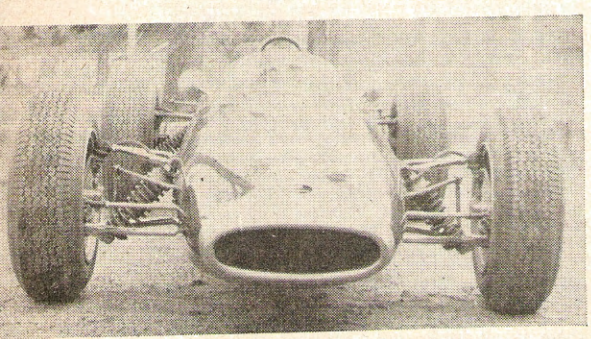
LOLA



COOPER



RENE BONNET



BRABHAM

A LOOK AT FORMULA 2

BILL GAVIN Describes the New Cars of the Newest Formula

LAST week's Pau Grand Prix may have been a disappointment as a race, for Clark completely dominated the scene. Yet it was a most encouraging start for the new Formula 2. No fewer than five new models appeared at Pau, two of them from French manufacturers who had previously not raced single-seaters.

The aims of F2 are threefold. First, it provides an international single-seater formula less expensive than F1 so that organizers can stage races featuring leading drivers and manufacturers while offering little more than one-third the starting money demanded for the *grandes épreuves*. Secondly, the F2 events separating the World Championship races offers the F1 manufacturers more breathing space to develop and prepare the F1 cars—the numerous non-championship F1 events in 1961-63 were an embarrassment to major teams. Thirdly, the new F2 provides a testing ground for up-and-coming drivers. Here they can race with the World's best drivers on almost identical machines and it should be immediately obvious if the younger drivers are qualified to progress immediately to F1.

The new formula can be expected to provide very close racing; the minimum weight limit, the 1-litre 4-cylinder engine regulation, and near standardization of chassis and suspension practice, together ensure that all cars will be of similar performance. Close racing is the one thing that every spectator can understand —a fact too often forgotten by the *cognoscenti* who advocate the "big hairy bangers" bred by a less rigid formula.

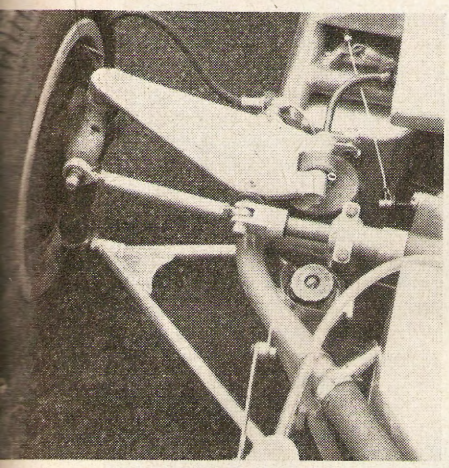
The re-entry of the French into single-seater racing is certainly the most pleasing aspect of the new Formula 2. It is unlikely that the Renault-engined Alpines and René Bonnets will immediately conquer the Cosworth-engined British cars, but the French constructors will learn a great deal from racing with the leading British teams, and perhaps success will come when they apply this knowledge in a less competitive form of racing.

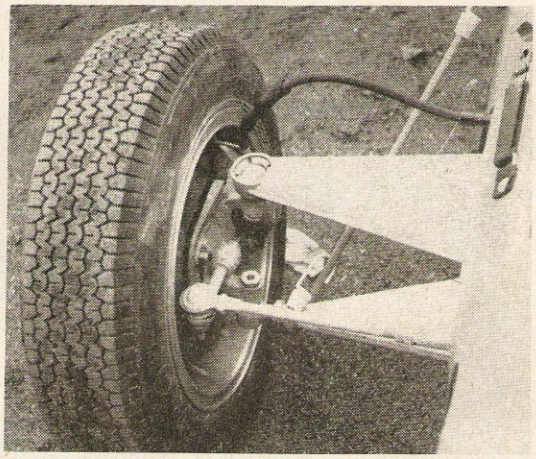
THE Alpine F2 is modelled closely on the 1963 Brabham F.J. car, which is not surprising, as Ron Tauranac was called in as a consultant. The car was built wholly in France at the plant of the Alpine concern. Some components are British, such as the disc brakes and Hewland five-speed gearbox. Renault R8 uprights are used at the front in place of the Standard-Triumph ones used on a number of British cars, and the single-seater has several components common with the Alpine G.T. cars. The chassis is all tubular, it being Ron Tauranac's contention that a well designed space-frame can achieve similar rigidity to a monocoque construction at considerably less expense. Suspension layout is almost identical to the 1963 Brabham Junior, even to such detail as pickup points. The Alpines were using the twin-overhead-camshaft Renault engine which Gordini has been developing for Renaults themselves. The 4-cylinder 1-litre unit is probably producing no more than 105 b.h.p., or ten less than the Cosworth SCA unit. It was noticeable that the Renault engine (max. r.p.m. 7,000) operated better at the lower r.p.m. necessary when the track was wet, this fact certainly accounting for Bianchi's B.T.D. during the rain of the first practice session. Had the track been really wet on race day, the Alpines may have fared better than their very commendable fourth and fifth places.

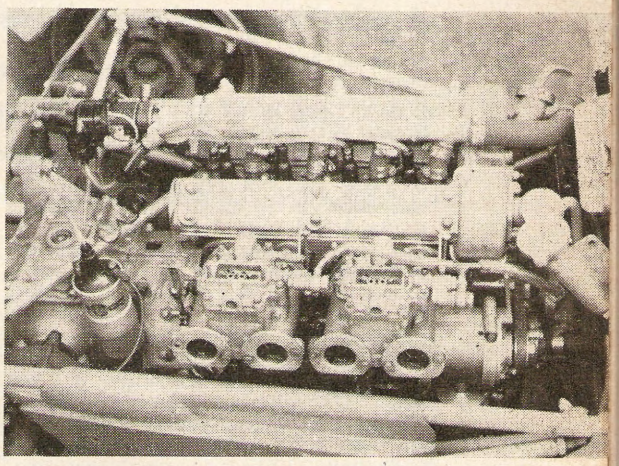
THE new Brabham incorporates a lot of changes chassis-wise. The space frame of 16 swg. steel tubing is shorter than on the Juniors, ending just in front of the half-shafts. To bring up the weight, as well as add extra stiffness, a diaphragm of 16 s.w.g. steel sheet is spot welded to the tubes at the bottom of the foot well, while flat steel sheets reinforce the chassis sides around the front suspension mountings. Later cars will have flat steel sheet undertrays in addition to the glassfibre undertray which is part of the body. The Pau car had to carry some 80 lbs. of ballast. Front suspension employs relatively narrow symmetrical double wishbones mounted to a Standard-Triumph upright with a new high tensile steel steering arm. Rear suspension by long radius arms and upper and lower lateral links is similar in layout to the Junior, but different mounting points have resulted in slightly improved geometry. Hillman Imp half-shafts with inboard metalastic joints drive the 13-inch wheels shod with the new Dunlop 600L tyres. Front tyres are 500L x 13.

COOPERS are producing a single model for F2 and F3, the latter having already been described in AUTOSPORT of 17th January. The Normand cars at Pau were fitted with the Cosworth engine and had a few modifications. The standard Lockheed disc brakes were replaced with Girling units, a Varley battery is fitted, and the Imp gearbox is replaced by the Hewland unit, while different half-shafts with metalastic joints are used. The fuel capacity is increased to 17 gallons, there being four tanks, one in the left side of cockpit, one on each side of the driver's legs, plus a scuttle tank.

LOTUS 32 is the designation of the F2 car from Cheshunt which will be raced by the Ron Harris team. Externally similar to the 27, the monocoque structure of the F2 car is somewhat changed. Steel sheet of 16 s.w.g. is used in its construction which is modified so that two 9 gallon rubberised fuel tanks





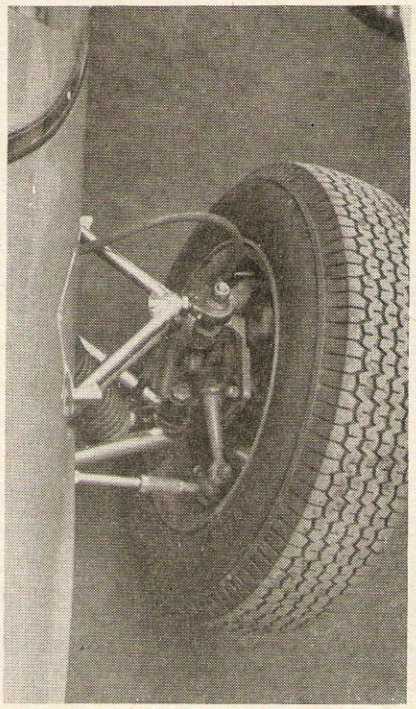


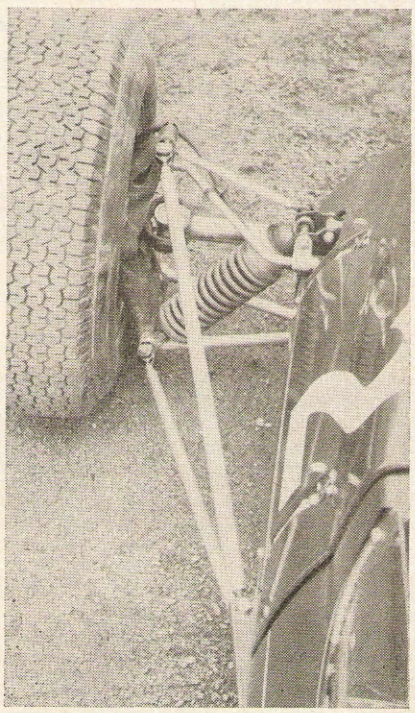
FRONT SUSPENSION of the Formula 2 Cooper as used by Normand Racing Division (above, left). RENÉ BONNET front suspension also features inboard coil spring/damper units, while the wishbones are fabricated from sheet metal (above, centre). GIANNINI F2 engine is, in effect, a stroked version of an old twin-cam 750 c.c. sports car unit (above, right). ALPINE front suspension (right) is almost identical in layout to the 1963 Brabham F.J.

run from the front bulkhead to the engine bay on each side. Front suspension has fabricated upper wishbone operating inboard coil spring damper unit, and lower wishbone is of wider base than on the F.J. car. The front upright is the same type fitted to the Lotus 24 and 25. Rear suspension geometry has been much modified. The upper radius arm is no longer parallel to the lower for it is now mounted to the top of the rear upright in front of the lateral link, rather like the Brabham practice. The suspension is now fully adjustable, the lack of adjustment having proved a drawback with the 27. The engine is mounted at an angle of about 25 deg. which gets the 40DCM2 downdraught carburetters about vertical, but necessitates the displacement of the gearbox/final drive unit so the car has unequal length half-shafts. Tyres are 600L x 13 and 500L x 13 at rear and front respectively.

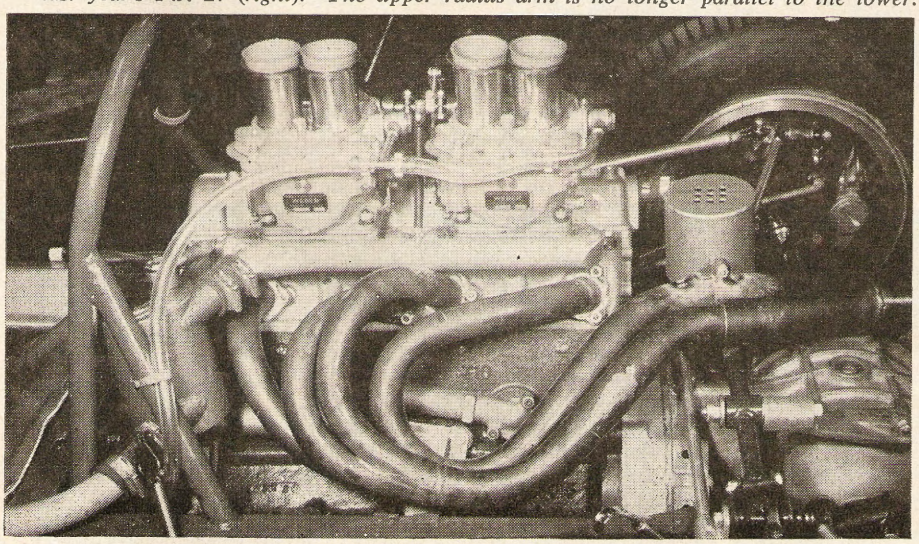
RENÉ BONNET's F2 car was unfortunately finished with a nasty blue and yellow paint job which rather detracted from its appearance, making the design and preparation appear sloppy. A tubular steel chassis is used, but like the Cooper the curved sheet metal "body" sides are riveted to the main chassis members to give a "semi-monocoque" type of construction. Inside the car the upper and lower frame tubes are joined by vertical glassfibre walls bonded to the main tubes and various diagonals. The tanks are housed between this glassfibre wall and the curved body sides. Both upper and lower wishbones are fabricated of sheet metal, and the coil spring-damper unit is inboard—overall a very low frontal area has been achieved. Rear suspension has inboard spring/damper unit operated by double wishbones plus an extra lateral link below mounted to the back of the upright rather like the Cooper F1 cars. The car also uses the Renault engine plus Renault uprights and Renault-based five-speed gearbox.

THE Lola Type 54 of the Midland Racing Partnership is basically the 1963 F.J. car fitted with the Cosworth engine. The Giannini-Brabhams made a rather disappointing début, neither lasting 10 laps because of engine failure. The little twin-cam unit is a stroked version of the 750 c.c. unit that Ruggero Giannini of Rome built for the Italian 750 c.c. sports cars some seasons ago. It probably has a genuine 90 b.h.p. in its present guise, but must be near the end of its development.





COSWORTH ENGINE, reputed to develop around 115 b.hp., is seen fitted to the Lotus 32 of the Ron Harris équipe (below). The 998 c.c. engine is oversquare, with a stroke/bore ratio of 0.6:1. REAR SUSPENSION of the Lotus 32 is modified from last year's F.J. 27 (right). The upper radius arm is no longer parallel to the lower.





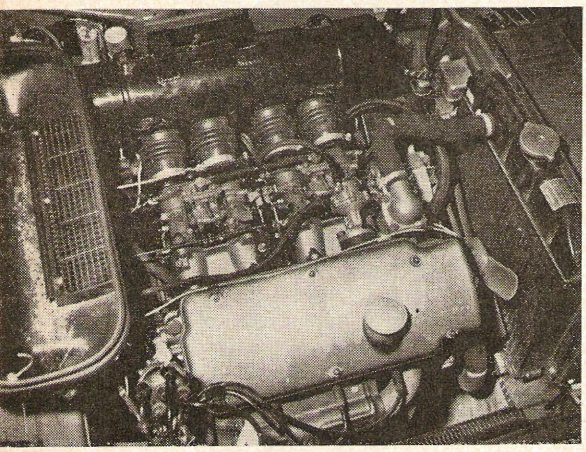
JOHN BOLSTER'S First Impressions of

THE B.M.W. 1800 TI

As a foretaste of a road test to which I have been looking forward very much, I have recently been able to borrow a B.M.W. 1800 TI. Jock West, who distributes these cars in this country, was kind enough to let me loose in this rare machine, which was the only TI at large in England at the time, though deliveries are probably now in train. It had been driven hard round England, Scotland and Ireland by B.M.W. engineers, to see whether any unexpected problems might exist in those areas concerning altitude, weather, road surface or traffic.

The B.M.W. 1800 is a more powerful version of the 1500, and the 1800 TI is a high-performance variation of the latter car, with such refinements as an oil radiator. The engine is a 4-cylinder unit with a bore and stroke of 84 mm. x 80 mm. (1,773 c.c.), which has two double-choke horizontal Solex carburetters and develops 110 b.h.p. (D.I.N.) or 124 b.h.p. (S.A.E.) on a compression ratio of 9.5 to 1. It has five main bearings and a single overhead camshaft operates inclined valves in a light alloy cylinder head.

With a welded-steel punt as its basic structure, the four-door saloon body is extremely rigid, having bracing from the gearbox tunnel to the instrument panel. The suspension is independent all round with helical springs and telescopic dampers. In front, parallel wishbones and a Z.F.-Gemmer steering box are used, while at the rear there are oblique trailing arms which are of great strength. Disc front brakes and drums at the rear look after a very important section of the car's performance.



On the road, the B.M.W. 1800 TI is quite remarkably silent, flexible and fast. It probably has a maximum speed in the 110 or even 115 m.p.h. bracket, but its outstanding characteristic is the way in which it surges up hills at 90 m.p.h. like a much larger car. The gearbox, with a rigid central lever and synchromesh on all four speeds, is very light to handle but could scarcely be bettered for rapid selection. It is entirely satisfactory in use, with no difference in the "feel" of the different gears.

The car corners fast with very little roll, sliding on full power when pressed to the limit but remaining "on rails" until racing tactics are employed. The independent rear end is exemplary in its behaviour, the back seat ride being particularly comfortable. Although the large body is a full five-seater, and the upholstery is schemed for luxurious transport during everyday journeys and normal fast touring, the cushions are arranged to grip the passengers so that they do not slide into each other's laps on corners. The interior trim is unusual in that it combines a plain simplicity with an air of distinction—the usual German austerity is not noticeable.

The B.M.W. 1800 TI is a four-door saloon car with a great deal of interior space and a very large boot. Yet it also gives a most rewarding performance and encourages spirited handling. It is above all a machine which is attractive to the engineer, the inclined engine with its neatly arranged carburetters encouraging the owner to open the bonnet as often as possible.

AUTOMOBILE CLUB OF PORTUGAL'S

11th PORTUGUESE RALLY

Of the original entry of 66 cars in the Automobile Club of Portugal's 11th International Rally on 1st-5th April, counting this year towards the European Rally Championship, only 49 crews actually started from Lisbon, Vigo, Porto or Madrid. Apart from the local enthusiasts and a small Spanish contingent, the starters included a team of three Mercedes-Benz, driven by Eugen Böhringer, Dieter Glemser and Mme. Ewy Rosqvist, four Alfa Romeos for Cavallari, Agostini, Bongiasca and de Adamich (the Jolly Club of Milan team), and a B.M.W. 1800 TI for Hans-Joachim Walter.

In an event lasting from Wednesday evening to Saturday evening and covering 1,380 kilometres, the organizers had allowed the crews a total of nearly 30 hours of neutralization, and this factor, combined with a 50 k.p.h. average speed schedule for the road section, led to intense boredom being the major difficulty facing competitors, particularly the teams with wide experience of major international rallies. The roads were twisty but wide and well kept, unlikely to do any mechanical damage to the cars nor to give the drivers any difficulty in maintaining an even higher average speed. Had the organizers chosen some of the many interesting minor roads available in the hills, the story would have been very different.

From the starting points the itineraries led to the start of the common route at Caia then to Lisbon for a slalom test in a park in the centre of the city. Here the Portuguese driver, de Macedo, with a Ferrari GT, showed the form that was to dominate the rest of the special tests in which the fastest car lost the least rally points, there being no formula of comparison to even out the differences in performance. Although a classification issued at the end of the rally showed that he had scored the least number of penalty points in the rally, de Macedo and four other drivers were disqualified for allegedly reporting to a signature control before it was open and therefore exceeding the permitted improvement on the rally schedule.

During the night there was a regularity test at Pampilhosa da Serra, where competitors had to cover three 8-km. sections of road at the same speed, and as fast as possible. Once again the Ferrari showed its form, but there was a hint of what was to come in the form of a similar score for Böhringer and, not far behind, two of the Alfa Romeos. An 8-km. hill-climb at Penhas da Saude in the early morning went to the Ferrari and then the competitors went on 150 km. to Braganca for the first circuit test, when behind the Ferrari came the de Adamich Alfa Romeo ahead of Böhringer.

After an eight hour neutralization, the night section took the teams to a hill-climb at Viana do Castelo, where the honours over the 3.3 km. went to de Adamich—after the Ferrari had put up the best time! A gentle run down to Porto completed the road section of the rally and the cars went into a *parc fermé* to await a final circuit test the following afternoon.

The publication of the provisional classification, showing the disqualification of the Ferrari and a heavy loss of points for H.-J. Walter for an alleged mistake in the slalom, caused a certain amount of discussion. De Adamich was placed first, with Cavallari second, Glemser third and Böhringer fourth.

Pending the settlement of certain protests the organizers did not publish any further classification, so the results given below are provisional.

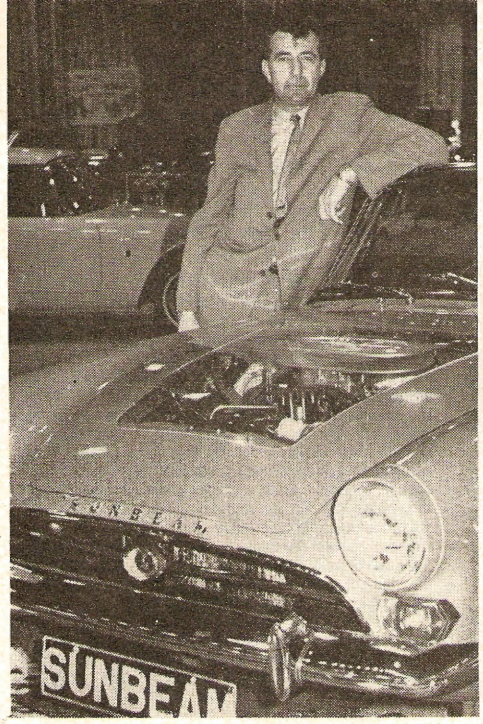
The spirit of the Portuguese competitors and the conscientious enthusiasm of the officials on duty during the rally was a pleasant memory for the visiting drivers, and it was regretted that the finish should be spoiled by disputes. The natural resources of Portugal are such that with their intelligent use, together with the services of enthusiasts who could plot and organize a "won on the road" rally, it was possible to produce an event worthy of the European Rally Championship.

RESULTS

1, Andrea de Adamich (Alfa Romeo Giulia TI Super); 2, Arnaldo Cavallari (Alfa Romeo Giulia TI Super); 3, Dieter Glemser (Mercedes-Benz 300SE); 4, Eugen Böhringer (Mercedes-Benz 300SE); 5, Manuel Lopez Giao (Mini-Cooper).

OZZIE LYONS photographs the

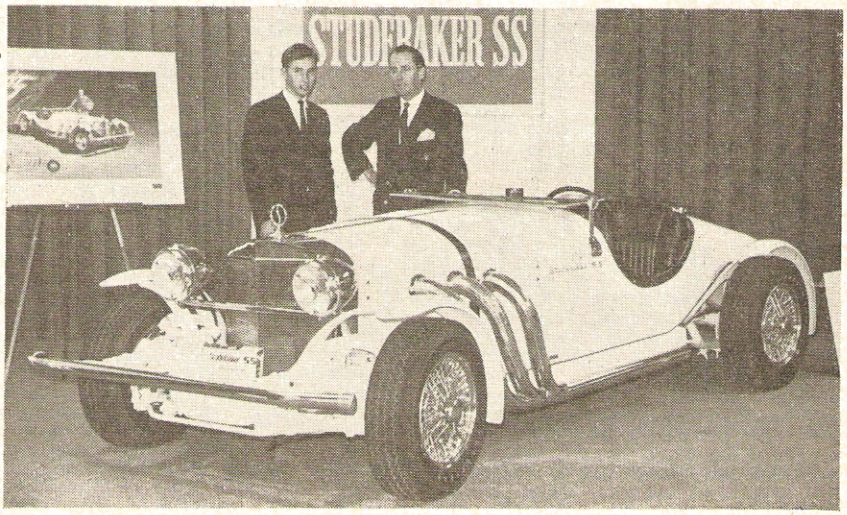
NEW YORK SHOW



CARROLL SHELBY with the Sunbeam Tiger —the Alpine given a "dose of salts" by Ford of America (above). It was Shelby's idea to install the 4.2-litre V8 into the Alpine (à la A.C. Cobra) and with 164 b.h.p. a maximum speed in the region of 120 m.p.h. is expected. Special racing versions will be much quicker.



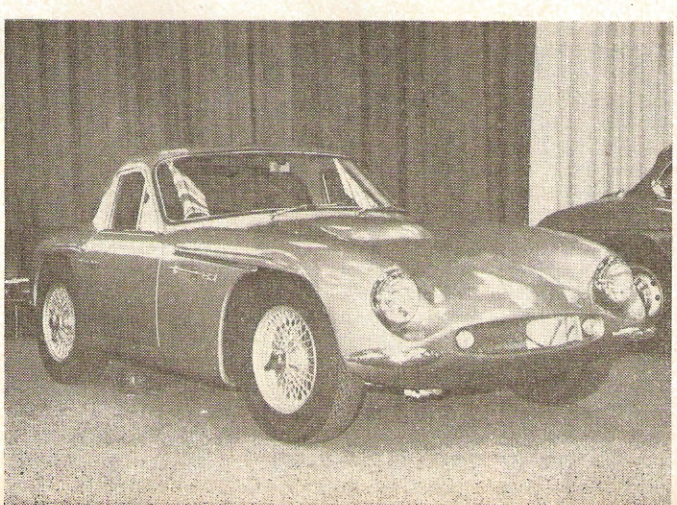
CURRENT PROBLEM for Ford of America is the 400 b.h.p. Plymouth Super Commando of the type that conquered the Galaxies so convincingly in the Daytona "500" (right). The Plymouths have special 400 b.h.p., hemi-spherical cylinder heads, 6,981 c.c. engines and were topping 180 m.p.h. at Daytona—ideal shopping car for Granny?



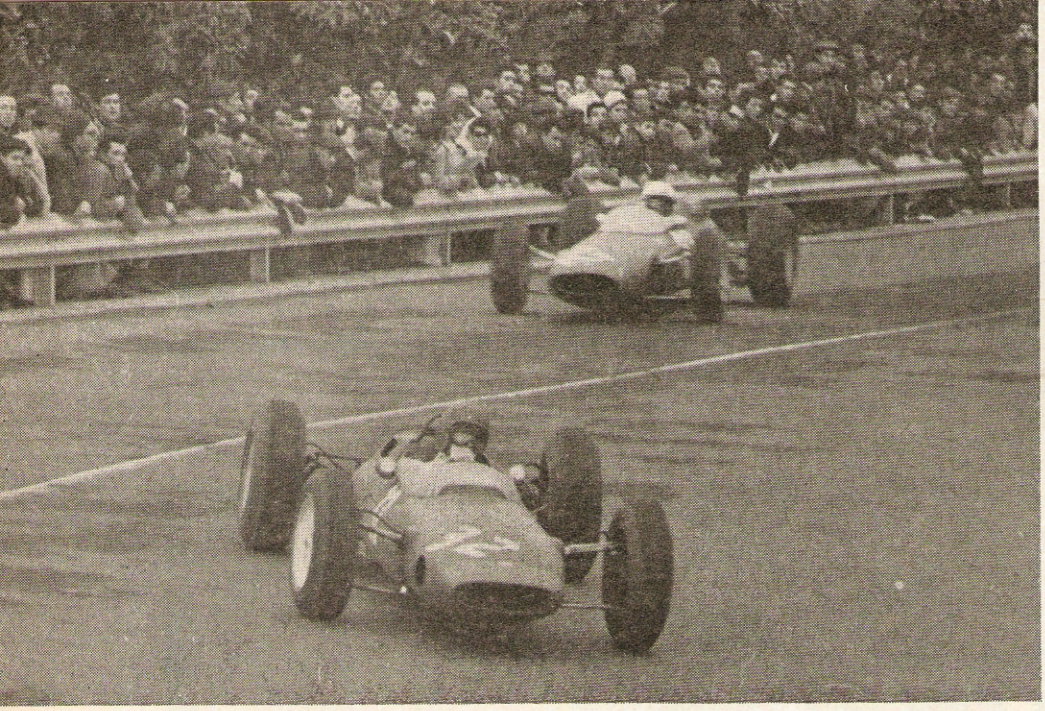
IDEA one will either like or hate—the Brooks Stevens' Studebaker SS (right). Body design features the classic pre-war Mercedes-Benz SSK, but the chassis is a 1964 Studebaker Daytona. Mod. cons. include disc brakes, a Paxton supercharged V8 engine and four-speed manual-shift Borg-Warner transmission.

INNOCENT appearance of this Mark 3A T.V.R. (below, left) belies the fact that under the "power bulge" nestles a 4.7-litre V8 Ford engine developing 271 b.h.p.—in standard form! White-Griffith Motors are equipping the cars with all this extra urge in America. A speed of 200 m.p.h. is thought possible—so who's going to road test it first?

G.T. CATEGORY winning M.G.B in January's Monte Carlo Rally was on show (below, right). Seen admiring the M.G. is Don Morley, who, in turn, is admiring U.S.A.'s first woman racing champion—Donna Mae Mims. Donna has forsaken her pink Sprite for a pink M.G.B this year's racing season.







THE WINNER, John Surtees in the V8 Ferrari, closely follows fifth man Chris Amon in the Parnell Lotus-B.R.M. 20-year-old Amon showed some of his best form, lying third for a good deal of the race and outstripping all but the works cars till trouble struck.

FERRARI V8 FOR VICTORY

John Surtees and Lorenzo Bandini Score a 1-2 Win for Ferrari in Syracuse Grand Prix

Report and Photography by BILL GAVIN

JOHN SURTEES had a runaway victory in last Sunday's Syracuse Grand Prix. The new V8 Ferrari monocoque took the lead on the fifth lap and drew away to win by over half a minute from Bandini and Peter Arundell. Arundell took over Mike Spence's car after 11 laps and was running third when second man Bandini pit-stopped briefly. Bandini rejoined the race just behind Arundell and soon closed on the Team Lotus man, but Arundell fought back and lost the extremely close duel by just 0.1 sec. Chris Amon, who drove a brilliant race in the Parnell Lotus-B.R.M. 25, surrendered fourth place to Joakim Bonnier (Walker Cooper) when his gearbox tightened up. Masten Gregory took sixth place in the Centro-Sud B.R.M. Bandini set a new lap record when he took his V6 Ferrari around the 3.487-mile circuit in 1 min. 53.9 secs. on the 35th of the 40 laps. This bettered the previous record set by Stirling Moss in 1957, when he lapped in a Vanwall at 1 min. 54.3 secs.

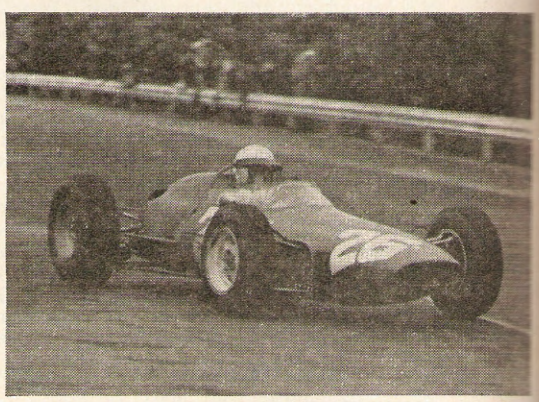
THIS year's Syracuse Grand Prix was the 13th of the series inaugurated in 1951 when Luigi Villoresi won in a 4½-litre Ferrari. The last four races had been for 1½-litre cars, winners being Moss in a Cooper-Borgward in 1959, von Trips in the front-engined F2 Ferrari the following year, then Baghetti's win in a rear-engined V6 F1 car in 1961 marked the beginning of the short-lived Ferrari renaissance of that year. The race was cancelled in 1962 and last year Joseph Siffert (Lotus-B.R.M.) triumphed against very weak opposition.

This year the organizers provided a slightly better field with two works entries from both Ferrari and Lotus. The new V8 Ferrari was completed just in time to be transported to Sicily for the race. The monocoque construction has been much revised, suspension geometry improved, and the most important change has been the installation of the new V8 engine. The two banks are disposed at an angle of 90 deg., with the Bosch-Ferrari direct injection equipment lying in the Vee. Electronic ignition by Bosch is used for the first time. The engine itself forms part of the chassis, the monocoque section finishing at the bulkhead behind the driver. The new Dunlop 550L and 700L x 13-inch tyres were fitted to a new design of bolt-on cast magnesium wheels. Power output is said to be a slight improvement on the long-developed V6 unit, but Ferrari have a newer V8 on test as well as the flat-12. Surtees was to drive the V8 irrespective of its performance during the two practice sessions on Friday and Saturday. Lorenzo Bandini had a monocoque with V6 engine, while the spare car was another V6 fitted with electronic ignition.

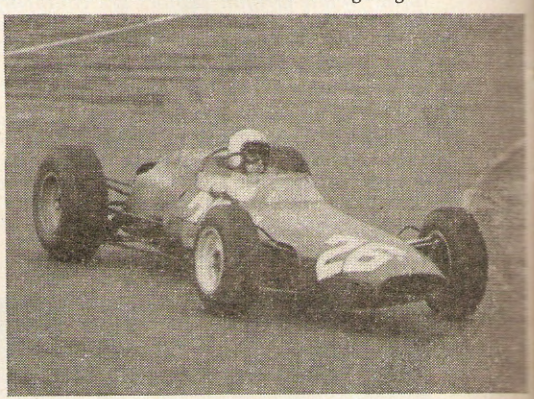
Team Lotus fielded two cars for Peter Arundell and Mike Spence. Arundell's car was the one which Clark drove at Goodwood on Easter Monday, but now back on 15-in. wheels following Clark's dissatisfaction with the new set-up. Spence had Arundell's Goodwood car which now has the same rear suspension mods as the other, the upper radius arm being attached to the top of the rear upright. The Parnell équipe fielded its Lotus 25s fitted with V8 B.R.M. engines for Mike Hailwood and Chris Amon. Both these cars have the latest six-speed Hewland gearbox. Peter Revson entered his Lola-nosed Lotus-B.R.M. 24, Scuderia Centro-Sud had both '62 B.R.M.s at Syracuse, the team being managed by Romolo Tavoni in the absence through ill-health of Mimo Dei. Regular driver Giancarlo Baghetti had one car, while Masten Gregory was called in at the 11th hour to drive the other. Last year's winner, Joseph Siffert, returned with his Lotus-B.R.M. 24. Other Swiss entries were those of André Wicky, who now has a Lotus-B.R.M. 24 and new boy Jean-Claude Rudaz, who has purchased the ex-Walker 62 Cooper-Coventry Climax V8. Bonnier drove the '63 Walker Cooper, as the team's Brabham-B.R.M. is not yet ready; Ian Raby had his Brabham-B.R.M., which is based on the first F1 Brabham chassis; Jack Epstein entered his V8-engined 1961 B.R.M.; and André Pilette the yellow Scirocco-Coventry Climax, bringing the entry list to 16 runners.

* * *

THE track was dry for Friday's practice and it was Bandini who set the pace while team leader Surtees ironed out minor faults with the brand new V8. Bandini eventually screamed around in 1 min. 50.5 secs., quite a bit faster than had ever been achieved on the 3½-mile circuit before. Surtees eventually got down to 1 min. 52.4 secs. Next fastest was Peter Arundell at 1 min. 55.2 secs.—not a bad effort, for the stone walls which line both sides of the road present an awesome prospect at a driver's first appearance on the 100 m.p.h. plus circuit. Next fastest were Hailwood (1 min. 56.8 secs.) and Amon (1 min. 57.9 secs), both racing here for the first time. Joseph Siffert got down to 1 min. 58 secs. in his Lotus but later understeered into the bales at the banked right-hander before the pits. The Lotus rode up the bales and overturned, trapping poor Siffert beneath the car. When the car was righted Siffert was seen to be in a rather bad way, with a broken collar bone and facial injuries. After infinite delay he was transported to hospital. The wrecked Lotus had leaked oil all over the track, and to get rid of this the Sicilians, bless them, poured some petrol on it and set fire to it. Naturally the odd bale went alight and spectators were treated to an enormous bonfire for a few minutes! Eventually order was restored and practice continued.



BANDINI—with vizor (above) and with goggles (below). The fiery Italian had to stop to change from vizor to goggles as he could not see where he was going.



Rain fell steadily all day on Saturday and nobody was keen to do much practice. Surtees nobly did a number of laps in the new Ferrari, trying to make some more improvements. He eventually got down to around 2 mins. 10 secs. on the sodden track. Fastest in the wet was Peter Arundell in the Lotus-Coventry Climax 25 at 2 mins. 8 secs., while next fastest was Masten Gregory in the B.R.M., who had to "qualify", not having practised the previous day.

LIGHT rain fell right up until the start of the race, leaving rather treacherous puddles at certain points on the circuit. On race day it was announced that the Team Lotus cars would be placed on the grid according to Saturday's times, as the cars had not been weighed before the first session. It was rather inconsiderate of the organization not to have made this clear originally, but the action was commensurate with Team Lotus treatment of organizers. Half an hour before the race Bonnier dashed around with his inevitable petition, this one requesting that the race be shortened from 56 to 40 laps: race drivers don't like to get wet even for a fee of a couple of hundred pounds per hour or thereabouts. The request was granted and the race distance shortened to just under 140 miles.

The Ferraris zoomed off the grid and into an immediate lead and it was Surtees who led at the end of the lap with Bandini right behind. Bandini moved ahead on lap 2 and Surtees was almost 2 secs. ahead of Arundell. There was a gap to Amon and another to Bonnier who was just leading Spence. Hailwood was quite close to this pair and well clear of Baghetti and Gregory. Revson ran almost straight on at the end of the back straight and demolished the front suspension of his Lotus.

On lap 5 Surtees came around in first place some 3 secs. ahead of Bandini who had suddenly slowed, having trouble with his loose vizor. Arundell also was in trouble, having difficulty getting gears on his brand new ZF gearbox. A lap later he slowed and went to the pits. After 10 laps (quarter-distance) Surtees led by just over 10 secs., while third man Amon was 16 secs. behind Bandini. The next three, Bonnier, Spence and Hailwood, were having quite a fight, but on this lap Spence got a signal to come in: Andrew Ferguson seconding for Colin Chapman, had decided to put Arundell in the second car. Masten Gregory was running seventh about 20 secs. behind the bunch, but having to lift off early on the straights and finding his B.R.M. way undergeared for the drying conditions. Baghetti in the second Centro-Sud car was 10 secs. behind Gregory, slowed by a driving glove jammed in the gate of the gearchange.

STARTING GRID

M. Hailwood (Lotus-B.R.M. 25) 1 m. 56.8 s.	J. Surtees (Ferrari V8) 1 m. 52.2 s.	L. Bandini (Ferrari V6) 1 m. 50.5 s.
J. Bonnier (Cooper-C.C.) 1 m. 58.2 s.	C. Amon (Lotus-B.R.M. 25) 1 m. 57.9 s.	
P. Revson (Lotus-B.R.M. 24) 2 m. 6.9 s.	A. Pilette (Scirocco-C.C.) 2 m. 6.1 s.	I. Raby (Brabham-B.R.M.) 1 m. 59.5 s.
P. Arundell (Lotus-C.C. 25) 2 m. 8 s.	J.-C. Rudaz (Cooper-C.C.) 2 m. 7.5 s.	
J. Epstein (B.R.M.) 2 m. 12.6 s	M. Spence (Lotus-C.C. 25) 2 m. 12.2 s.	M. Gregory (B.R.M.) 2 m. 10 s.
	G. Baghetti (B.R.M.) 2 m. 15.5 s.	

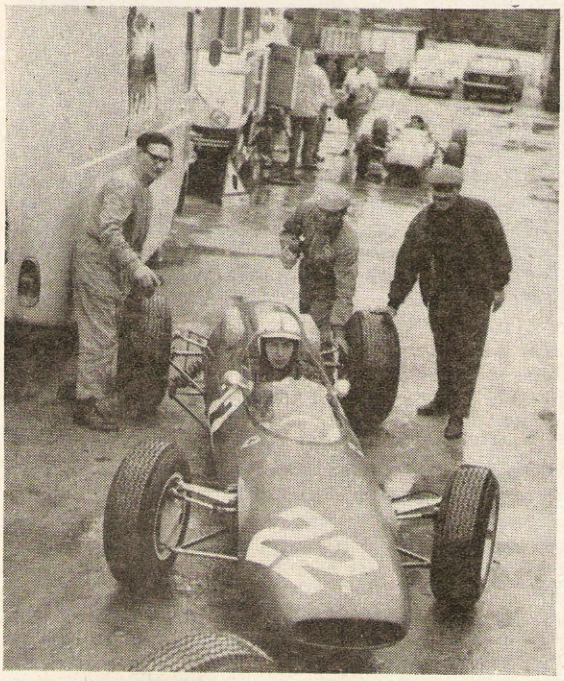
At half-distance Surtees was 19 secs. ahead of Bandini who was a similar distance ahead of Amon. Arundell had already moved past Gregory, then Hailwood and Bonnier together, and now lay just 8 secs. behind Amon. Hailwood had moved ahead of Bonnier for six laps, but later fell back with an inoperative clutch. Masten Gregory had been picking up over a second per lap, enjoying his first B.R.M. ride but unable to get to grips with Bonnier and Co. without over-revving down the straight. Spence did a few more laps in Arundell's car but the gearbox condition did not improve and eventually the crown wheel and pinion failed.

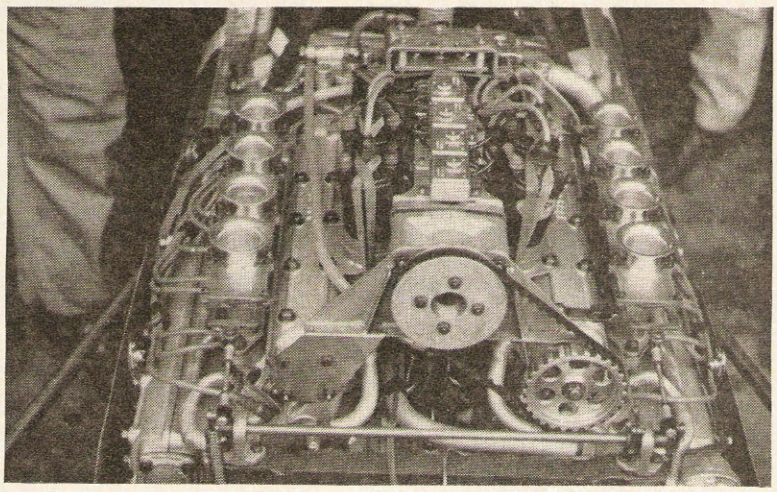
Arundell caught and passed Amon on lap 25, the New Zealander unable to offer much opposition at this stage, for as the gearbox heated up it became extremely difficult to change the closely meshed gears. Bandini was still over 20 secs. ahead of Arundell on lap 27 when he decided to call at the pits and change his troublesome vizor for a pair of goggles. In all, the stop cost him nearly half a minute, and the Italian rejoined the race in fourth spot just behind Amon and some 9 secs. behind Arundell. For a couple of laps the Ferrari picked up more than 2 secs. per lap, but Arundell was kept informed on the situation and speeded up. The Italian was being spurred on by the enthusiastic Sicilian crowd and he gradually closed the gap. On lap 34 he was breathing down the Lotus man's neck and tried to squeeze past on the inside at the tight corner before the pits, but Arundell came out a lot faster as Bandini did it all wrong. Around the circuit they went, the one in front deliberately splashing through the few remaining puddles to confuse the other as the lead changed several times. It wasn't until lap 37 that Bandini managed to cross the timing line first and right until the end Arundell kept the Lotus right in the quicker car's slipstream. Bonnier had moved past Amon on lap 33 to take fourth place, the New Zealander being the only other runner on the same lap as Surtees who crossed the line 37.3 secs. ahead of Bandini, the Sicilian crowd being uncontrollably delighted with the result.

RESULTS

40 laps—139 miles

1, John Surtees (Ferrari V8), 1 h. 19 m. 51.8 s., 102.63 m.p.h.; 2, Lorenzo Bandini (Ferrari V6), 1 h. 20 m. 29.1 s.; 3, Mike Spence/Peter Arundell (Lotus-Coventry Climax 25), 1 h. 20 m. 29.2 s.; 4, Jo Bonnier (Cooper-Coventry Climax), 1 h. 21 m. 1 s.; 5, Chris Amon (Lotus-B.R.M. 25), 1 h. 21 m. 11.2 s.; 6, Masten Gregory (B.R.M.), 39 laps; 7, Mike Hailwood (Lotus-B.R.M. 25), 39; 8, Ian Raby (Brabham-B.R.M.), 36; 9, Jackie Epstein (B.R.M.), 33.



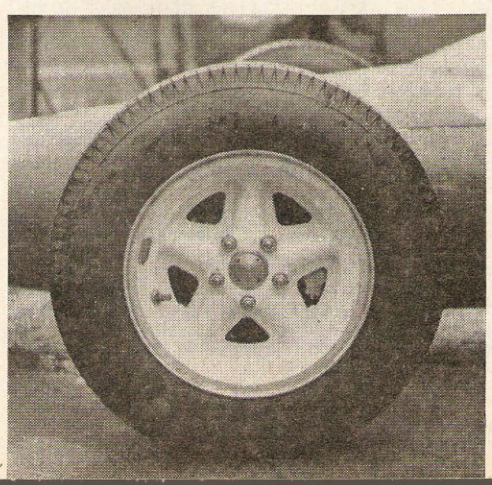


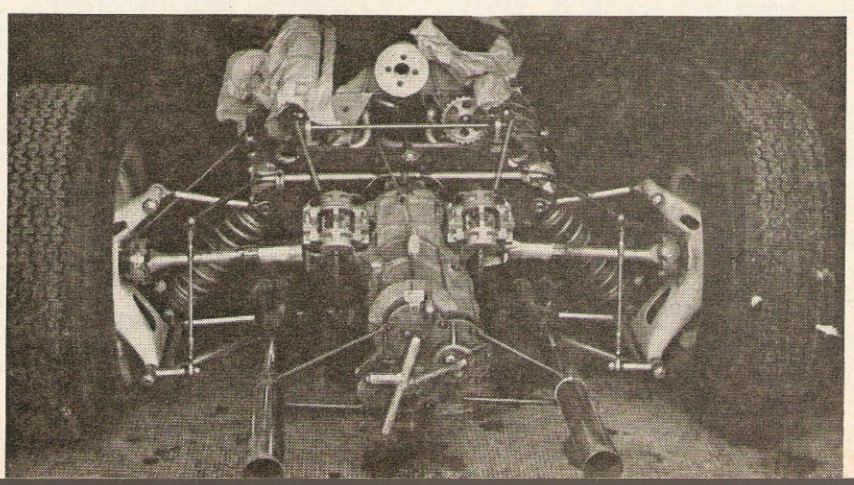
FERRARI V8 engine, of 1,487 c.c., is said to develop its maximum power at 11,000 r.p.m. (above).

JOHN SURTEES sets off to practise (left). He made second fastest qualifying lap of 1 min. 52.2 secs.

CAST magnesium wheel of the new Ferrari (below, left).

REAR SUSPENSION, gearbox and exhaust layout of the V8 Ferrari seem to follow the current British-inspired trends (below).







THE "MINIMADA" sails into action. Left to right at Riches are Gerry Marshall, Mac Ross, Paul Layzell, Mike Campbell-Cole and Ian McDougall.

EXCITING CLUB RACING AT SNETTERTON

By PAUL WATSON **Photography by GEORGE PHILLIPS**

LAST Sunday's B.R.S.C.C. meeting at Snetterton will certainly go down in the record books as one of the best supported club events for many a long day. Unfortunately this support only came from the competitors, the early morning drizzle keeping many inside their semi-detacheds. In actual fact, although the skies were grey throughout the day, it was surprisingly warm for Snetterton!

All seven races were of eight laps duration, the first event catering for up to 1,000 c.c. sports cars. Maurice Phillippe (Lotus-Ford 7) completely dominated the race, gradually but effortlessly pulling away to finish a clear 9 secs. ahead of Natalie Goodwin's similar car. In the early stages 19-year-old Leslie Roberts held second place with his rear-engined Merlyn-Ford, but a broken throttle cable on the third lap put paid to his chances.

The second event, for up to 1,000 c.c. saloon cars, went to Paul Layzell's Mini-Cooper which won by 6 secs. from Ian McDougall's similar mount. John Cannadine was third with the rapid Speedwell Elf, but poor Gerry Marshall had a carburetter needle stick on his warming-up lap and could do no better than fifth behind Mac Ross's Mini-Cooper.

The small G.T. event saw a walk-away win for Herbert Jones and his Lotus Elan. Although never actually headed, Jones was harried relentlessly by Jack Oliver's red Diva-Ford, until Oliver pulled in to retire on the fourth lap. A short distance behind, Norman Surtees (Elite), Ron Smart (Elite), Doug Mockford (Diva) and Mike Brandon (Marcos) waged an incessant war.

Richard Redgrave (Merlyn-Climax) jumped straight into the lead at the start of the Guards Trophy Race, but had retired by the completion of the first lap. Chris Williams then took over with his 1.6 Lotus-Ford 23 followed closely by Peter Gethin's smaller Lotus 23. A simply terrific tussle waged for third place between Terry Bone's Lotus 23 and Jim Morley's Lola-Climax, which was finally decided on the sixth lap when Morley made an error of judgment and turned it over, thankfully walking away completely unhurt. Brian Hegbourne's Elva-Climax Mk. 6 now came up to fourth, but not before he had disposed of Butt's incredible home-constructed Orchard-Climax which retired on lap six after a most impressive run.

The single-seaters now came out for their race, and what a terrific one this was. First, the entry was quite exceptional with 26 racing cars on the grid (including Ken Wilson's 2½-litre B.R.M., Godfrey Lambert's 1½-litre Cooper-Ford, Jeremy Bouckley's 1.6 twin-cam Cooper-Lotus-Ford special—which looked more Cooper in appearance—Grahame White's old 1959 F1 Cooper-Climax, David Rees's orange Lotus-Climax 18 and Bob King's 1,500 c.c. "Vanwall-type" Lotus-Climax). Also there were 13 entries from Jim Russell's school.

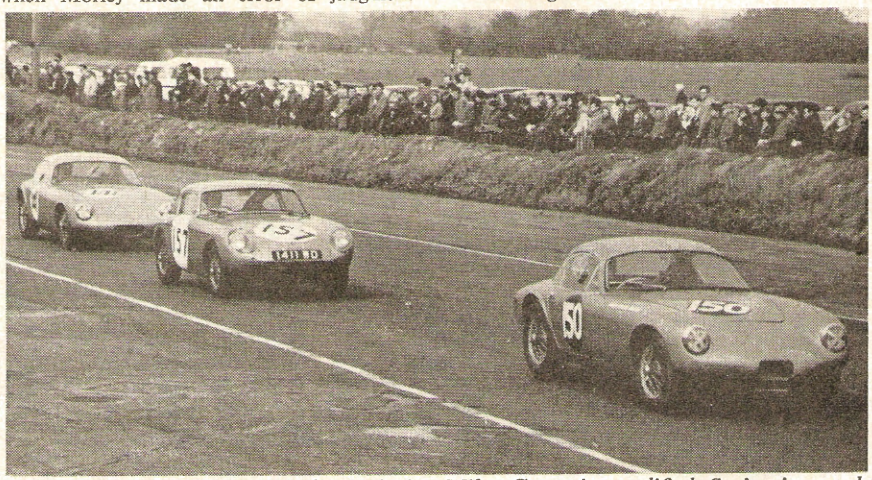
The race soon developed into a two-car tussle between Jeremy Bouckley and Godfrey Lambert, but on the first lap Ken Wilson lost the big B.R.M. in the Norwich hairpin causing several cars to spin, including Richard Burton (F3 Lotus-Ford) who had made a splendid start and looked all set to challenge the leaders. All those that spun finally got going and at the end of the first lap the order was Bouckley, Lambert and Dennis O'Sullivan (F3 Brabham-B.M.C.).

On the third lap O'Sullivan moved temporarily up to second, but on the very next lap spun and put himself out of the race.

After seven laps Bouckley and Lambert were together, then came Melvyn Long (F3 Lotus-Ford) all on his own, followed by a veritable gaggle of machinery. And this is how they were at the finish, with two leading cars never more than a second and a half apart throughout this exciting race.

The big G.T. race featured the two Ferraris of Chris Kerrison and Peter Clarke against the lone Aston Martin Zagato of David Skailes. Much was also expected of John Miles with the little 1,650 c.c. Turner-Ford, and he certainly didn't disappoint, jumping into third place at the fall of the flag ahead of Peter Clarke's red ex-Remordu/Equipe Nationale Belge Ferrari GTO. Although Skailes led throughout, this was none the less a terrific race. On the third lap Kerrison spun his Ferrari Speciale dropping down behind Clarke, but a lap later he had repassed the red car, only to see Clarke spinning wildly at Riches as he glanced in his mirror. While the two Ferraris spun, Skailes and Miles kept their cars on the island and at the end of the fourth lap the order was Skailes, Miles, Kerrison and Clarke with no one else any where near these four. A lap later Kerrison used the superior power of the Italian car to pass Miles and these positions remained constant until the very last lap when Clarke lost it in a big way, stuffing the GTO into a bank and spoiling the chance of a third place.

The last race of the day, for saloons over 1,000 c.c., went to Pat Fergusson's 4-litre Aston Martin DB5-engined Lagonda Rapide, surely one of the most unlikely cars ever to win a race. Hairy Bill McGovern (Mini-Cooper S) was second and Martin Dell (Tornado Talisman) third. The race was enlivened by a terrific dice between Francis Pound (Austin A40) and T. J. Drury (Ford Cortina G.T.).



SPRITE SANDWICH. At the Hairpin, Mike Garton's modified Sprite is caught between the two Lotus Elites entered by Harry Stiller, who is driving the third car. The leading car is piloted by Don Marriott.

RESULTS

Sports Cars up to 1,000 c.c. (8 laps): 1, M. Phillippe (Lotus-Ford 7), 84.69 m.p.h.; 2, Miss N. Goodwin (Lotus-Ford 7); 3, C. J. Clark (Lotus-B.M.C. 7). **Fastest lap:** Phillippe and L. J. Roberts (Merlyn-Ford Mk. 4T), 1m. 52.8 s., 86.49 m.p.h. **Saloon Cars up to 1,000 c.c. (8 laps):** 1, P. Layzell (Mini-Cooper), 78.79 m.p.h.; 2, I. McDougall (Mini-Cooper); 3, J. Cannadine (Riley Elf). **Fastest lap:** Cannadine, 2 m. 1.2 s., 80.50 m.p.h. **G.T. Cars up to 1,600 c.c. (8 laps). Overall winner:** H. Jones (Lotus Elan). **1,151-1,600 c.c. Class:** 1, H. Jones (Lotus Elan), 85.38 m.p.h.; 2, N. Surtees (Lotus Elite); 3, R. Smart (Lotus Elite). **Fastest lap:** J. Oliver (Diva-Ford G.T.), 1 m. 50.0 s., 88.69 m.p.h. **Up to 1,150 c.c. Class:** 1, D. Mockford (Diva-Ford G.T.), 83.58 m.p.h.; 2, M. Garton (A.-H. Sprite); 3, A. R. Jones (Turner-Climax). **Fastest lap:** Mockford, 1 m. 52.2 s., 85.43 m.p.h. **Sports-Racing Cars over 1,000 c.c. (8 laps). Overall winner:** C. M. M. Williams (Lotus-Ford 23). **Over 1,200 c.c. Class:** 1, C. M. M. Williams (Lotus-Ford 23), 87.36 m.p.h.; 2, A. T. Sandars (Lotus-Ford 7); 3, E. Brockhoven (4.6 Lolette-Chevrolet). **Fastest lap:** Williams, 1 m. 45.2 s., 92.74 m.p.h. **1,001-1,200 c.c. Class:** 1, P. Gethin (Lotus-Ford 23), 87.05 m.p.h.; 2, T. Bone (Lotus-Ford 23); 3, B. Hegbourne (Elva-Climax Mk. 6). **Fastest lap:** Gethin, 1 m. 46.6 s., 91.52 m.p.h. **Single-Seater Racing Cars (8 laps):** 1, J. J. Bouckley (1.6 Cooper-Lotus-Ford Spl.), 91.31 m.p.h.; 2, G. Lambert (1.5 Cooper-Ford Mk. 3); 3, M. Long (F3 Lotus-Ford 27). **Fastest lap:** Lambert, 1 m. 43.8 s., 93.99 m.p.h. **G.T. Cars over 1,600 c.c. (8 laps). Overall winner:** D. D. Skailes (Aston Martin DB4GT Zagato). **Over 2,500 c.c. Class:** 1, D. D. Skailes (Aston Martin DB4GT Zagato), 82.16 m.p.h.; 2, R. C. Kerrison (Ferrari 250GT Speciale); 3, N. M. Fletcher (A.-H. 3000). **Fastest lap:** Kerrison, 1 m. 54.8 s., 84.98 m.p.h. **1,601-2,500 c.c. Class:** 1, J. Miles (Turner-Ford); 2, S. J. Scrimgeour (Turner-Ford); 3, N. H. McNab (A.C. Ace-Bristol). **Fastest lap:** Miles, 2 m. 0.0 s., 81.30 m.p.h. **Saloon Cars over 1,000 c.c. (8 laps). Overall winner:** P. Fergusson (Lagonda Rapide). **Over 1,200 c.c. Class:** 1, P. Fergusson (Lagonda Rapide), 75.91 m.p.h.; 2, M. J. G. Dell (Tornado Talisman); 3, W. J. Camp (Ford Anglia). **Fastest lap:** Fergusson, 2 m. 6.2 s., 77.31 m.p.h. **1,001-1,200 c.c. Class:** 1, W. N. McGovern (Mini-Cooper S), 75.29 m.p.h.; 2, K. Costello (Mini-Cooper S); 3, D. W. Miller (Mini-Cooper S). **Fastest lap:** McGovern, 2 m. 7.2 s., 76.70 m.p.h.

THE two-day Wiscombe Hill-Climb organized by the Aston Martin O.C. last week-end must surely be the best that this club has so far ventured. A truly cracking entry, with the widest possible variety of cars, plus some really hairy motor-cycles, made up a programme which never lost interest throughout.

Saturday's event was a "members' do", and was largely confined to Astons, with a few "foreigners" thrown in for good measure. It was a fairly uneventful day, though Derek Pye's Lotus-Buick 15 got off course at the Gateway on its last run, and altered the angle of its nearside rear wheel considerably. Brian Hetreed made B.T.D. with the beautiful ex-works DB4GT, with a smart 48.94 secs., with Patsy Burt's 2-litre Cooper-Climax close behind with 49.12 secs.

Sunday's event was for the *Daily Mirror* Trophy, and contained a formidable entry. The ball started rolling at once, with racing classes going first. Class A was for vintage and historic types, being thoroughly dealt with by Martin Morris's glorious E.R.A., which sang its way to the top in 50.70 secs. on its second run. Unfortunately, lowering skies and intermittent drizzle made the track surface very treacherous, and the customers had quite a problem taking a straight line to the top. Peter Westbury appeared at the wheel of Doc Taylor's delightful 3.8 Bugatti, and took to vintage sprinting like a duck to water, doing 55.78 secs., against the owner's 55.02 secs.

ASTON MARTIN O.C.'s

TWO-DAY WISCOMBE HILL-CLIMB

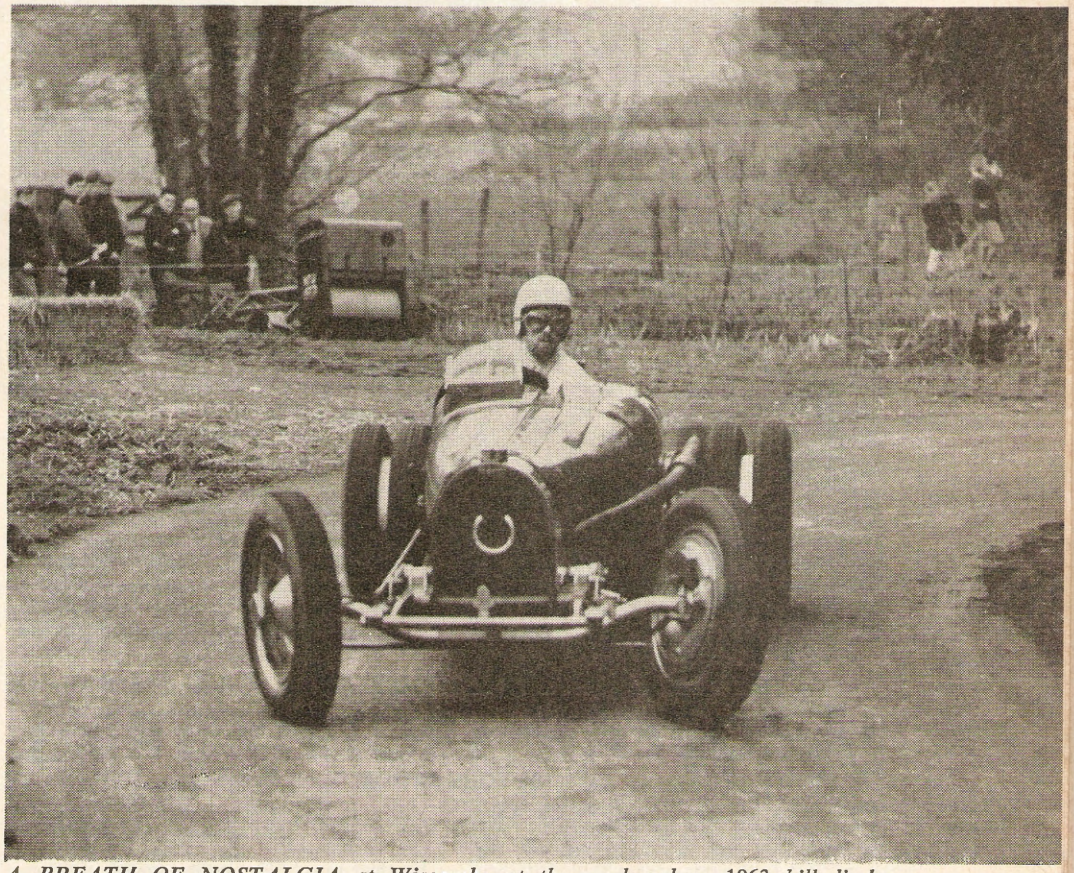
By TONY HOLLISTER

In the unlimited racing class Patsy Burt had a sick motor on her first run. Julian Brabin had a green Lotus 18, instead of his usual 500, but found the slippery surface a trifle difficult. D. F. Gardner's dark blue Connaught went straight on at the first bend, while the attractive little Petty-J.A.P. demonstrated its stability to a considerable degree when it shot along the bank without overturning. Peter Boshier-Jones was obviously on form, and the yellow Lotus-Climax 22 tore up in 54.62 secs. John Macklin's Cooper-Buick was a real handful with so much power to the rear wheels, recording 53.44 secs.

Tony Marsh was quite unspectacular, as usual, but managed to nip up to the finish in 51.60 secs. After a considerable verbal build-up over the P.A., Peter Westbury took the Ferguson up in his usual fabulous fashion, and did 49.62 secs. on a very slippery surface. His acceleration from the starting line, on a film of grease, was quite fantastic. Charles Lambton wasn't hanging about with the big H.W.M., having a great slide, but finding time to salute the waiting photographers with an eloquent gesture!

The sports-racing class was considerably varied. The first runs passed off uneventfully, except for Mike Burgess, who had a moment at Martini. Nigel Price did a very hairy 53.36 secs., which eventually won him the class, while Tom Rose, also DB3S-mounted, chased him into second place with a run immediately afterwards.

The motor-cycle boys then had their first runs, and a mighty frightening business it seemed to the onlookers. Sensation was caused when the great George Brown dropped his model, though how any of them stayed upright on the slippery surface was quite a problem!



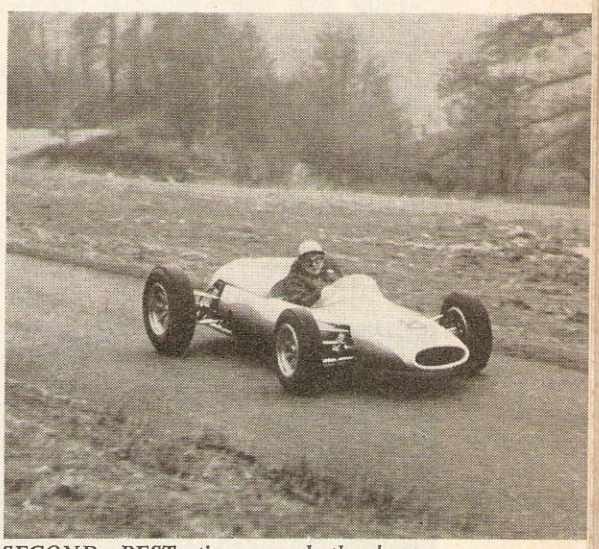
A BREATH OF NOSTALGIA at Wiscombe at the week-end as 1963 hill-climb champion Peter Westbury tried Doc Taylor's 3.8 Bugatti. Looks as though he is still four-wheel-drive mounted!

The G.T. cars brought forth Mike Salmon, with an absolutely ear-shattering DB4GT, which roared up in 49.75 secs., a class win. Brian Hetreed's similar car did something naughty on the first bend. David Good shared George Keylock's blue Lotus Elan, with the latter gentleman coming off best with 52.02 secs. D. C. Wynne's ex-Richmond Mini-Cooper showed an indecent turn of speed.

The vintage/venerable class was on a handicap basis, and there were some delightful types. Maurice Leo's 2-litre Lagonda left two long black lines away from the line, after a highly potent start. A pack of Bentleys included the ex-Birkin 4½-litre of Harry Rose, and George Burton's and Jonty Williamson's very rapid 4½s. A newcomer to the Bentley ranks was Ann Rose, who handled a 1934 3½ with considerable aplomb. Martin Morris's E.R.A. once again dealt with all opposition, with a first run of 50.67 secs.

The second runs started with a return of the racing cars, and Patsy Burt set the ball rolling with an extremely fast climb in 49.06 secs., fastest yet. As Peter Boshier-Jones came to the line, the lowering mist clouds began to drift up the valley. The little yellow Lotus fairly screamed up over Bunny's Leap, dived into the Gateway and made a terrific run up the top section of the hill. Just as Peter's time of 46.83 secs. was announced, the rain came down again, and that was that! Even Peter Westbury could not manage less than 49.65 secs., though this was pretty startling considering the conditions. John Macklin's Cooper-Buick had an indiscretion at Saw Bench, and most of the others treated the surface with great care.

Times went up some five seconds or more in the next classes, though Brian Croot's Allard got three seconds off his first run, with 58.68 secs. Ashley Cleave nipped up quietly in 62.40 secs. in the wet, beating some much more modern machinery in his Morris Special. Class D results rested on the first runs, as did the vintage handicap. Just as the last runs took place and the meeting ended, the watery evening sun appeared and the clouds dispersed! An excellent meeting, despite the heartbreaking weather.

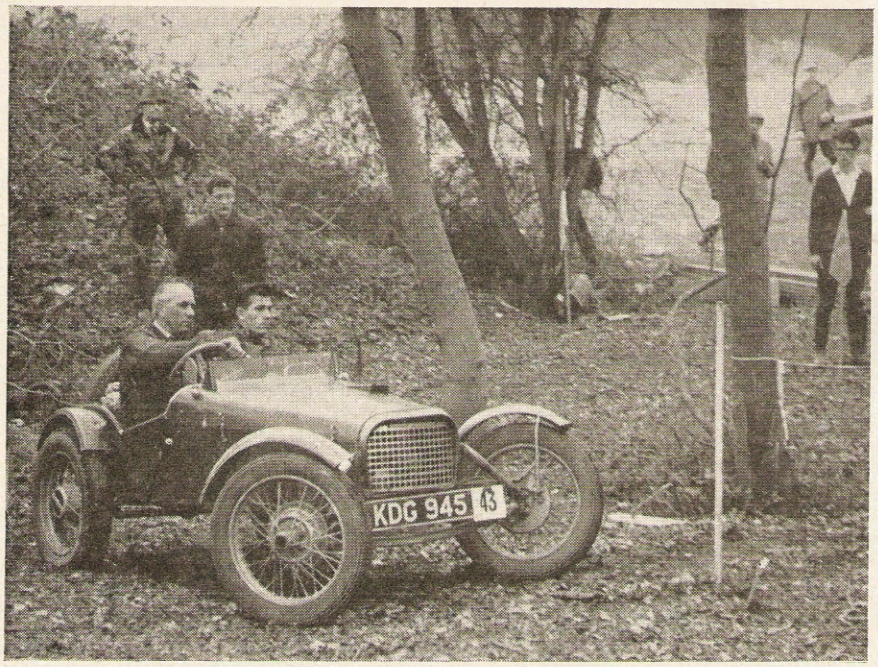


SECOND BEST time on both days went to Patsy Burt and her 2-litre Cooper-Climax. Above she is seen approaching the Gateway.

RESULTS

First Day B.T.D.: B. Hetreed (Aston Martin DB4GT), 48.94 s. **Class Winners:** G. C. Bishop (Aston Martin Speed Model), 55.05 s.; P. Grant (Aston Martin DB2), 59.80 s.; N. Price (Aston Martin DB3S), 50.09 s.; Miss P. Burt (Cooper-Climax), 49.12 s.; D. A. Pye (Lotus-Buick 15), 53.77 s.; B. Hetreed (Aston Martin DB4GT), 48.94 s.

Second Day B.T.D.: P. Boshier-Jones (Lotus-Climax 22), 46.83 s. **Class Winners:** M. Morris (E.R.A.), 50.70 s.; P. Boshier-Jones (Lotus-Climax 22), 46.83 s.; M. Salmon (Aston Martin DB4GT), 49.75 s.; M. Morris (E.R.A.), 50.67 s.; N. Price (Aston Martin DB3S), 53.36 s.



STILL as popular as ever are the Cannon trials cars. The one on the left competing in the Jacobean Trophy was driven by Tony Thompson.

NORTH LONDON ENTHUSIASTS' CAR CLUB

JACOBEAN TROPHY TRIAL

By COLIN TAYLOR

THE North London Enthusiasts Car Club had a record entry of 56, including 17 of the 20 competitors who qualified for the recent R.A.C. Championship trial, for their Jacobean Trophy Trial on Sunday. Geoff Newman made a most popular winner, leading Mike Cannon (in his new car) home by eight points, with Eric Jackson third.

Held at Wades Mill, some two miles north of Ware, Hertfordshire, the area was an ideal location, away from habitation and nestled in an old quarry, giving plenty of parking room, and scrutineering facilities, the latter even having an inspection pit for any meticulous scrutineer.

The day's activities began under threatening skies, making Eric Yelland's and David Render's job of laying out the course difficult. As the ground conditions were very dry, and tight sections were the order of the day, this caused some grumbles amongst the competitors, but there was little choice open to the organizers.

The entry was divided into odds and evens, the evens staying within the Wades Mill area, with the odds peeling off via a short road section to the more familiar Engine Hole, the site of last year's Jacobean. The first hill, a 'twisty one through the trees, found the majority gaining only one mark, the trouble being a marker which was easier to hit than miss. The section ended in a near vertical wall of soil, and the front wheels of Bruce Blundell, Geoff Newman and Robin Jager managed to pass the eight marker.

Hill 2 in the Engine Hole saw only Eric Jackson, Don Rawlings, Newman and Gordon Holdrup make clean ascents, all the others being caught by a tight Z-bend.

The next hill started with a steep hump, followed by a right- and left-hander, which resulted in most going off course. Those to reach the top were Ivor Portlock, Newman and Ken Lindsay. The remaining seven hills in the Engine Hole all required a certain strain of courage, the hills producing a mixed bag of luck, with one particular driver doing well on one hill, then making a *faux pas* on the next. The last of these hills looked impossible, with a well rooted and leaning tree opposite a muddy bank, which threw the cars back onto the tree to stick for one. Lol Hurt produced a superb effort to claim the only clean. Peter Highwood and Geoff Langdon both made the eight marker.

Back to the Wades Mill end, 10 new hills, all within the shelter of the trees and mostly carpeted with loose pebbles, resulted in many nil scores, with rear wheels furiously spinning, but remaining on the starting line. On-form Mike Cannon was seen producing consistent climbs, while Lee Chappell turned in some excellent climbs, only to lose the advantage on the next hill. Percy Barden, who is always willing to tackle the steepest hill at full bore, collected too many markers on the way.

On completion of these hills, competitors wended their way back to the starting area for the lunch break. By this time Jim Wilshaw, Frank Lewis and Stan Jenkins had all retired due to vehicle failure. Alex Francis broke down on the very first hill. He replaced the rear axle components during the morning without attempting any hills and sportingly competed in the afternoon battle. The lunchtime leaders were soon announced: Rex Chappell, 157; Lol Hurt and Geoff Newman, 152; Eric Jackson, 148; Mike Cannon,143; and Ken Lindsay, 141.

The organizers had untightened the afternoon hills, and a few were altered, resulting in better scores all round, with the leading contenders dropping a mere 20 to 30 points on the 20 afternoon hills. However, the sections were very tough and needed plenty of effort.

As one bouncer put it: "If they called it work, no one would do it".

During the afternoon, lunchtime leader Rex Chappell dropped to fifth place, equal on points with Ken Lindsay, who took fourth place due to his making the greater number of clean climbs. Mike Cannon made the best afternoon score, which pulled him up to second place, ahead of Eric Jackson. The last qualifying position and sixth place went to Ivor Portlock. The best Seven-Fifty award went to Rod Mansfield who beat Bill Meade into second place.

The results were soon announced, thanks to the rapid work of Geoff Lindsay and his team. The North London club kept up to its title with some hundred strong, smiling marshals and enthusiasts, in attendance.

RESULTS

1, G. Newman (Cannon), 349 points; 2, M. Cannon (Cannon), 341; 3, E. Jackson (Cannon), 332; 4, K. Lindsay (Cannon), 329; 5, R. Chappell (Cannon), 329; 6, I. Portlock (Alexis), 325. **Team Award:** G. Newman and C. Pollard.

TESTING the steering on his 750 Special is Bill Meade (below, left). Hey, Peter, isn't something missing? Peter Highwood, sans offside front mudguard (below, right).





CLUB NEWS

By MICHAEL DURNIN

THE **London M.C.** propose to run an Autocross meeting near Silchester on 3rd May to count for the B.T.R.D.A. Championship which they hope to make a most attractive meeting for both competitors and spectators. Full details will be published shortly. . . . "Judgment Day", the renowned driving tests meeting organized annually by the Farnborough D.M.C. at Aldershot, will this year take place on 26th April and will be open to A.C.S.M.C. Championship competitors. There will be classes for Vintage cars. Secretary of the meeting is H. W. Greenwood, "Teceto", Cokenor Wood, Wrecclesham, Farnham, Surrey, who should have all entries by 20th April. . . . 10th May sees the **B.R.S.C.C.'s** return to the hills for the first of three restricted hill-climbs at Longleat House, near Warminster, Wilts. There will be all sorts of classes and invited clubs are: B.A.R.C., Bristol M.C. and L.C.C., Burnham-on-Sea M.C., Hants and Berks M.C., M.G.C.C., Seven-Fifty M.C,. Vintage S.C.C., West Hants and Dorset M.C., West of England M.C. and Yeovil C.C. Regs. from Paul Watson, B.R.S.C.C., 6 Buckingham Street, London, W.C.2. . . . **Liverpool M.C.** will cause a manifestation of that other sound during their closed slalom at Hooton on 17th May. Details from M. T. Hughes, 23 Hall Road East, Liverpool 23. . . . **B.A.R.C.** (N.W. Centre) are to run a sprint at Aintree on 9th May, open to Aintree Circuit C., Chester M.C., Hagley and D.L.C.C., Knowldale C.C., Liverpool M.C., Lancashire A.C., North Staffs M.C., West Lancs A.C. and B.T.R.D.A. Regs. from A. J. Keane, 38 Lynnbank Road, Liverpool 18. . . . **West Hants and Dorset C.C.** are to run their national championship hill-climb at Wiscombe Park on 18th May. Entries close 1st May and regs. and details may be had from H. Hughes, 114 Sheringham Road, Branksome, Poole, Dorset. . . . **Ulster A.C.** are running a race meeting at Bishopscourt Airfield on 9th May. Regs. from U.A.C., 16 Bedford Street, Belfast 2. . . . On 9th-10th May the **Oxford M.C.** are to run their closed Walter Rally in co-promotion with the Craven M.C., Cheltenham M.C., and North Cotswold M.C. Regs. from M. Palmers, 47 West Way, Borley, Oxford.

COMING ATTRACTIONS

FOREIGN EVENTS

18th-19th April. *LE MANS TESTING WEEK-END, France.*
18th-24th April. *SHELL "4000" RALLY, CANADA.*
19th April. *GWIN STANLEY "250", U.S.A. (T.).*
HALLE-SAALE SCHLEIFE, Eastern Germany (F3).
PHOENIX, Arizona, U.S.A. (S., G.T.).
20th-24th April. *TULIP RALLY.*
26th April. *TARGA FLORIO, Sicily, Italy (P., G.T., S.).*
EIFELRENNEN, Nürburgring, Germany (F3).
MONTLHÉRY, France (F3, S., G.T., T.).
CESENATICO, Italy (F3).
VIRGINIA "500", U.S.A. (T.).

BRITISH EVENTS

18th April. *B.A.R.C. INTERNATIONAL RACE MEETING, AINTREE, near Liverpool, Lancs. Starts 11 a.m. (F1, F2, F3, S., T.).*
Vintage S.C.C. Race Meeting, Silverstone, near Towcester, Northants. Starts 12.15 p.m.
Ulster A.C. Spring Rally. Starts S.T.C. Factory, Monkstown, M.R. 6/342½838½, at 2.30 p.m.
18th-19th April. *Caldervale M.C. Brierley Trophy Rally. Starts Jackson and Hanson's Garage, Barrowford, at 11 p.m.*
Tavern M.C. and Bristol M.C. and L.C.C. Moonraker Rally. Starts S. J. Cook and Sons, Kingswood Garage. M.R. 156/658½753, at 8.45 p.m.
South Wales A.C. Spring Rally. Starts Alsops Garage, Newport, Monmouthshire.
Gaynes C.C. and Fenland M.C. Cloudy Skies Rally. Starts Suffolk Punch, Redlodge Warren, near Newmarket, Suffolk, at 10 p.m.
19th April. *B.R.S.C.C. Race Meeting, Mallory Park, near Hinckley, Leics. Starts 2.30 p.m.*
Darlington and D.M.C. National Hill-Climb, Catterick, near Catterick Bridge, Yorks. Starts 2.30 p.m.
B.A.R.C. (S.W. Centre) Hill-Climb, Brunton, near Collingbourne Kingston, Wilts.
Taunton M.C. Hill-Climb, St. Audries Bay, near West Quantoxhead, Somerset.
Nottingham S.C.C. and R.A.F.M.S.A. Sprint, Barkston Heath R.A.F. Station, near Grantham, Lincs.
Lancashire A.C. Veteran and Vintage Car Rally. Starts Town Hall, Albert Square, Manchester, at 8.30 a.m. Finishes Norbreck Hydro, Blackpool.
Cemian M.C. Coronation Production Car Trial. Starts Wisley Lake Car Park, Surrey, at 10.30 a.m.
Bristol M.C. and L.C.C. and Cirencester M.C. Production Car Trial. Starts Whiteway, near Cirencester, Glos, at 10 a.m.
B.A.R.C. (Surrey Centre) Driving Tests. Starts Brentford Market Place, Middlesex, at 10.30 a.m.
Combined One Make C.C. and Club Simca Driving Tests. Starts North Weald Airfield, Essex.
North Staffs M.C. Driving Tests. Starts Royal Ordnance Factory, Swynnerton, M.R. 110/055331, at 2 p.m.
Hagley and D.L.C.C. Hagley/Ludlow Handicap Rally. Starts Austin Motor Co., Longbridge, near Oxford, at 10.30 a.m.

EASTBOURNE & D.M.C.

DOWNS RALLY OF THE TESTS

THE Eastbourne & D.M.C. promoted their annual driving tests offering on 11th April. This event, which is curiously entitled the Downs Rally of the Tests is, in fact, a pure driving tests meeting with no rally elements at all.

For a considerable period this event has enjoyed the blessing and active co-operation of the local authority, in closing the promenade which was ideal, and of the local police, who were helpful in the extreme.

For 1964, however, the Eastbourne "city fathers" in their (un)limited wisdom saw fit to remove their help and the event was relegated to the pleasant, but less glamorous surroundings of a local trading estate whose governing body and tenants were most co-operative.

To cap this unfortunate situation the Constabulary have undergone one of their regular changes and from being a body of helpful fellows, presided over by a traffic chief of considerable farsightedness, they are now a bunch of sheer obstructionists. They went so far on this occasion as to select from their ranks one of the most unpleasant varieties, who, perched astride his motor-cycle by the paddock exit, proceeded to make himself and the law look the complete ass. P.C. 35 picked on adhesive number plate digits as his promotion-seeking gimmick and, being largely unaware of the correct letter of the law, read cautions to all and sundry. His ego deflated when it was proved without doubt that these epoch-shaking irregularities were taking place on private ground and shortly after, he retired as quietly as possible, leaving behind 50-odd assorted enthusiasts whose respect for the "good old English bobby" was well down the scale.

As an A.C.S.M.C. Championship event, there were the usual classes and as the results show the usual types were successful. Denis Beare (Mk. 1 blown Sprite) was very fast, only 11 per cent behind the impeccably driven D.M.F.2 Special of Don Harris, who, together with Peter Fisk (Midget), took the best private team award. David West crouched even lower and urged his Sprite to a grand class win and John Gillham handled his Herald coupé with great aplomb.

LEO CRUTTENDEN.

RESULTS

Outright Winner: D. Beare (Sprite s/c), 156.0. **Class Winners. Minis:** P. Lucas (Mini), 174.0; **Mod. Minis and Mini-Coopers:** L. Cruttenden (Mini-Cooper), 159.8; **Saloons to 1,100 c.c.:** J. Gillham (Herald Coupé), 173.8; **Saloons, 1,101-1,999 c.c.:** J. Dorton (VW 1200), 193.2; **Sports to 1,000 c.c.:** D. West (Sprite), 158.4; **Sports, 1,001 c.c. and over:** D. Worgan (Sprite), 159.0; **Specials:** D. Harris (D.M.F.2), 140.2. **Best Novice:** A. Roberts (Mini), 202.6.

SUTTON & CHEAM M.C.
EAST SURREY M.C.
MID-THAMES C.C.
SOUTHERN C.C.

SCORPION RALLY

IN these days of deadly serious rallying, it is a pleasure to report that there are still clubs that set out to cater primarily for a pleasant evening's entertainment in their rallies. It is an even greater pleasure to report that a club that is bold enough to say "we are old-fashioned" is rewarded by a full 60-car entry, together with a full complement of reserves. Such is the popularity of Sutton & Cheam's novice series of events that its grand finale for this year should reach this pinnacle of organizational ambition, which is no less an endorsement of general approval of Ray Brown's consistent efforts to lay on what he knows the majority enjoys, rather than what the few alone prefer. With no championship points at stake, the whole rally was a pleasantly relaxed affair, very well executed.

Whether it was the remarkable array of awards, or the knowledge that sump-guards could be safely left at home, that tempted everyone out, one cannot tell, but the event was navigationally stiff enough to sort out a very definite order of results. The inclusion of a regularity section and the use of clues helped to achieve this aim, yet these apart, nobody came within three or four minutes of cleaning this event, which was definitely on in the mainly dry conditions.

Maurice Reeves/Jimmy Gray set off at the head of a seeded entry from the start at Addington, near Croydon, and were soon immersed in the favourite devices that seem to stump the hasty and reward the careful. A route card specified the directions of approach, an instruction slip specified the map references, and any navigator who could read the map on top of all this obviously did well! A simple section of map references saw crews playing themselves in before a second section, which was a regularity section, set at 27 m.p.h. for novices and defined by a straight line diagram, set the ball really rolling. Official mileages at the various route checks *en route* saved drivers the boredom of trying to maintain a steady 27 m.p.h. but penalties were incurred here on a large scale.

Plot-and-bash sections followed, with uncomplicated route checks. A simple any-order and then a mirror trace followed, which was a simple map-trace drawn out back-to-front.

Fuel for vehicles and occupants was taken at Cross-in-Hand, and the second half started off with a Tulip section, coupled with an Eight Clubs section. This led beyond Buxted and up to an eventual control towards Duddleswell, and more plot-and-bash sections led through the famous Newbridge ford and around the Colemans Hatch black-spot down to Wych Cross. The rally was now getting old, and a spot-height list took cars to the inevitable sting in the Scorpion's tail, where a verbally described section based on the cardinal points led back to the finish. The sting was mainly unintentional, being caused by latest editions of map 182 showing certain road junctions differently to the penultimate ones.

Thus the Scorpion catered for its prey. Some people frankly do not fancy this type of event, but for a very large slice of the sporting community it is the only thing they can sensibly enjoy. The organization, save for a few small route-card errors, was excellent, at least 50 controls were manned, and a standard car, driven by a not-very-regular driver took top honours. Perhaps the biggest testimony to the event was that not a single moan was heard at the end. Unusual, isn't it?

MARTIN HOLMES.

RESULTS

1, K. W. Edwards/M. V. W. Holmes (Anglia), 220 pts.; 2, M. W. Reeves/J. H. Gray (Mini-Cooper S), 390; 3, S. C. Lake/S. G. Lake (M.G. TF), 690; 4, Miss V. Gardner/B. Boustred (Sprite), 950; 5, G. L. Shackleton/G. Gale (Zephyr Estate), 1,030; 6, A. G. Broughton/B. J. Howard (Rapier), 1,220; 7, L. Pickering/P. Pickering (Husky), 1,350; 8, J. Murrell/R. Sivyer (Anglia), 1,350. **Best Novice:** G. B. Mitchell/R. A. Broome (Austin A35). **Best Team:** Edwards/Holmes and Reeves/Gray.

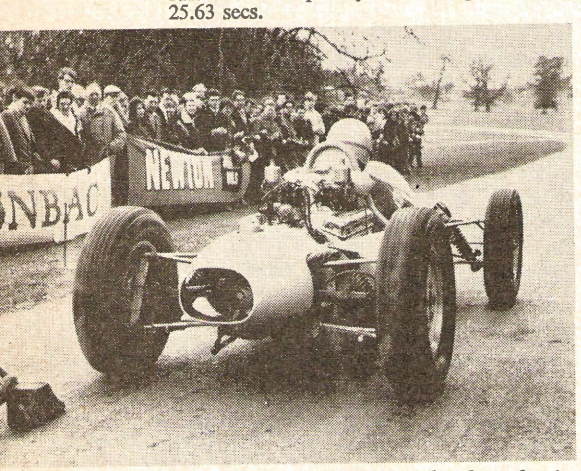
SUNBAC

RAGLEY PARK HILL-CLIMB

FOR their first meeting of the season on the pleasant, fast Ragley Park Hill-Climb, on Saturday, SUNBAC attracted a diverse entry of both cars and motor-cycles, fine, if chilly weather, and some very fast, almost record-breaking motoring.

Out and out B.T.D. honours were contested between a small but select group of drivers, Tony Griffiths (B.R.M.), Ian McLaughlin (Clever Special), Peter Boshier-Jones (Lotus-Climax 22) and Mike Hatton (Cooper-J.A.P. 1100).

Although Griffiths was showing the B.R.M. up Ragley for the first time, he had little difficulty holding off other opposition on this "power" course, coming to the line with a best practice time of 23.76 secs. On his first run he improved to 23.65 secs., the squat green car looking and sounding most impressive as it leapt away from a cloud of tyre smoke. With his second attempt he pushed himself well out of danger with a scorching 23.22 secs., not all that far off Bryan Eccles' hill record of 23.09 secs. established last season. Boshier-Jones, handicapped it seemed by wrong gearing, made two impressive starts, finally recording a best effort of 24.11 secs. Like many others this year, Ian McLaughlin has gone Yankee. On Saturday his Clever Special did not look or sound so clever for the 4.7 litres of V8 Chevrolet were clearly not puffing as well as intended, while the compact, yellow car had twitchy tendencies on the fast Ragley curves. Even so, appropriate applications of opposite lock produced a by-no-means-to-be-sneezed-at first climb of 27.19 secs. Mike Hatton, remaining faithful to the big J.A.P. twin, had transmission trouble on his first run but subsequently skittled up in a clean 25.63 secs.



IAN McLAUGHLIN unleashes the immense power of his Clever Special—all 4.7 litres of Chevrolet—as he is given the signal to start climbing the Ragley Park course.

Pete Williams's 500 c.c. Cooper-Norton held sway among the up to 750 c.c. single-seater runners, which included Austen May's son Anthony, who all but claimed second place with his 632 c.c. Cooper-Norton in 28.25 secs., a late second attempt this, after sorting out troubles with the motor. L. A. Stone (Cooper-Norton), held on to his runners-up position, scoring 28.22 secs. Williams turned in a very creditable 27.30 secs.

Similarly, the leader after the first runs in the up to 1,500 c.c. sports car class, Bloxham's 1,340 c.c. Classic-engined Lotus 7, held on to his position with a stirring ascent of 27.71 secs.

C. W. Drake had the open sports class to himself, but his entry of a Lotus-Bristol was noteworthy because it was the ex-Mike Anthony car. Making suitable Bristol noises he got up on his first run in 30.38 secs., more than half a second better than his practice run. There was nearly as little competition in the open class for modified production cars, where Archer's early, but potent, open XK 120 Jaguar, easily disposed of Mead's red TR4, the XK storming up in 29.39 secs. The up to 2,000 c.c. section was well supported by a wide range of vehicles, ranging from R. M. Bullock's upright white Austin A35, which waltzed along in 39.07 secs. to one of those beautiful, ultra low Marcos-Volvo G.T.s. This particular car was Bob Rose's latest weapon for the hills, succeeding his well-known Lotus Elite. After carburation trouble he finally sorted things out and left all opposition standing with a stupendous second run of 27.5 secs. Until then the class seemed to be in the pocket of Ron Ordway's lowered and Arden-tuned Mini-Cooper, under 30 seconds on both runs with a final effort in 28.99 secs.

Production cars open and closed (to "R.A.C. definition") were divided into classes for up to and over 1,600 c.c. In the smaller section the rapid Ford Cortina G.T. of R. Hamilton, handled skilfully with plenty of opposite lock on show, put the Minis, Sprites and Lotus Elites very firmly in place with a fastest climb of 30.11 secs., exactly a second better than the nearest opposition, E. B. Worsey's hot Sprite. In the over 1,600 c.c. class the open E-type Jaguar of N. A. C. Cope unsuccessfully challenged E. N. Ludlow's coupé version which carried off honours with a single climb of 28.17 secs.

This successful meeting, watched by a large crowd, ended suitably with a demonstration run by the fastest four-wheeler, Tony Griffiths and the fastest two-wheeler, George Buck (25.43 secs.). TONY BEX.

RESULTS

B.T.D.: A. B. Griffiths (B.R.M.), 23.22 s. **Class Winners:** P. Williams (Cooper-Norton), 27.30 s.; J. Bloxham (Lotus-Ford 7), 27.71 s.; C. W. Drake (Lotus-Bristol Mk. 10), 30.38 s.; A. Archer (Jaguar XK 120), 29.39 s.; R. Rose (Marcos-Volvo G.T.), 27.50 s.; R. Hamilton (Ford Cortina G.T.), 30.11 s.; E. N. Ludlow (Jaguar E), 28.17 s.; J. Dillard (Mini), 38.93 s.; C. W. Field (Sunbeam Rapier), 31.48 s.; G. Ward (Jaguar 3.8), 29.44 s.

R.A.F.M.S.A. (NORTHERN CENTRE)

CHURCH FENTON SPRINT

THE weather could not have been better for the first sprint meeting organized by the R.A.F. Motor Sport Association (Northern Centre) at R.A.F. Church Fenton on 5th April. Over 60 cars turned up and most drivers found the circuit extremely exciting and quite difficult to learn. The circuit of 1.4 miles, comprising two straights of 800 yards, three S-bends of varying severity and trickiness and a fast 180 deg. turn. Times, rapidly tumbled in practice, most people knocking off 2 to 4 secs. at each attempt, although you weren't really trying if you didn't spin on the first S-bend.

In the modified saloon class Allan Staniforth put up his usual performance by storming round with his Mini-Cooper in 1 min. 30.77 secs., which was the fourth best time of the day!

The modified sports class went to J. C. England in his Elan with a time of 1 min. 26.52 secs. hotly pursued by Flt. Lt. Johnny Haynes, 0.8 sec. behind. Haynes got his revenge in the *Formule Libre* class, however, where he put up B.T.D. with 1 min. 25.11 secs. in his M.G.B.-engined Elva Courier.

The fact that it was a driver's circuit was shown by the varied times in the standard Mini-Cooper class, there being an average 1½ secs. between each driver with times from 1 min. 37.22 secs. to 1 min. 48.68 secs. S. W. CUTBILL.

RESULTS

B.T.D.: J. H. Haynes (Elva Courier), 1 m. 25.11 s. **Class winners:** J. C. Tordoff (Saab), 1 m. 41.84 s.; A. N. Umpleby (Mini-Cooper), 1 m. 37.22 s.; A. Forrest (Ford Cortina), 1 m. 40.57 s.; A. Staniforth (Mini-Cooper), 1 m. 30.77 s.; J. C. England (Lotus Elan), 1 m. 26.52 s.; A. Staniforth (Mini-Cooper), 1 m. 30.87 s.; R. Hardman (Lotus 1172), 1 m. 34.76 s.; J. H. Haynes (Elva Courier), 1 m. 25.11 s.

LONDON M.C. LITTLE RALLY
5th April

RESULTS

1, I. Mantle/P. Steiner, 15.00 marks; 2, K. J. Pacey/Mrs. J. Pacey, 16.36; 3, J. J. Brzozowski/Mrs. K. Brzozowski, 16.58.

ROCHESTER, CHATHAM & D.M.C.

RALLY OF THE DOWNS

WHEN he arrived at the start of the Rochester, Chatham and D.M.C. Rally of the Downs on 11th April, Julian Chitty learned that John Stentiford's Mini-Cooper had run its bearings on the way down, leaving last year's winning navigator apparently without a ride. However, Clerk of the Course Ron McCabe, who had found time to pair off several unattached crew members during the preceding week, managed to do it again when Ken Taylor had to cry off, leaving John Boulden minus his navigator.

The outcome was that Boulden/Chitty, in the former's VX4/90, won the event outright from Doug Harris/Tony Straker in the Mini-Cooper S. Both crews dropped two road minutes, the decision resting on the splendid Lydd Range special stage.

The perils and frustrations of rally organizing can seldom have been better illustrated than on the Downs. A good, tight route had been devized, sufficiently testing as to permit the issuing of all references before the start.

Despite this and other measures, there was some unfortunate outside interference. Stephen Clipston/John King, having restored the Volkswagen to the road after laying it on its side in a ditch, were attacked by a native, who jumped on the bonnet, kicked ineffectually at the screen, but otherwise did more damage than had been incurred in the ditching. This occurred at 539266, south of Crowborough. There were other less distressing incidents and it would appear that Rochester were paying for other people's failure to ensure adequate liaison with the public.

The pattern of the rally was set from the end of the run-in near Sutton Valence with a tight little series of 1, 2, 3, 1, 2 and 1. This was followed by a longer section enabling breath to be regained, and this principle was adopted throughout.

There was some ambiguity about control 17, shown as N.E. 52675243, the junction at 52845263 being designated out of bounds. Those who used the white road were confronted by the marshal's car apparently parked in the wrong place, and by the threat of a wrong approach penalty. Quite what was intended is still a mystery, but the organizers did the only possible thing and scrubbed the control and the subsequent one, which was all very well except for those who had held their minute at 18 but lost it at 19.

The marshal at 41 caused consternation by announcing himself as being control 42, but generally speaking the marshalling was good, and shouting-up had been specifically guarded against by a realistic briefing.

So far it was on clean and at supper, after 69 controls, there were several claims in support of this. The halt occurred near Hurstmonceux, and after this the customary thrash across Pevensey Marshes had most people at full stretch without actually inflicting penalties.

Romney Marsh came next, and in the middle came the Lydd special stage. This circuit is by now well known but none the less enjoyable for that. Bogey time was 4 mins. 10 secs., which worked out conveniently at a fraction under 50 m.p.h. Penalties were at the rate of one per second over bogey. With road marks at 60 per minute this ratio would appear to be ideal for a restricted rally.

Another marshes thrash followed, with all the old favourites thrown in. Gordon King/Graham Marlow, at the head of the field, wrong-slotted in the middle of this lot and thus lost for themselves a major placing in the results.

A main road run-out led to breakfast at the M2 Services. While this was being consumed the organizers grappled with several claims for baulking due to "outside interference", deciding in the end, quite rightly, to ascribe these to that old rally bogey *force majeure!* RON AMBROSE.

RESULTS

1, J. Boulder/J. Chitty (VX4/90), 213; 2, D. Harris/A. Straker (Mini-Cooper S), 215; 3, D. Syder/M. Butler (Mini-Cooper S), 293; 4, R. Ambrose/S. Gray (Allardette), 343; 5, D. Barfoot/D. Higson (M.G.B), 392; 6, B. Chambers/R. Green (Imp), 437.

WOOLBRIDGE M.C.
WEST HANTS & DORSET C.C.
553 M.C.
AEROGRAPH-DEVILBISS M.C.
BOURNEMOUTH M.C.
VICKERS-ARMSTRONGS (HURN) C.C.

DRAGON RALLY

THIRTY-SIX cars assembled at Bridport for the Woolbridge M.C.'s annual co-promoted Dragon Rally on 4th-5th April. After a short run-in the first route card was given at T.C.1. This consisted of 62 T.C.s, the first eight all being ones. Every crew had dropped their first minutes by T.C.6.

The rally headed west to loop around and back through Axminster, where the noise meter and halt sign observers proved that rally crews are fully aware of the necessity for keeping down the revs. and stopping when told.

After 120 miles the petrol stop was called in Crewkerne. The leading car at this stage was the Mini-Cooper S of Woodgate/Billett, very closely followed by the S of Hadley/Hicken. These positions remained unchanged to the end. The second route card, consisting of a further 30 T.C.s, was given at this stop, the last 12 of which ending in a burst of ones.

DENNIS HARDY.

RESULTS

1, M. Woodgate/J. C. Billett (Mini-Cooper S), 0,13; 2, T. P. Hadley/J. Hicken (Mini-Cooper S), 0,19; 3, C. Morris/D. S. Millett (Mini-Cooper), 0,32; 4, G. J. Pugh/C. R. Wareham (Herald), 0,45; 5, A. Potter/ B. Fisher (M.G.B.), 1,25; 6, P. Channon/C. Rolls (M.G.B), 2, 16.

OXFORD M.C.

TYRONIAN RALLY

ORGANIZERS Rodney Spokes and Graham Arnald found an excellent formula for a beginners' rally in the Oxford M.C.'s eighth Tyronian Rally on 5th April. Ten minutes before starting, navigators received a road book with descriptions of the four sections.

The 50-mile route took the 14 competitors from the start at Oxford onto the lanes north of Witney. The any-order section led them round Charlbury up to Chipping Norton and on to the hillier and more interesting roads of north Oxfordshire, the final Tulip delivering most of them safely to the finish at Deddington.

This route gave navigators a chance to try most types of route card they are likely to encounter, with a couple of gated roads into the bargain. Although a bright sunny afternoon brought much local traffic onto the roads, the 24 m.p.h. average made peaceful co-existence possible.

Results announced over tea at the Oxford Sports Club showed that photographer John Stephens—still a novice although he organized this rally last year—had navigated E. R. Hill to victory in his Triumph 2000, probably the first competition victory for this model.

DAVID HAWGOOD.

RESULTS

1, E. R. Hill/H. J. Stephens (Triumph 2000), 70; 2, R. J. Richardson/D. G. Carr (Triumph Vitesse), 100; 3, C. I. Blagrove/E. Treloggen (VX4/90), 110; 4, M. J. Cook and Mrs. M. J. Cook (Mini-Cooper), 440. **First beginner:** A. Smith/A. G. Wiblin (Austin), 2,070.

LINCOLN & D.M.C. & L.C.C.

NETTLETON HILL-CLIMB

THE third Nettleton meeting was held on Sunday, 5th April, with a very good entry of 41 cars and 10 motor-cycles. The course of 660 yards on concrete road is climb all the way and does, in fact, rise nearly 300 feet from start to finish. Two practice runs and two timed runs were allowed.

In Touring cars, Class 1, the 948 c.c. Herald of D. Furmidge held a comfortable lead over a Morris Mini and an A40. In the 1,600 c.c. division the entry of 12 ensured keen competition and Roy Kime's Alfa Romeo Giulia won with Gerry Maine's G.T. Anglia only 0.2 sec. behind. Touring cars, Class 3, expectantly saw Barry Jackson's 3.4 Jaguar beat nearest rival B. Wilson's 2.4. Touring cars, Class 4, brought four Mini-Cooper Ss, a Lotus Cortina and a Group 3 A40 to the line. The 35.6 secs. run of John Hood split a 1, 2, 3 Mini-Cooper benefit, the tuned A40 having lots more noise than steam.

In the Sports car class up to 1,200 c.c., Nev Holmes's 948 c.c. Marcos clearly held off T. Burgess's 1172 Tornado Typhoon, and in class 2, up to 2,200 c.c., George Dixon's Lotus 15 held a 2 secs. lead over D. Rogers's Lotus and Ron Duguid's TR4. In the over 2,000 c.c. class John Atkinson's E-type Jaguar by only 0.2 sec. held off G. Gray's Austin-Healey 3000, and established B.T.D. (this was equalled by M. R. Anderton's 500 c.c. J.A.P. motor-cycle).

In all a most successful day's sport with clerk of the course Barry Curtis really on friendly terms with the "clerk of the weather".

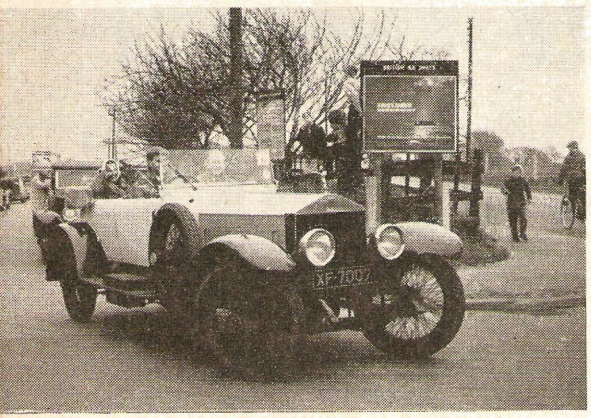
RESULTS

B.T.D.: J. Atkinson (Jaguar E), 31.0 s. **Class Winners:** D. Furmidge (Triumph Herald), 38.8 s.; R. A. Kime (Alfa Romeo Giulia), 36.2 s.; J. B. Jackson (Jaguar 3.4), 37.0 s.; J. C. Reed (Mini-Cooper S), 33.6 s.; N. Holmes (Marcos-Ford), 33.2 s.; G. Dixon (Lotus-Climax 15), 32.0 s.; J. Atkinson (Jaguar E), 31.0 s.

VINTAGE S.C.C.

BUXTON RALLY AND DRIVING TESTS

THE Vintage S.C.C.'s Buxton Rally was over-subscribed even earlier than usual this year. The 60 who were quickest off the mark with their entries started on the morning of Saturday, 4th April, at one minute intervals, from the small village of Chelford in Cheshire.



MANY FINE CARS were attracted out to the V.S.C.C.'s Buxton Rally, among them this fine 1920 *Rolls-Royce* (*above*). *THE START of the rally at Chelford saw a sporty M.G. line up ahead of two Vauxhalls* (*below*).



The morning section was a navigational exercise of some complexity, to be worked out while maintaining total regularity at a quite respectable set average speed through a series of secret controls. The set averages were different for the three classes—touring, standard sports and sports—and not too difficult on the horizontal Cheshire plain, but the route soon began to climb on to the more nearly vertical parts of the Peak District, where some fairly energetic motoring was called for. The section ended at the Bull i' th' Thorn, where lunch was drunk in a snowstorm.

The afternoon section called for less ingenuity on the part of the navigators, but more energy from cars and drivers, the location of the controls and the time at which one was due being given and the difficulty lying in getting over some remarkably evil-surfaced and acclivitous roads in the time allowed. Certainly they were "metalled", but it is remarkable what horrors that little word can conceal. It says something for vintage cars that most people lost fewer marks on this section than in the morning.

RESULTS

Touring Cars—1st Class: R. Burke (Morris Minor); **2nd Class:** Major Arman (Humber) and J. K. Milner (Fiat); **3rd Class:** R. Broughton (Rolls-Royce) and F. Smith (Darracq). **Standard Sports Cars—1st Class:** A. D. Jones (Vauxhall), J. K. Collins (Lea-Francis) and J. Burnell (Alvis); **2nd Class:** Dr. Harris (Frazer-Nash) and Mrs. Cattermall (Alvis); **3rd Class:** J. M. Hill (Bugatti), G. W. Samson (Vauxhall) and J. W. Rowley (Vauxhall). **Sports Cars—1st Class:** L. J. Wickham (Alvis); **2nd Class:** R. Paterson; **3rd Class:** J. Nutter (Bentley).

On the next day, the V.S.C.C. followed up with a driving tests meeting at Measham, where a number of highly ingenious driving tests were laid out in the auction yards.

L. B. SAWERS.

RESULTS

Touring Cars—1st Class: R. Griffin (Morris Minor) and J. Blake (Austin 7); **2nd Class:** C. Franklin (Rover) and R. Burke (Morris Minor); **3rd Class:** Mrs. Burke (Morris) and G. Holden (Riley). **Standard Sports Cars—1st Class:** B. Kain (Bugatti), B. Sismey (Alvis) and Dr. Harris (Frazer-Nash); **2nd Class:** D. A. Gill (Aston Martin) and W. Shipside (M.G.); **3rd Class:** J. F. Harris (Aston Martin), R. A. Hutchings (Bugatti), and K. M. Hill (Lea-Francis). **Sports Cars—1st Class:** C. Winder (Humber Special); **2nd Class:** A. Eadon (Bentley) and H. Moffatt (Bugatti); **3rd Class:** R. J. Clarke (Humber Special).

AUSTIN-HEALEY C.
(SOUTHERN COUNTIES CENTRE)

BLACKBUSHE SLALOM

WHAT went wrong? A slalom sprint organized by the Southern Counties section of the Austin-Healey C. at Blackbushe on 5th April, 38 starters, in an assortment of very hairy motor cars, and *no rain!*

Three practice runs were allowed and after the first of these the chicane in the middle of the half-mile dash was closed up to sort out things a bit. There were five classes and every entry had two timed runs after practice, the best time to count.

In the class for standard Sprites, Anthony Axe put up an excellent time of 73.68 secs. winning his class and putting many of the modded-Sprites to shame. The modified Sprites and 1100s award went to Danny Winters, who recorded 73.47 secs. to come out on top. The highly-modded Sprites class was won by Doug Worgan (70.36 secs.) with only two cars entered, which was sufficient to win himself the award of best Southern Counties member.

The big, hairy, motors class went to N. G. Tuckwell with his 100S giving an immaculate display and gaining B.T.D. after his 67.81 secs. on the second timed run. John Chatham with his 100/4 was in second place and won the award for the best South Western centre driver (68.74 secs.).

In the class for new marque cars, Ron Gee in his highly polished M.G.B put up 71.10 secs. for B.T.D. in this class after managing to select reverse gear at 60 m.p.h. on his first run.

Altogether it was an excellent day, with the R.A.C. sporting type scrutineer sitting in his central-heated Bentley watching the competitors travelling in the higher rev. range.

"WILLEY" WILLIAMS.

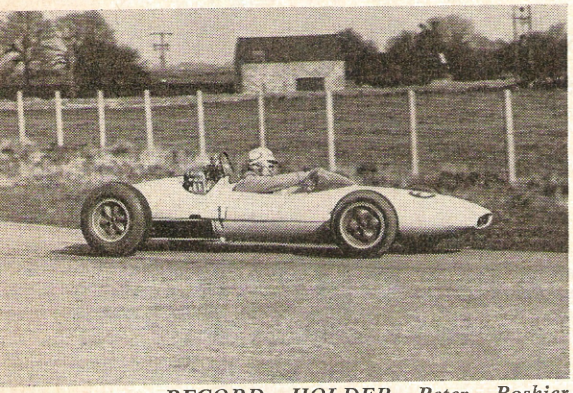
RESULTS

B.T.D.: N. G. Tuckwell (Austin-Healey 100S), 67.81 s. **Class Winners:** A. Axe (Sprite), 73.68 s.; D. Winters (Sprite), 73.47 s.; D. Worgan (Sprite), 70.36 s.; N. G. Tuckwell (Austin-Healey 100S), 67.81 s.; R. Gee (M.G.B), 71.10 s.

B.A.R.C. (SOUTH WALES GROUP)

ST. ATHAN SPRINT

LABOURING under the handicap of an entry list sadly decimated by competitors who failed to turn up, the South Wales Group of the B.A.R.C. managed nevertheless to stage an eminently successful sprint over a new three-quarter-mile course on St. Athan airfield on 5th April. The mild and sunny spring weather contributed to the success of the day which was, however, not entirely without incident, mechanical failures being the keynote of the event. In the unlimited racing car class Peter Cottrell non-started with his Felday-Daimler, while Ken Wilson sheared a spindle in the carburetters of his B.R.M. and retired. Colin Priddey retired his Lotus 20 during practice with a cracked gearbox, three entrants in the class failed to turn up at all, and it was left to Peter Boshier-Jones who, unlike certain of his contemporaries, brought to the line an immaculately clean car despite the filthy conditions at Prescott practice on the day previous, to establish a shattering and quite unapproachable B.T.D. and absolute course record in 36.38 secs. No other competitor managed to break 40 secs., but credit must be given to comparative newcomer Derry Nicklin who, after a fairly lengthy off-course excursion during morning practice, got down to 40.54 secs. in his Lotus 20 for second B.T.D. and second place in the class.



RECORD HOLDER Peter Boshier-Jones at work in the cockpit of his supercharged Coventry Climax-powered Lotus 22.

The small racing car class went to Roger David's Lola-Ford in 44.59 secs., while David Davies made his début in a recently acquired Cooper-B.M.C., taking a comfortable second place in 44.75 secs.

The depletion of the entry list forced the organizers into amalgamating some classes, and as a result the sole class for sports-racing cars went to Brian Field's 1.6 Lotus-Ford 23 in 40.83 secs., a time which stood as third best of the day.

The amalgamated class for small touring cars was enlivened by the appearance of Anthony David's shopping Vauxhall Viva, which wallowed about a bit but which nonetheless returned some creditable times. Norman Harvey, unfamiliar at the wheel of a Cortina G.T., took the class with 47.43 secs., a time which had been bettered in practice by Tom Pascoe's Porsche. During the timed runs, however, the maestro was on rather less than his usual form, bringing the German car into fairly smart contact with the chicane first time out, and subsequently whispering round in 48.34 secs. for the place, while in the larger class Jeff Churchill's Lotus Cortina, after the eradication of some mild breathing troubles, improved enormously on its practice times and fairly hurtled round for the class win in 43.98 secs., faster than most of the racing cars.

HOWARD BILEY.

RESULTS

B.T.D.: P. Boshier-Jones (Lotus-Climax 22), 36.38 s. **Class winners:** N. Harvey (Ford Cortina G.T.), 47.43 s.; J. Churchill (Lotus Cortina), 43.98 s.; N. Harvey (Ford Cortina G.T.), 47.45 s.; B. V. M. Jenkins (Morgan), 45.38 s.; B. Field (Lotus-Ford 23), 40.83 s.; R. David (Lola-Ford), 44.59 s.; P. Boshier-Jones (Lotus-Climax 22), 36.38 s.

FORCES M.C.
INVADERS M.C.

SPRING CUP RALLY

CO-PROMOTED this year by the Forces and Invaders M.C.s in Berkshire, the Spring Cup Rally was run over 220 miles on 4th-5th April, in Oxfordshire, Buckinghamshire and Berkshire, starting at R.A.F. Benson and finishing five miles outside Reading. Along the route were some 140 manned controls, and, after some muddy whites on the south-west corner of O.S. map 159, the best crew had lost 18 mins. by half way. Last year's winners, Dillon/Cross, were down the list, having taken 12 mins. on a muddy one-minuter.

The organizers were disappointed in the entry of only 27 cars, of which all but four finished. Comments of the competitors, particularly on the first half, however, implied more support for next year's event. Craven M.C. crews were most successful, gaining first, third, best novice and the team award.

RESULTS

1, D. H. Street/D. Smith (Vitesse); 2, D. S. Poulter/D. H. Jewell (Super Minx Estate); 3, R. D. Henderson/P. D. Valentine (Cortina G.T.). **First novice:** J. H. Bartholomew/D. Minchin (Rapier). **Team:** Street and Poulter.

ABERDEEN UNIVERSITY M.C.

DRIVING TESTS

TAKE a circuit 200 yards between extremities. Incorporate patches of loose gravel. Add three dozen straw bales. Introduce eight teams of four cars and tell them that their class place, not their time, will determine their success. Result: Aberdeen University M.C.'s Team Tests—1964. The event was co-promoted with the other clubs of the North East Motor Clubs Group.

First car away in team one, class one, was Denis Wood's Mini, which recorded a time of 49.8 secs. plus one bale. He was followed by his team mates, two of whom also collected bales on the way round. Most of the cars in the other seven teams also recorded about 48 to 50 secs. for the first run. It was interesting to see Ian Farquhar take 47.0 secs. (plus a bale) in his Downton 1100 to beat team mate Willie Forbes in his Lotus Cortina (47.1 secs. plus one bale). Even more interesting to watch was Ted Paterson in his M.G.B who turned on all his power half-way round the gravel-covered hairpin, spun, did a complete circuit of the bale marking the inside of the hairpin and continued to record a time of 57.6 secs.

The end of the single runs showed Aberdeen & D.M.C. B team in the lead with six within-class penalties and second equal the Blue Star Bums and Aberdeen University Miller Club (a section of the M.C.) each with nine within-class penalties. B.T.D. so far was Alan Hamilton (M.G. Midget) with 45.8 secs.

The second run consisted of two laps, crossing the start/finish line between them. The clerk of the course was seen to quake visibly when high-powered machinery approached the timing car sideways and at a considerable velocity. However, everyone managed to hit the gap at the finish line.

Much the same pattern was followed in the second runs as in the first, although rather more folk decided to move the bales. George Stroud seemed to prefer driving on the grass at the edge of the course but still managed to collect three bales on the way round. Ted Paterson almost repeated his earlier demonstration, but never turned more than 90 degrees to the correct course. Once again Alan Hamilton set up B.T.D., followed by D. Craig's Alexander-tuned Mini, with Ian Farquhar third, beating such things as a Lotus Cortina, a Mini-Cooper S and many other hot pieces of machinery, including all the big, hairy sports cars.

CHARLES G. MONRO.

RESULTS

1, Aberdeen & D.M.C. B team (R. L. Johnston, Mini; J. N. Semple, Mini-Cooper S; J. Morrison, A105; A. Hamilton, Midget), 13 penalties. 2, Aberdeen University Miller Club (C. B. Miller, Mini; D. Miller, B.M.C. 1100; S. Miller, Herald; A. J. Miller, M.G.A), 18 penalties. **B.T.D.:** Alan Hamilton (Midget), 135.3 secs.

NUNEATON M.C.

PRODUCTION CAR TRIAL

THE Nuneaton M.C. organized their first ever production car trial at the Burton Bassett hills, near Banbury, on 5th April.

Set in a natural amphitheatre amongst the hills, eight climbs were used on the morning section. The leader at lunch was P. Frost (Volkswagen) with a loss of five penalty marks, second place being contested by R. Hankin (Dauphine), R. Standley (Sunbeam Alpine) and A. Ratcliffe (Sprite), all with seven penalty marks.

During the afternoon a further 12 climbs were set out and as rivalry between competitors increased the lead changed several times, the final winner being Mini driver G. H. Russell.

RESULTS

Index of Performance: G. H. Russell (Mini). **First class awards:** B. Martin (Mini), A. Ratcliffe (Sprite), and P. Frost (Volkswagen).

B.A.R.C. (East Midlands Centre) MALLORY PARK SPRINT

ENCOURAGED by the prospect of really first-class weather, an excellent crowd turned up to witness the sprint at Mallory Park on 5th April, organized by the East Midland Centre of the B.A.R.C. Neither the weather nor the event let down anyone. The sun shone gloriously throughout the proceedings, and the sprint, the first to be held on the one-mile short circuit, and the first sprint the centre had arranged at Mallory, was efficiently run.

In the morning Grovewood Securities director John Webb, in a Piper Comanche executive aircraft, piloted by a uniform-clad officer, surprised everyone by landing on the track. The pilot described the surface as first class, but could not say what revs. he was pulling down the Stebbe Straight! With this first happy landing and subsequent take-off at Mallory, more may be seen of this method of arrival.

Competitors were allowed two practice runs, and two timed bites at the cherry. They were also allowed a third run, but this was not timed.

The sprint was run from near the normal start line, in a clockwise direction round the circuit, which turns smartly off to the right at the exit to the Lake Esses. There are a couple of tweaky bends in the paddock section before the short circuit joins the full one at the foot of Devil's Elbow. A number of people found the section through the paddock to be quite tricky, and there were several spins, but no apparent damage done to barriers or cars.

There were 70 entrants, and B.T.D. went to D. Bell in his very fast 1,500 c.c. Lotus 7 with a time of 47.72 secs. on his first run. However, he was hotly challenged by the incredibly fast Downton 1098 Mini-Cooper of Charles Boote, which recorded 47.91 secs. on its first run. Boote certainly had the bit between his teeth on the second attempt, but over-zealousness at the paddock section caused a gyration which resulted in a time of 59.05 secs. Boote, however, won the *Formule Libre* saloon car section with ease from H. S. Shepherd's 3.8 Jaguar.

Among the class winners was Bob Rose, in his very fine Volvo-engined G.T. Marcos, which, on its second run, recorded 47.74 secs., to give Rose second B.T.D. C. Schirle, in a Broadspeed 998 c.c. Mini-Cooper, registered 50.64 secs. to win the Mini (between 851 and 1,000 c.c.) class. W. B. Fowler, in his well-known 1933 Le Mans Aston Martin, was the only entrant in the vintage and P.V.T. class, and recorded a creditable 58.87 secs.

JOHN STONE.

RESULTS

B.T.D.: D. Bell (Lotus 7), 47.72 s. **Class winners:** B. Vawer (Mini), 56.39 s.; C. Schirle (Mini-Cooper), 50.64 s.; A. J. Goodwin (Mini-Cooper S), 50.15 s.; D. K. Nelson (Volkswagen), 59.94 s.; R. A. Clark (Cortina G.T.), 52.23 s.; C. R. M. Boote (Mini-Cooper), 47.91 s.; M. W. Green (Turner), 50.01 s.; M. P. Frogatt (M.G.A twin cam), 53.16 s.; R. Rose (Marcos), 47.74 s.; R. B. Sparkes (TR4), 53.01 s.; R. B. Walton (Lotus 7), 49.37 s.; D. Bell (Lotus 7), 47.72 s.; W. B. Fowler (Aston Martin Le Mans), 58.87 s. **Standard car award:** G. B. Seedhouse (Daimler SP 250), 53.83 s.

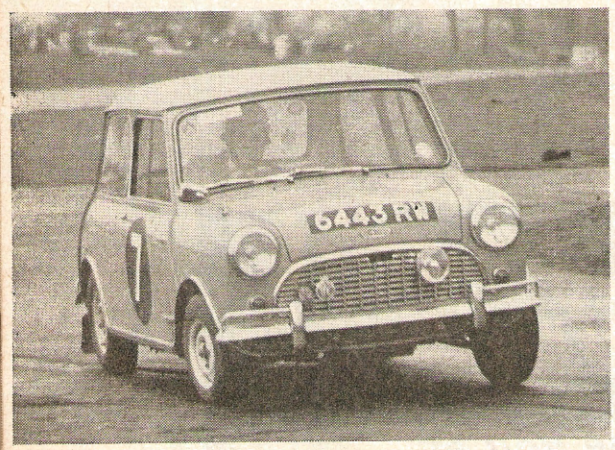
MIDLAND A.C.
COVENTRY & WARWICKSHIRE M.C.

CURBOROUGH FARM SPRINT

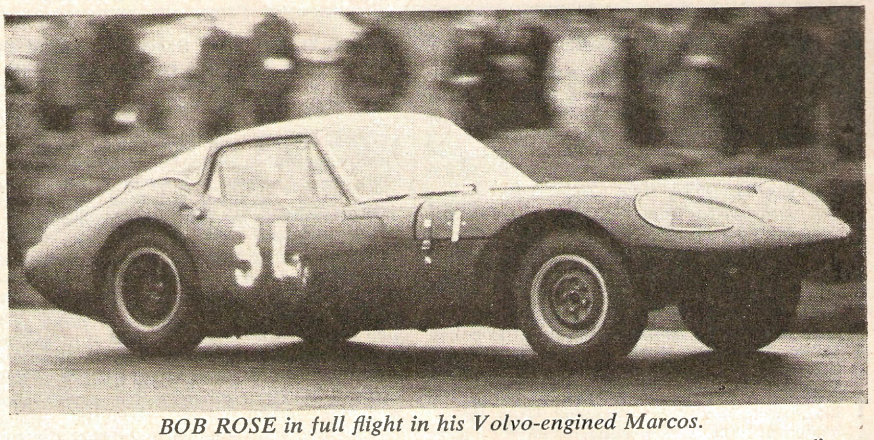
A BRAVE Tony Griffiths established his third successive win when he overcame treacherous conditions at Curborough Farm, near Lichfield, on Sunday, to record B.T.D. at a very pleasant sprint meeting promoted by the Midland A.C. and Coventry and Warwickshire M.C. He gained victory in a time of 39.36 secs., being the only driver to break the 40 sec. barrier.

After an eventful practice session in which several of the boys went agricultural or grass tracking, sprinting started promptly at the scheduled hour. The course was compactly laid out round an elongated oval with a kink in the middle of one side, competitors rushing into the oval from the start which was situated on an offshoot road through a sharp left-hand bend.

This latter caught out several, among them Len Woodcock who recorded best practice time of 39.25 secs. in his Lotus 20. Tony Griffiths was obviously out for a hat-trick of victories with the B.R.M. for he had scored B.T.D. at Ragley Park the day before and at Loton Park the previous Sunday. Trouble with the exhaust system, however, put him behind Woodcock in a time of 40.45 secs., which was also beaten by the redoubtable Rob Beck who had hurled his Jaguar XK 120 along in 40.08 secs. More serious trouble struck yet another Ragley runner, Ian McLaughlin, whose V8 Chevrolet engine gave all sorts of trouble and finally lost so much oil that Ian put the Clever Special back on its trailer and went home.



SPEEDING along in his Mini-Cooper during the class runs is Philip Goodall, who recorded the first of the many spins of the day.



BOB ROSE in full flight in his Volvo-engined Marcos.

Alas, the weather quickly deteriorated soon after the event opened, drivers finding life very busy as they coped with torrential rain, greasy surface and too much power at the back wheel.

Chris Field recorded his second class win in two days with his Sunbeam Rapier in the up to 1,600 c.c. Production Saloon Car class for after an eventful first run he swished round in 47.62 secs. The first spin (there were many to follow) was recorded by Philip Goodall's Mini-Cooper at the hairpin, or semi-circle of the oval.

In the unlimited class Jeff May's Team Broadspeed Mini-Cooper S snatched honours from Ryder's similar car on the second runs with a time of 44.02 secs. against his rival's 44.21 secs. Both these potent little bombs had no difficulty in disposing of 3.8 Jaguar saloons in the hands of George Ward and Jack Lambert on this tight, interesting course. Constantine had a walk-over in the G.T. and sports cars up to 1,200 c.c. class with his modified Herald 1,200 c.c., being the only runner.

The unlimited class was full of interest, being led off in roaring style by Brain's Austin-Healey 3000 containing a full complement of Webers and other goodies. He worked down to a good time of 44.40 secs., only 2 secs. down on his dry practice time. Rob Beck had his famous XK 120 out and as he tail-slid his way through the puddles, this fearsome machine looked hairy to say the least. His best time of 42.19 secs. deservedly earned him a second in the class. Third was René Lambert's E-type, taken round in a personal best of 43.90 secs. But victory went convincingly to Bob Rose's G.T. Marcos-Volvo with an impressive 42.03 secs. first run, only just a second down on his dry practice effort.

For entertainment, fortunately all of it harmless but time-wasting, as far as the drivers were concerned, the small racing car class was hard to beat. Bernard Broadhurst had a really adventurous two runs in his 500 c.c. Staride, managing a 360 degree turn out of the hairpin and then spending a large part of his second run either in half-spins or slides. In the event his best effort of 59.57 secs. was quite remarkable. D. Parker achieved a double spin in his ex-Tony Griffiths Lotus 18, but made amends the second time and only had a slide. After spinning his Lotus 20 at the chicane Len Woodcock made no mistake subsequently, for his second run was rewarded with a class win in 45.12 secs. However, it might have gone to Anthony May (Cooper-Norton), for his first run time of 45.57 secs. included a moment (the second included a complete spin out of the chicane!).

Hats were respectfully raised to Tony Griffiths after two searing runs, for the B.R.M. proved itself to be a mean beasty on the soaking track, the back snaking viciously as it hurled up the finishing straight. Tony recorded a splendid first run time of 39.36 secs. to give him B.T.D. On a third unofficial run, which all the entry was allowed, he went even faster and turned in 38.22 secs. One of the steadiest single-seater performances was recorded by B. W. Brown in the Kieft-Ford. He earned second best time in 41.19 secs. N. S. Slade in his short-stroke 650 Cooper-Norton was handicapped by lack of a rev. counter.

The meeting ended in good time with a public tribute to the marshals who were still looking on the bright side of things despite the conditions. Organization was in top gear throughout, apart from an unavoidable delay due to difficulties with the timing gear, while enthusiasts who just like to watch should note that this circuit offers excellent spectating facilities with cars in view throughout.

TONY BEX.

RESULTS

B.T.D.: A. B. Griffiths (B.R.M.), 39.36 s. **Class Winners:** C. Field (Sunbeam Rapier), 47.62 s.; J. May (Mini-Cooper S), 44.02 s.; R. Rose (Marcos-Volvo G.T.), 42.03 s.; L. Woodcock (Lotus-Ford 20), 45.12 s.; A. B. Griffiths (B.R.M.), 39.36 s.

FALKIRK & D.M.C.

BAIRNS TROPHY RALLY

THIS year the Bairns Trophy Rally of the Falkirk & D.M.C. was not a counter for the Scottish Rally Championship. This may well have been the reason for the poor entry of 21 which assembled at the Regent Filling Station on 11th-12th April. It was pleasant at the start but later deteriorated to driving rain during the early morning.

The first car, the Mini-Cooper of Lindsay Kerr/Jim Bryden, was found at scrutineering to have a defective headlamp bulb, resulting in a hectic repair, which was completed with half-a-minute to spare. Off they rushed from the start, in the wrong direction! Almost the complete entry followed before the layout of the route card became clear and nearly everyone howled back past the start on to the correct route, but since the event started with eight one-minute sections this really slammed the entry from the word go.

This led around Polmont, Grangemouth and Bo'ness before turning south to Linlithgow Bridge, Whitecross, Bowhouse and Candie. Kerr/Bryden (Mini-Cooper) were two minutes late at this control and around the same area later lost another minute, but put up the shutters after that and cleaned the rest of the route to win the event from Logan Morrison/Johnson Syer (Mini-Cooper) by 40 marks, which the latter crew squandered on the initial section.

As a change from map references the second route card made use of ball and arrow and route directions with the reference of controls given on the time card. Most crews seemed to miss certain controls. This was due to a marshal wrongly positioned and they were deleted from the results.

By this time the rain had really set in, but the pace seemed to slacken slightly. The third route sheet brought in spot heights to the ball and arrow directions, but with approaching daylight towards the end of this card, the timing was easier, so that more crews were scoring cleans. The yellows and whites around Forth, Whitburn and in the general direction north around Torphichen saw much traffic before the fourth and final short route card led to Inchyra Grange Hotel, behind Grangemouth, on a damp Sunday morning.

The results gave rise to a little comment, particularly on the marking after starting on a new route card and it is interesting to note that Bobbie Peattie in his Spitfire retained his clean sheet for the longest of the entry, so that it was all the more spiteful that the section he chose to miss should include a code.

It was also rather a pity that none of the championship committee elected to be present to witness the change in the event, which, judging by the comments, had pleased the customers.

BILL HENDERSON.

RESULTS

1, Lindsay Kerr/Jas. Bryden (Mini-Cooper), 30; 2, Logan Morrison/Johnson Syer (Mini-Cooper), 70; 3, J. Y. MacDonald/Oswald Jarrett (VX 4/90), 140. **Best F. & D.M.C. Member:** John Brown/Tom Buchanan (Herald), 450. **Private Team Award:** L. Morrison, J. Brown. **Regent Team Trophy:** Riley C.C.—L. Kerr (Mini-Cooper), C. F. Kerr (Caravelle) and A. Watson (Austin). **Johar Trophy (best navigator):** Jas. Bryden.

MINI-SE7EN C. SIR WALTER RALLY

28th-29th March

RESULTS

1, R. J. Looker/B. Read (Ford Anglia), 0 m.; 2, M. E. Bolton/B. T. Phillips (Triumph Herald), 4 m.; 3, J. Emerson/J. Davies (Morris Minor 1000), 7 m.; 4, J. Raeburn/H. Baker-Duly (Mini), 10 m.; 5, A. J. Coles/J. Wells (Mini-Cooper) and R. Bambury/R. Anthony (Mini-Cooper), 1 fail, 0 m.



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