AUTOSPORT

JULY 24, 1964

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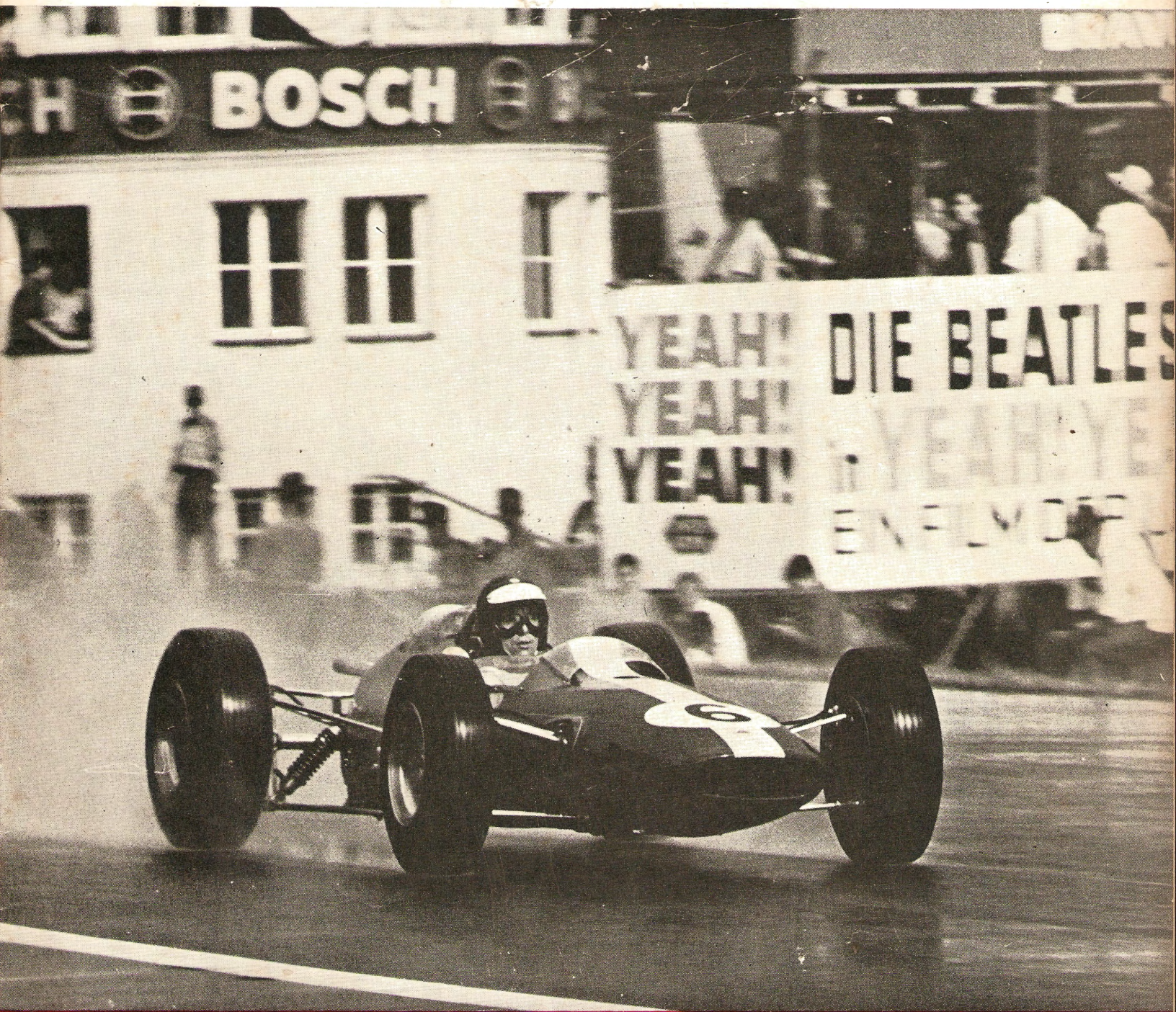
HONDA F1 CAR IN EUROPE

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY



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CLERMONT-FERRAND : LIMBURG GRAND PRIX : SNETTERTON NATIONAL : DRAG RACING

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July 24 1964 Volume 29 Number 4

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EDITORIAL

A COURAGEOUS EFFORT

DONALD CAMPBELL'S new record of 403 m.p.h. makes the Proteus Bluebird the fastest machine on land complying with F.I.A. regulations. After many months of heartbreaking experiences, freakish weather conditions and political behind-the-scenes arguments, Campbell eventually vindicated himself, and at once silenced the critics who were adamant that he would never break the late John Cobb's figures. Campbell's achievement is a story of personal courage, for, after his near-fatal crash at Utah, few would have given him any further chance of success. He had to use his not inconsiderable powers of persuasion as a salesman, for at one period it looked as though his sponsors were going to back out altogether. Fortunately for the enterprise, Sir Alfred Owen decided to continue to back Campbell, and he also received invaluable assistance from the Australian Government and the many components manufacturers who were involved in the construction of the Bristol-powered machine. People will ask whether or not such a record is justified, especially with a vehicle which bears no relation whatsoever to normal road cars. The answer is simply that record-breaking is a history of achievement, and that ever since the beginning of time man has strived to out-do his fellows, whether it be climbing the highest mountain in the world, going to the farthest depth of the ocean bed, or travelling faster than any other mortal. It must not be forgotten that the Proteus Bluebird is an all-British venture and as such carries immense prestige in the field of automobile engineering.

FIRST APPEARANCE

SPECTATORS at the excellent national meeting at Snetterton last Sunday, organized by the Snetterton M.R.C., saw some splendid racing. However, the main attraction was the 250LM Ferrari, entered by Col. Ronnie Hoare of Maranello Concessionaires and driven by Roy Salvadori. This was the very first appearance in Great Britain of this latest G.T. version of the rear-engined Ferrari, and a most impressive one it was. Not only did the sleek red machine win, but it set up a new lap record for G.T. machines. It is only a matter of time before the 250LM is homologated for international competition, and it is pretty obvious that this car will pose a problem for its rivals in Grand Touring races of the future.

AGAIN JIM CLARK

YET another Grand Prix has fallen to Jim Clark and his Lotus-Coventry Climax. The World Champion won the Solitude G.P., a race notable for the numerous accidents due to torrential rainstorms. Into second place came John Surtees (V8 Ferrari), followed by the irrepressible Bob Anderson (Brabham-Coventry Climax), who has rapidly become the most outstanding independent Formula 1 driver of today.

OUR COVER PICTURE

YEAH! YEAH! YEAH! With evidence of the Germans' appreciation of the Beatles in the background, another equally excellent product of Great Britain, Jim Clark, is seen on his way to victory in last Sunday's Solitude Grand Prix. Photo: Günther Molter

MIKE PARKES crashed an experimental Ferrari at Modena last week when the brakes failed. He escaped with a cracked vertebra, a shaking and minor bruises, and is due out of hospital at the end of this week.

FAR from fading from the scene, it appears that A.T.S. have several plans to startle the motor racing world. A 3-litre G.T. car will be seen in the Paris 1,000-km. race in October, while we understand a 500 b.h.p. 4½-litre power unit is planned to beat the American V8s in sports car racing.

PETER ARUNDELL is rapidly on the mend, and had a leg operation in St. George's Hospital, Hyde Park, last week-end. Doctors are very pleased with his progress.

MICHAEL KETTLEWELL, who has been a member of the AUTOSPORT editorial staff since 1961, has been appointed Assistant Editor of the magazine. Mike is keenly interested in all forms of motoring sport, particularly in club events and sports car racing.

LATEST unlikely rumour is that a well-known Northern Mini exponent, not satisfied with 1.4 litres of B.M.C. engine under his bonnet, is to equip his mount with a Buick engine. Should be interesting!

WILLY MAIRESSE will shortly be returning to the racing circuits. At last Sunday's Limburg Grand Prix at Zolder he tried the winning Ferrari 250LM in a practice session. Mairesse has not raced since his bad crash in last year's German Grand Prix.

IAN WALKER WITHDRAWS FROM RACING FOR REST OF SEASON

IAN WALKER announced recently that he intends to withdraw from racing for the rest of 1964. This decision was necessary for two main reasons: the state of health of his chief mechanic John Pledger, who was taken ill shortly before the Nürburgring 1,000-km. and, although now out of hospital, is not yet fully fit, and the fact the team have also lost their two best cars—the special bodied Lotus Elan built for Le Mans and the Lotus 30. The Elan was written-off by Mike Spence while practising for the 1,000-km. race when it ran out of brakes, and Tony Hegbourne totally demolished the Lotus 30 during practice for the Brands Hatch G.P. meeting.

This left Ian Walker with only his Elans. As there were only a few major meetings left and Pledger may not be available all the time, this was hardly the moment to start sorting out brand new cars. As he pointed out, he had already won eight races, setting new records in most cases, with both the 30 and the Elans.

Ian will, however, be back in racing next year—rumour hath it in Formula 1 racing.

BILL RIGG

IT is with great regret that we have to announce the death of Bill Rigg, who was killed when his Lotus Elite hit a bank at Dunboyne, Eire, last Saturday. Bill won his first motor race at Brooklands in 1929, when he was in his teens, and he competed with several cars and motor-cycles before the war.

A Midlands businessman, Bill Rigg will be sadly missed from the circuits. He and his two sons, Mark and Charles, raced regularly in all sorts of machinery, including a Jaguar D-type, a Jaguar 3.8, a single-seater Lotus-Maserati and a Lotus 7. He was also well known in vintage racing circles.

PIT and PADDOCK

TRENTO-BONDONE TO BARTH

GERMAN driver Edgar Barth, piloting an open 2-litre 8-cyl. Porsche, won the Italian round of the European Mountain Championship—the Trento-Bondone Hill-Climb—on 12th July. Barth has so far won the first four rounds of the championship outright, thereby ensuring he gains the title again in 1964.

The winner's time of 12 mins. 17.8 secs. was a new record, nearly a quarter of a minute ahead of his fellow countryman Hans Herrmann in a works 2-litre Abarth-Simca 2000. Second fastest in practice had been the so far unlucky Peter Westbury in his 1.8-litre V8 B.R.M.-engined Lotus 23. Westbury's luck deserted him once more, for he spun and crashed soon after the start.

Positions in the European Mountain Championship after Trento-Bondone are:—

1.	Edgar Barth (Elva-Porsche "8" and Porsche "8")	36
2.	Hermann Müller (Porsche "8" and Elva-Porsche "8")	15
3.	Sepp Greger (Elva-Porsche)	9
4.	Heini Walter (Porsche 904GTS) ...	7½
5.	Toni Fischhaber (Lotus-B.M.W.) ...	6½
6.	Hans Herrmann (Abarth-Simca 2000)	6
7.	Karl Foitek (Lotus-Climax)	5
8.	Michel Weber (Porsche 904GTS) ...	4½
9.	Herbert Demetz (Abarth-Simca 2000)	4
10.	André Knörr (Porche 904GTS) ...	3
11.	Peter Westbury (Lotus-B.R.M.) ...	2½
12.	Franco Patria (Abarth-Simca 2000) ...	2
13.	Harry Zweifel (Lotus-Ferrari)	1

For the record, the "top ten" at Trento-Bondone were:—

B.T.D.: Edgar Barth (Porsche "8"), 12 m. 17.8 s.; 2, Hans Herrmann (Abarth-Simca 2000), 12 m. 30 s.; 3, Herbert Demetz (Abarth-Simca 2000), 12 m. 39 s.; 4, Herbert Müller (Elva-Porsche "8"), 12 m. 39.5 s.; 5, Franco Patria (Abarth-Simca 2000), 12 m. 40 s.; 6, Sepp Greger (Elva-Porsche), 12 m. 44.7 s.; 7, Toni Fischhaber (Lotus-B.M.W. 23), 12 m. 46.2 s.; 8, André Knörr (Porsche 904GTS), 12 m. 49.6 s.; 9, Heini Walter (Porsche 904GTS), 12 m. 51.6 s.; 10, G. Taramazzo (Abarth-Simca 2000), 12 m. 53.1 s.

GEOFF SYKES, at present on holiday in this country, was much in evidence at last Sunday's B.A.R.C. meeting at Mallory Park. Apart from an aboriginal tan, he looked much his old suave self. Quite like old times.

GUARDS TROPHY ENTRIES

ON August Bank Holiday Monday the B.R.S.C.C. are staging that annual holiday favourite, the Guards Trophy meeting, at Brands Hatch. The main race is for large capacity sports and Grand Touring cars—the "big bangers".

From America comes the Mecom Racing Team to take on the best cars that Britain and Italy can produce. John Mecom's drivers and cars are: A. J. Foyt (Hussein-Chevrolet), Walt Hansgen (Lotus-Oldsmobile) and Augie Pabst (Lola-Chevrolet). Italy is represented by the Maranello Concessionaires-entered Ferraris—a 330P and a GTO for Graham Hill and Mike Parkes. Also David Piper has entered his new 250LM Ferrari. Among the home favourites are Roy Salvadori (Cooper-Maserati), Jack Brabham (A.C. Cobra), Innes Ireland (Elva-B.M.W.), Hugh Dibley (Brabham-Climax), Bruce McLaren (Cooper-Oldsmobile), Jim Clark (Lotus-Ford) and Roy Pierpoint (Attila-Ford).

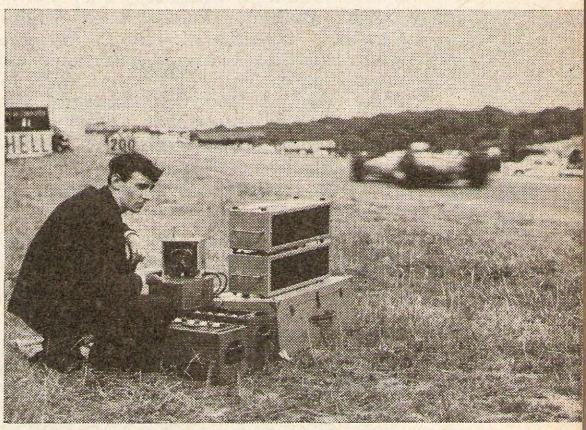
In addition, the British Eagle-sponsored Formula 2 race has attracted a top-line entry, with names like Clark, Spence, Brabham, Hulme, Rees, Rindt, Gardner, Maggs, Attwood, Beckwith and Hegbourne.

DAY OUT FOR SALOONS

THIS year the 24-hour race has been revived at Spa—for saloon cars up to 3,000 c.c. It is being run on similar lines to Le Mans, and 56 will start. The *Coupe du Roi* will be presented to the best nominated three-car team of the same make and model to finish.

The Continental manufacturers are taking this race seriously, it obviously being a shop-window for their products. Works (or semi-works) teams are promised from Mercedes-Benz, Lancia, Citroën, Volvo, Volkswagen, Ford and Glas, with strong representation from private teams of the inevitable Mini-Cooper S.

A fully illustrated report of the 24-hour event will appear in next week's issue.



RADAR CHECK at Brands Hatch. Throughout the European Grand Prix meeting Marconi radar speed measuring equipment (PETA) was accurately determining the speed of each car as it went along the Top Straight. Speeds in excess of 120 m.p.h. were recorded.

EDWARDIANS AT SILVERSTONE

ONE of the main attractions at Saturday's V.S.C.C. Silverstone promotion—the sort of meeting that attracts an "international"-size crowd—is a three-lap handicap for Edwardian vehicles. Cars range from Douglas Fitzpatrick's 21-litre Metallurgique to Kenneth Neve's 3.3-litre T.T. Humber, an interesting newcomer being Philip Mann's 1918 ex-Brooklands 4-litre Straker Squire.

"AUTOSPORT" CHAMPIONSHIP

WITH all results now in from qualifying meetings up to and including the Scott-Brown Memorial Trophy meeting at Snetterton last Sunday, the top six drivers in each of the three classes are now as follows:

Class A—up to 1,300 c.c.			
1.	David Prophet (Elva-Ford)	34	5
2.	Paul Hawkins (Lotus-Ford)	30	5
3.	Jim Morley (Lola-Climax)	29	5
4.	John Hine (Lotus-Ford)	22	3
	Sid Fox (Lotus-Ford)	22	3
6.	Jack Paterson (Lola-Climax)	21	5
Class B—1,301-2,000 c.c.			
1.	Roger Nathan (Brabham-Climax) ...	42	5
2.	Julian Sutton (Lotus-Ford)	34	5
3.	Chris Williams (Lotus-Ford)	33	5
4.	Tony Lanfranchi (Elva-B.M.W.) ...	31	4
5.	Geoff Breakell (Lotus-Ford)	25	5
6.	Bob Anderson (Brabham-Climax) ...	11	3
Class C—over 2,000 c.c.			
1.	Jim Clark (Lotus-Climax and Lotus-Ford)	24	3
	John Coundley (Lotus-Climax)	24	5
3.	Roy Salvadori (Cooper-Maserati) ...	21	3
4.	Hugh Dibley (Brabham-Climax) ...	20	4
5.	Bruce McLaren (Cooper-Climax) ...	18	2
	Richard Wrottesley (Lister-Jaguar) ...	18	2

THE 1962 ex-works, ex-Mario Cabral/Scuderia Centro-Sud F1 Cooper-Coventry Climax has been sold to Bob Gerard Racing of Leicester.

RECORD ENTRY FOR THE TOUR DE FRANCE

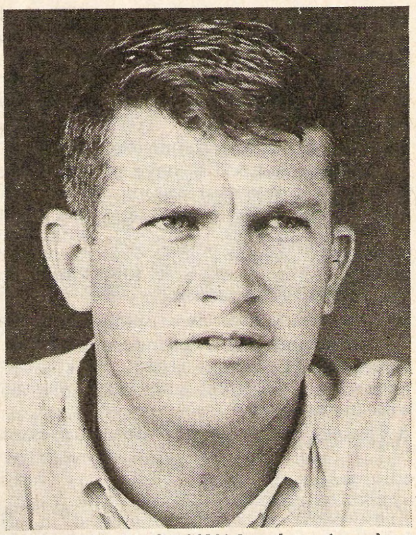
THE Tour de France Automobile is gaining in prestige and importance each year and is fast assuming the mantle of greatness which its organizers seek for it—that of the premier motor sporting event in the European calendar. This year the tour will be run from a start at Lille on 11th September and will finish at Nice on the 20th after some 6,000 kms. which take in (in six stages) eight circuit tests, eight hill-climbs and one *épreuve chrono-metrée*.

Among a particularly fine entry list are, in the G.T. class, Jean-Jacques Thuner/John Gretener, Roy Fidler/David Hobbs, Terry Hunter/Rob Slotemaker (Triumph Spitfires); Tiny Lewis/David Pollard, Peter Riley/Andrew Cowan, Rosemary Smith/Margaret McKenzie (Sunbeam Tigers); no co-drivers have yet been nominated for Mike Parkes, Lodovico Scarfiotti and John Surtees, who will have 250LM Ferraris or for the Porsche 904s of Linge, Barth and Buchet.

In the Touring category B.M.C. have entered three 1,000 c.c. Mini-Cooper Ss for Paddy Hopkirk/Henry Liddon, Timo Makinen/Don Barrow and Pauline Mayman/Valerie Domleo and a 1300 Cooper for Rauno Aaltonen/Tony Ambrose. Ford have entered Lotus Cortinas for Henry Taylor/Brian Melia and have re-united the "old firm" of David Seigle-Morris/Vic Elford. The first European entries of Ford Mustangs have been made in favour of Peter Procter/X, Peter Harper/X, Henri Greder/Martial Delalande and Bo Ljungfeldt/Fergus Sager, while the 7-litre Galaxie of Sir Gawaine Baillie/Peter Jopp has the biggest engine of any car entered.

AN ex-Ian Walker Lotus Elan has been purchased by Weber (Racing Developments), Ltd., and will be driven by Mario Cabral in Sunday's Portuguese Grand Prix. Tommy Weber will also be entering several other important races this year, including the Tour de France with a 1-litre Mini-Cooper S.

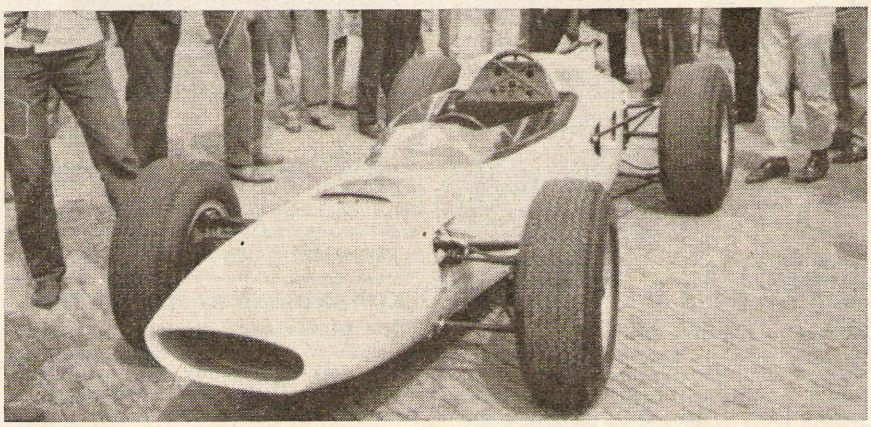
SPORTS NEWS



RONNIE BUCKNUM, the American driver who has been testing the Formula 1 Honda described on this page. He is scheduled to race the car in the German Grand Prix.

HONDA AT ZANDVOORT

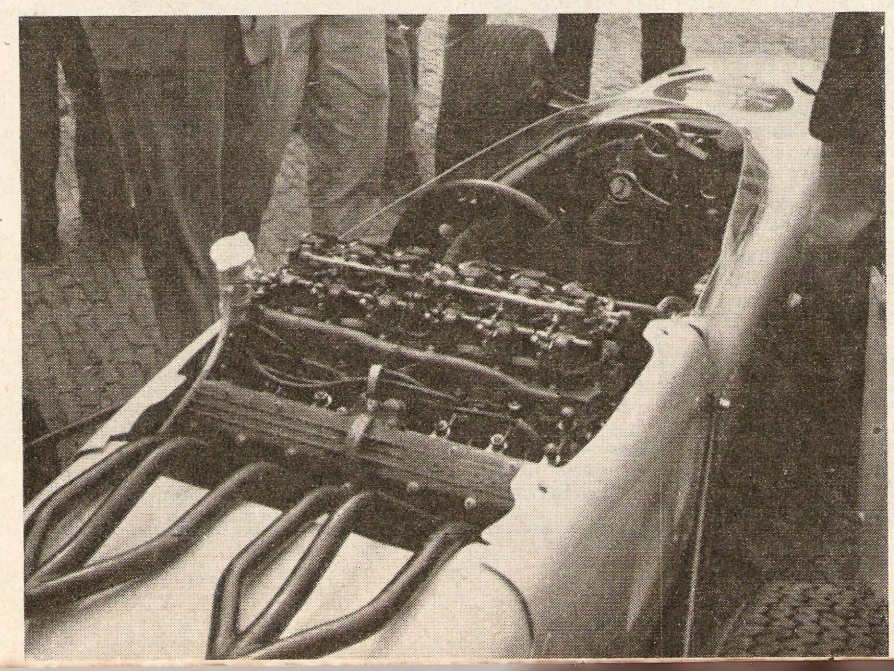
By GREGOR GRANT



LAST Tuesday at Zandvoort, the Honda Motor of Japan produced their first Formula 1 machine, driven by American Ronnie Bucknum. It has a rear-located 2-o.h.c. V12 engine, said to give 225 b.h.p. On this prototype, six double-choke Keihin carburetters were used, but eventually the car will have fuel-injection.

The chassis owes a great deal to current British design. Wishbones are used for the top at the rear, the remainder being of the single-link pattern. The helical springs are mounted inboard.

Dunlop wheels and disc brakes are employed, with 6.00 x 13 in. Dunlop R6 tyres in front and 7.00 x 13 in. at the rear. The battery is located in the tail.



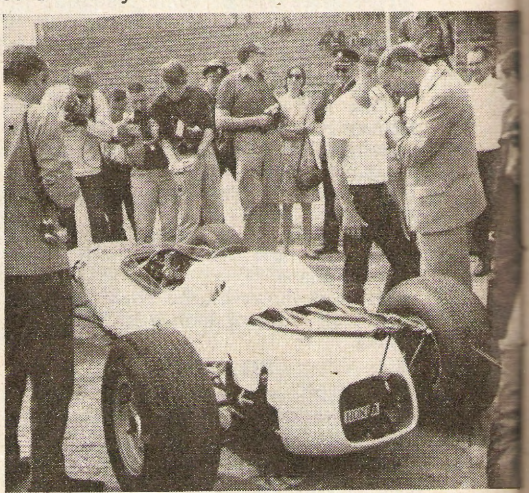
It is a beautifully made machine, but undeniably British in general conception: the designers have obviously studied Lotus, Cooper, Ferrari and, of course, Brabham.

The Japanese were reluctant to give any technical details, but these will undoubtedly be released in the near future.

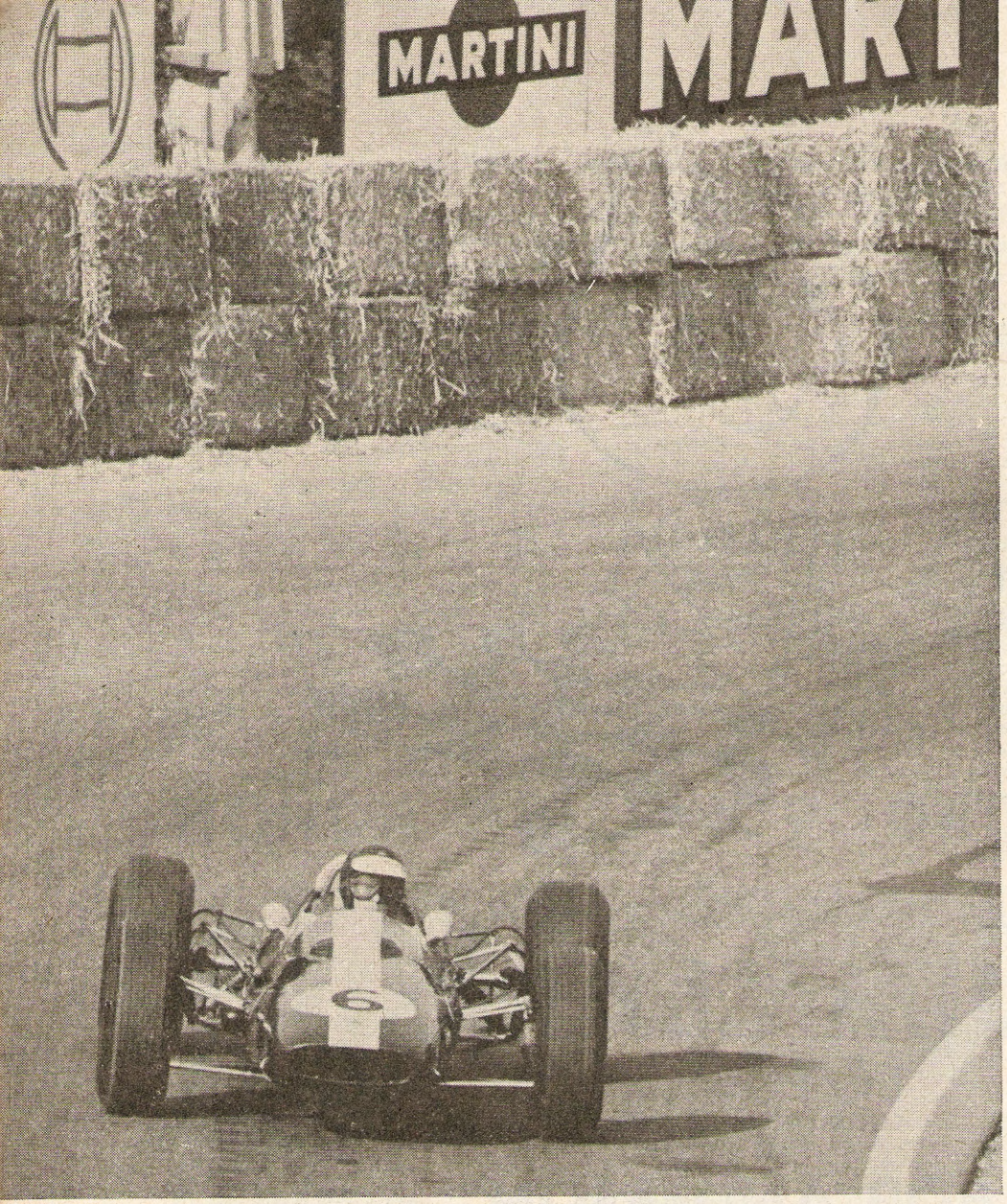
Some difficulty was experienced in starting, and the three initial laps were done with maximum revs. of 6,500 r.p.m. The V12 will, it is stated, run up to 13,000 r.p.m.

On the three laps the engine was not running on 12 cylinders, but soft plugs were fitted. Bucknum came in to change the oil and to have hard plugs put in. Incidentally, fuel and oil were supplied by B.P. Bad weather later hindered any serious testing.

Team manager Nakamura stated that the car would be at Nürburgring for the German Grand Prix on 2nd August—to be driven by Ronnie Bucknum.



SURROUNDED by photographers is the most eagerly awaited of all Formula 1 cars—the Honda (above).
GENERAL SHAPE of the Honda shows the expected Western influence (above, left). The chassis owes a great deal to current British design.
MOST INTRIGUING part of the machine is the engine—a transverse-mounted V12 (left). 225 b.h.p. at 13,000 r.p.m. is a reasonable guess at the power output.



THE WINNER, Jim Clark, who gave the 1964 Lotus-Coventry Climax 33 its first victory. Clark had a tough time holding off second man John Surtees (Ferrari), who led until past half-distance.

GROSSER PREIS DER SOLITUDE

Another Victory for Jim Clark (Lotus-Coventry Climax)

By GÜNTHER MOLTER

CHEERED by more than 350,000 German and Swiss spectators, the "Flying Scotsman", Jim Clark, won the *Grosser Preis der Solitude* for Formula 1 cars last Sunday. Clark drove the Lotus-Coventry Climax 33 and beat his most dangerous rival, John Surtees in a V8 Ferrari, by 10.4 secs. after 20 laps of the exacting 7.09-mile course.

The Solitude Grand Prix took place, as at last year's meeting, after several World Championship races for motor-cycles. The track was very slippery indeed, five cars being involved in a multiple pile-up on the first lap after the delayed start; two others also crashed badly on the opening round. Luckily the only casualty got off lightly: Italian Lorenzo Bandini suffered a cut finger.

* * *

FASTEST of the 18 starters in practice was Jim Clark in the Lotus 33, who circulated in 3 mins. 49.6 secs. (111.23 m.p.h.). Also driving for Team Lotus were Mike Spence (who had his first Formula 1 race at Solitude in 1961 in an Emeryson) and the promising German Gerhard Mitter, both in Lotus 25Bs. Other works entries from Great Britain were Graham Hill in a '64 monocoque B.R.M. and Jack Brabham, last year's winner, in a Brabham-Coventry Climax. Jack had to change the engine after blowing-up the original power unit in practice.

The British Racing Partnership led the private entries, with Innes Ireland in the B.R.P. Mk. 2 monocoque and Trevor Taylor in the "spare" Lotus-B.R.M. 24; Ireland's car was the one crashed at Silverstone in May. Reg Parnell Racing turned up with their ex-works B.R.M.-powered Lotus 25s for their usual drivers Mike Hailwood and Chris Amon; Hailwood, in fact, won the 500 c.c. motor-cycle German Grand Prix and assured himself of this year's World Championship in doing so.

Bob Anderson brought along his highly successful carburetter-engined Brabham-Coventry Climax, American Peter Revson had his Lola-bodied Lotus-B.R.M. 24, Jo Bonnier drove Rob Walker's Brabham-B.R.M. and a similar car was piloted by that talented Swiss driver, Jo Siffert.

Strongest threats to the British teams were, of course, the two works Ferraris of John Surtees and Lorenzo Bandini. Surtees drove the V8 and Bandini the V6, both cars having Bosch fuel injection. Several of Bosch's engineers "in front of their factory door" were on hand.

The field was completed by two white and one orange car. Representing Germany were the B.K.L.s (Borgward-Kuhnke-Lotus) of "Joachim Parker" (an American serviceman) and Ernst Maring. These machines were old four-cylinder twin-cam engines of the defunct Borgward racing organization, complete with fuel injection, fitted in old Lotus 18 chassis. They were prepared by ex-motor-cycle and racing driver Kurt Kuhnke. The orange car was, of course, the inevitable 4-cyl. Porsche, of 1960 vintage, of the indefatigable Dutchman Carel Godin de Beaufort.

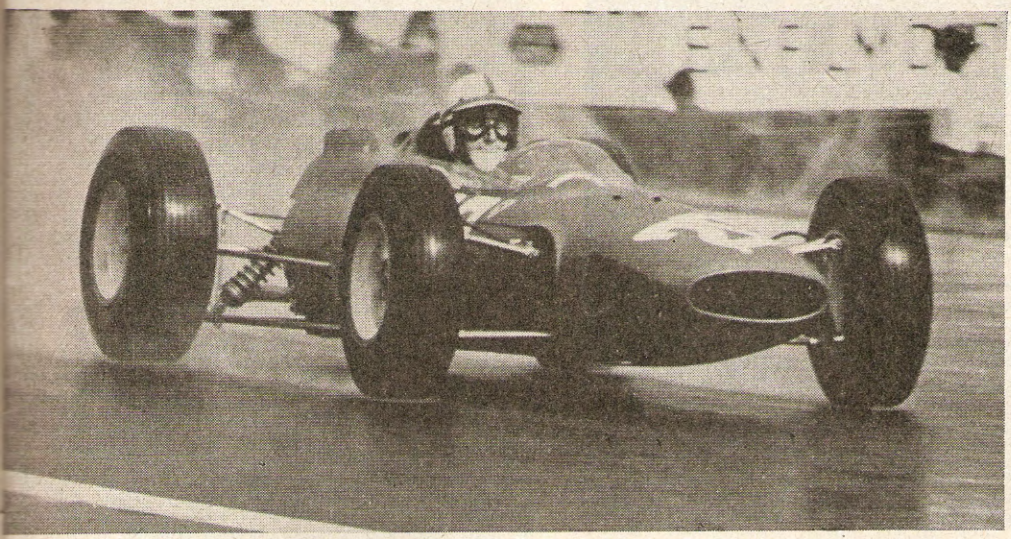
In the Brabham pit one could meet Mr. Nakamura, the racing director of Honda, and his driver Ronnie Bucknum. The long-expected car from the Far East arrived the previous week by charter flight in Brussels and after testing at Zandvoort should appear in the German Grand Prix at the Nürburgring.

* * *

BUT the problem for the drivers at Solitude on race-day was not the Honda. After so many motor-cycles had competed on the course the track was decidedly slippery, and the pouring rain shortly before the start made things almost impossible. Mike Hailwood spun on the inspection lap and damaged the rear of his Lotus-B.R.M. After this lap G.P.D.A. president Jo Bonnier discussed the situation with Jim Clark and asked the organizers to wait 40 mins. more before the start, to give the track a chance to dry. But the rain didn't stop, and when the cars lined up they were positioned as shown on page 139.

In a terrific cloud of spray, the field made its way to the first turn, then through a couple of twists to a straight. The leaders got away safely, but behind them Bandini spun in front of Brabham. Jack tried to avoid the Ferrari, but could not, the Italian car swiping the Brabham and sending it off the road, over a ditch and into a telegraph pole. The rear end of the car was badly damaged. Also involved in the collision were Chris Amon, Gerhard Mitter, "Joachim Parker" and Carel Godin de Beaufort, only the last-named being able to continue after a delay. A wheel from another car bent the track rod of Mitter's car, making it impossible for the promising German to show off his talent.

Also on the first lap, Graham Hill's B.R.M. left the road and hit a telegraph pole, while Innes Ireland added to his season of misery by crashing his B.R.P. Both drivers walked back to the pits.



SPRAY FLYING off his Dunlops, John Surtees on his way to second place in the V8 Ferrari (above). THUMBS UP sign from the irrepressible Carel Godin de Beaufort who gave his 1960 Porsche yet another outing (right).

STARTING GRID

14 Graham Hill (B.R.M.) 3 m. 52.8 s.	20 John Surtees (Ferrari) 3 m. 49.8 s.	6 Jim Clark (Lotus-C.C.) 3 m. 49.6 s.
10 Mike Hailwood (Lotus-B.R.M.)		21 Lorenzo Bandini (Ferrari)
1 Jack Brabham (Brabham-C.C.)	5 Bob Anderson (Brabham-C.C.)	8 Mike Spence (Lotus-C.C.)
16 Jo Siffert (Brabham-B.R.M.)		4 Trevor Taylor (Lotus-B.R.M.)
17 Jo Bonnier (Brabham-B.R.M.)	11 Chris Amon (Lotus-B.R.M.)	3 Innes Ireland (B.R.P.-B.R.M.)
12 Peter Revson (Lotus-B.R.M.)		7 Gerhard Mitter (Lotus-C.C.)
19 Ernst Maring (B.K.L.)	18 "Joachim Parker" (B.K.L.)	9 Carel Godin de Beaufort (Porsche)

So, after only one 7.09-mile circuit, seven cars were out of the contest.

Surtees led at the completion of the first round. His speed was but 73.26 m.p.h., which emphasizes the dangerous condition of the track as Clark's lap record of last year is 111.58 m.p.h. Surtees led Clark, Spence, Bonnier and Taylor.

At the end of the fourth lap Surtees had a lead of 19 secs. over Clark. At this time Spence disappeared from the lap charts with drive-shaft trouble.

RESULTS

20 laps—141.9 miles

1. **Jim Clark (Lotus-Coventry Climax),** 1 h. 33 m. 2.2. s., 91.50 m.p.h.
2. **John Surtees** (Ferrari), 1 h. 33 m. 12.6 s.
3. **Bob Anderson (Brabham-Coventry Climax),** 19 laps.
4. Peter Revson **(Lotus-B.R.M.),** 19.
5. Jo Bonnier **(Brabham-B.R.M.),** 19.
6. **Trevor Taylor (Lotus-B.R.M.),** 18.
7. Jo Siffert **(Brabham-B.R.M.),** 18.
8. Carel Godin de Beaufort (Porsche), 18.
9. **Mike Hailwood (Lotus-B.R.M.),** 16.
10. Ernst Maring (B.K.L.), 16.

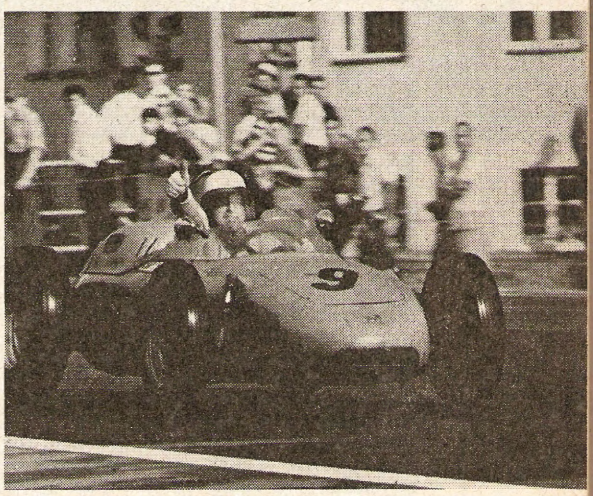
Fastest lap: Clark, 106.99 m..h.

Retired: Lorenzo Bandini (Ferrari), 0 laps, accident; Jack Brabham (Brabham-Coventry Climax), 0, accident; Chris Amon (Lotus-B.R.M.), 0, accident; Gerhard Mitter (Lotus-Coventry Climax), 0, accident; "Joachim Parker" (B.K.L.), 0, accident; Graham Hill (B.R.M.), 0, accident; Innes Ireland (B.R.P.-B.R.M.), 0, accident; Mike Spence (Lotus-Coventry Climax), 4, drive shaft.

The rain stopped, but it was still very wet in the wooded sections of the tricky course. In the open, however, it was better and these parts soon dried. In the better conditions Clark closed up gradually on Surtees, taking the lead on lap 10, but losing it again next time round.

But Clark is not a World Champion for nothing: he closed on Surtees again and took him on lap 16, staying there for another four rounds until the finish and setting up fastest lap of 106.99 m.p.h. The Lotus-Coventry Climax was 10.4 secs. ahead of the Ferrari at the end.

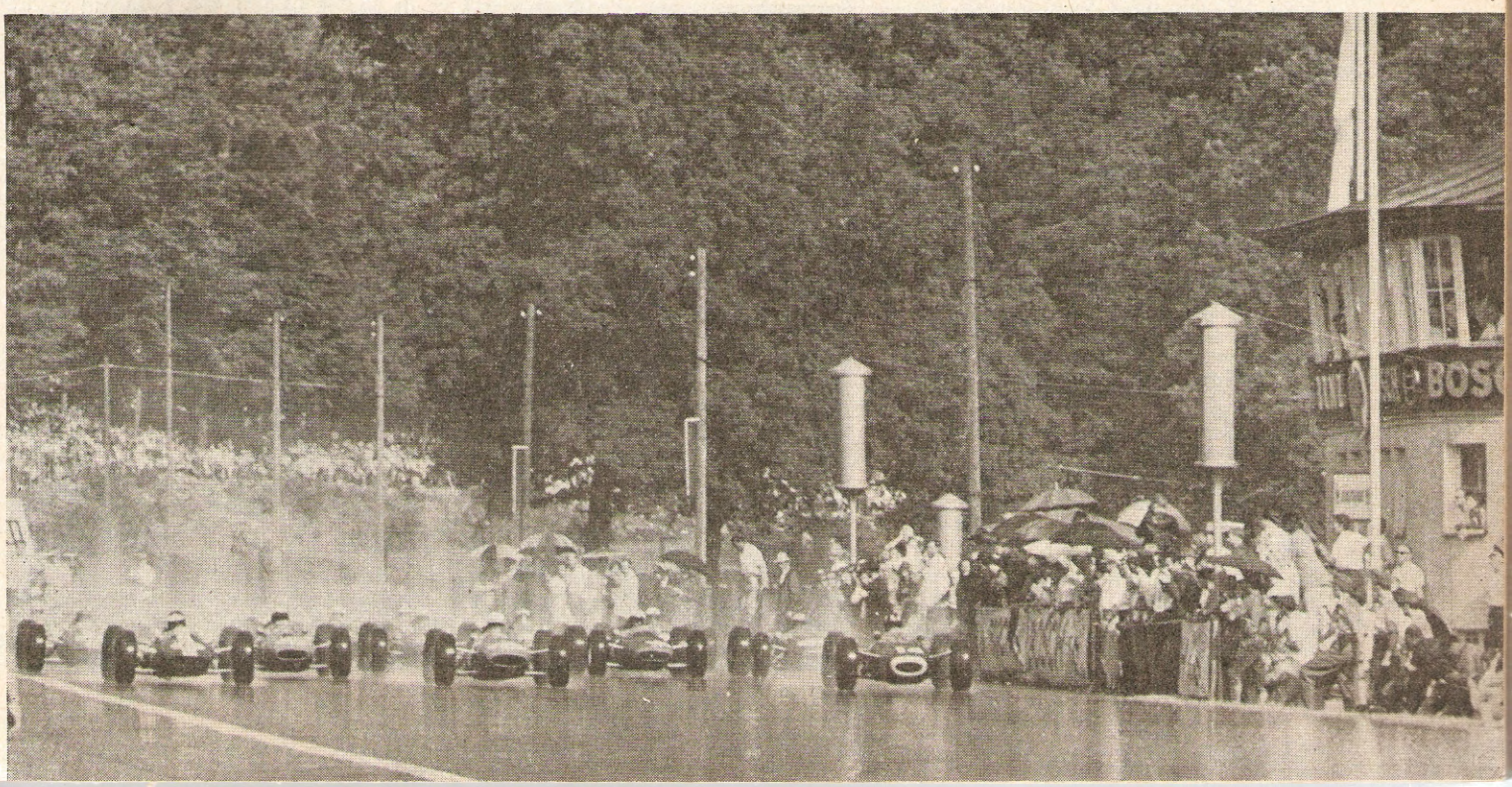
Once again Bob Anderson drove a brilliant race in his Brabham-Coventry

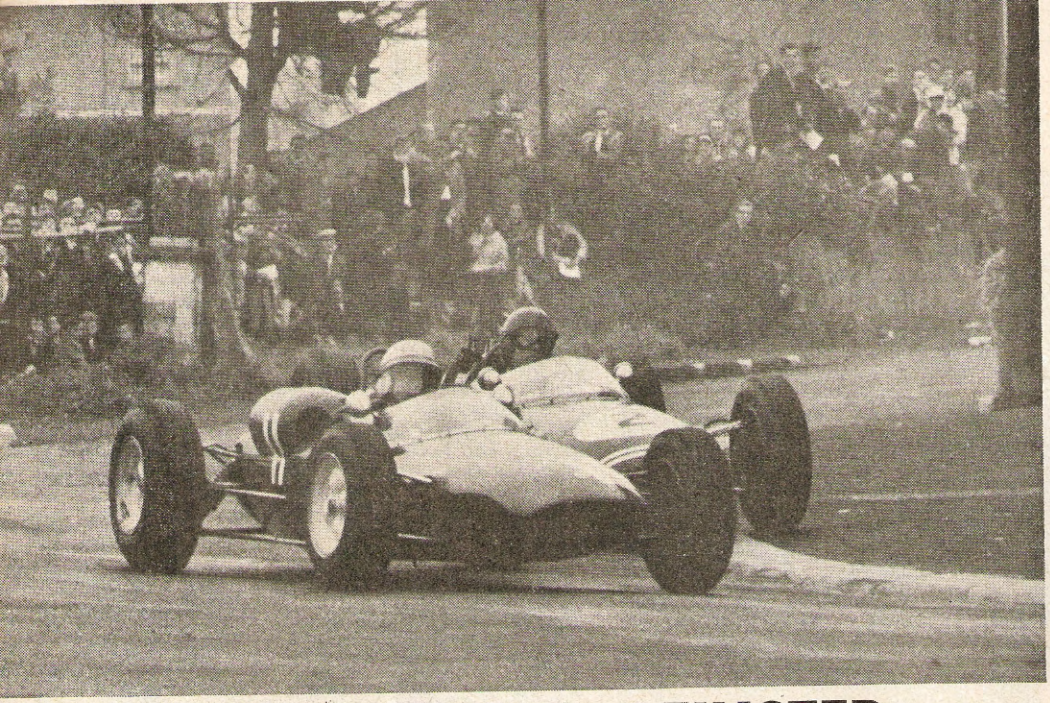


Climax, being easily the best private owner. The ex-motor-cyclist achieved third position, one lap behind the battling Clark and Surtees. His two-wheel compatriot, Mike Hailwood, suffered a bout of ignition bothers and, following several pit stops, was classified ninth.

The race lost some interest after the opening lap shunts, but the duel between Clark and Surtees kept the 1964 Solitude Grand Prix alive. It was, however, very dangerous to run the race on such a wet and slippery surface after the many motor-cycle events.

START IN THE RAIN. The field slithers away to a twitchy start at the drop of the flag. The three occupants of the front row positions, Jim Clark, John Surtees and Graham Hill, are about equal, as are second-row men Lorenzo Bandini and Mike Hailwood.





JACK PEARCE in his 1.6 Lotus-Ford 22 and Brian Gubby in his F1 Lotus-Coventry Climax 24 during their wheel-to-wheel dice in the main race. Gubby took to the kerb in his efforts to pass Pearce at Dunboyne Corner.

LEINSTER TROPHY TO PEARCE

103-mile Formule Libre Race Dominated by Lotus

By BRIAN FOLEY

JACK PEARCE averaged 92.92 m.p.h. with his 1.6-litre Lotus 22 to win the feature event, the 103-mile Leinster Trophy Formule Libre scratch race, at Dunboyne, Co. Meath, last Saturday. John Crossle drove one of his own Crossle sports-racers to victory in the Dunboyne Trophy handicap event, and winner of the Holmpatrick Trophy handicap was Kevin Diffley in a Sprite. The meeting was sponsored by the Hire Purchase Company of Ireland and organized by the Leinster Motor Club. Weather was very dull and overcast, the Holmpatrick Trophy race being held on streaming wet roads. Unfortunately the meeting was marred by tragedy: Worcestershire enthusiast Bill Rigg crashed his Lotus Elite with fatal results on the second lap of the Dunboyne Trophy race.

* * *

THE Leinster Motor Club attracted a very fine entry for their 22nd Leinster Trophy meeting. Practising was held in absolutely ideal conditions on the Thursday and Friday evenings. In the first session Jack Pearce gave us a taste of things to come by circulating his 1.6 Lotus 22 at 99.04 m.p.h. John Pringle, holder of the lap record at 100 m.p.h., hustled his 2.7 Cooper-Climax around at 98.63 m.p.h. Brian Gubby screamed around at 95.36 m.p.h. in his ex-U.D.T. Lotus-Coventry Climax V8, this speed being matched by Malcolm Templeton's 1.6 Lotus 22 and Jackie Epstein's 1,098 c.c. Cooper F.J. Tommy Reid was in trouble with the Irish Racing Cars 1.6 Lotus 22 and discovered that the rear end of his chassis was fractured; he had his chassis fixed for the Friday session and he got in a hot lap at 98.80 m.p.h., as did Brian Gubby. Jack Pearce was slower at 96.90 m.p.h., although he retained his pole position on the grid. John Pringle had gearbox trouble and was faced with the prospect of having to change the five-speeder for his older four-speed box.

Conditions could scarcely have been worse as the crowds flocked to the circuit on race day itself. Happily the rain ceased shortly before the first race commenced, this being the Holmpatrick Trophy event, a *Formule Libre* handicap run over 12 laps (48 miles). With so much water lying about, spins were the order of the day. On the eighth lap Kevin Diffley (Sprite) went ahead and, with two laps to go, J. M. Watson came up into second place with his hot Sprite, but was unable to catch the flying "Diffo" who won at 71.14 m.p.h. One of the two scratchmen, Alex Poole, escaped with minor scrapes when he rolled his Midget.

The roads were considerably drier for the Dunboyne Trophy race, another *Formule Libre* handicap affair, of 72 miles. Tragedy struck on the second lap when Bill Rigg crashed his Lotus Elite between Boylan's Bridge and Loughsalla. The car hit a bank and disintegrated, throwing Rigg on to the road in front of Gerry Kinnane's 1.6 Crossle sports-racer. Kinnane somehow managed to avoid Rigg, who died shortly afterwards on the way to hospital. Confusion reigned supreme as marshals tried to removed the wrecked Elite. Tom Stafford crashed his Turner, and the lead was taken over by fellow-limitman Ronnie Noble in the M.G. twin-cam-based Phoenix Special. On lap 13, Walter Kinnear snatched the lead from Noble, but three laps later he retired with the bearings gone in his 1,172 c.c. Lotus 18. John Crossle, who was motoring very well in the Irish Racing Cars/Team Crossle 1.1 Crossle sports-racer, swept to the front and took the chequered flag at an average speed of 81.63 m.p.h.

The weather was exceptionally dark and gloomy as the impressive field of 28 single-seaters set out on their warming-up lap for the 26-lap, 103-mile Leinster Trophy scratch race. Tommy Reid clipped a kerb and damaged the rear end of his 1.6 Lotus 22, so even before the race started one of the leading Irish contenders was out of the running.

Jack Pearce shot away from the massed start at Loughsalla, and coming into the Village for the first time the Birmingham man had a respectable lead from Malcolm Templeton who was 3 secs. ahead of Brian Gubby. John Fenning in a Formula 3 Lotus 20/22 was fourth, closely followed by Alan Rollinson in a 1.5 Lotus 27, Mike Knight in a Brabham Junior and Pringle in his 2.7 Cooper.

By lap three, David Prophet (F2 Brabham-Cosworth) was mixing it with Fenning, Rollinson and Knight, the four being locked in a fantastic dice. So close was this contest that on the fourth lap Rollinson actually poked the nose of his Lotus 27 into the rear opening of Fenning's Lotus as they accelerated through the Village!

Brian Gubby took Templeton on the fifth lap, and for 10 laps he waged a wheel-to-wheel duel with Pearce. Gubby took to the footpath on the left-hand Dunboyne Corner on every lap in an endeavour to take Pearce on the inside! Templeton was in a lonely third spot, some way behind the duelling leaders, and Prophet was ahead of Knight and Rollinson, who were swapping places several times per lap. Fenning was out with mechanical trouble, and a pit stop cost Rollinson several valuable seconds. Gubby dropped back to 5 secs. behind Pearce on lap 19, and he was 11 secs. in arrear on the following lap. He was having difficulty getting gears and the V8 Coventry Climax motor screamed to astronomical revs. as he missed the cogs passing the timing box.

With Gubby's challenge effectively gone, Pearce eased up slightly and he finished a comfortable first at an average speed of 92.92 m.p.h. Gubby was almost 1½ mins. behind in second place, and Templeton was nearly 2 mins. behind the winner. David Prophet, fourth overall, was winner of the 1,100 c.c. Class, 6 secs. ahead of Mike Knight.

RESULTS

Leinster Trophy—Racing Cars (26 laps—103 miles): 1, Jack Pearce (1.6 Lotus-Ford 22), 1 h. 6 m. 28.6 s., 92.92 m.p.h.; 2, Brian Gubby (1.5 Lotus-Coventry Climax 24), 1 h. 7 m. 55.2 s.; 3, Malcolm Templeton (1.6 Lotus-Ford 22), 1 h. 8 m. 10.8 s.; 4, David Prophet (1.0 Brabham-Cosworth), 1 h. 8 m. 45.6 s.; 5, Mike Knight (1.1 Brabham-Ford), 1 h. 8 m. 51.4 s.; 6, Alan Rollinson (1.5 Lotus-Ford 27); 7, Luke Duffy (1.1 Cooper-Ford Mk. 2); 8, Rodney Banting (1.0 Lotus-B.M.C. 22); 9, John Pringle (2.7 Cooper-Climax); 10, Dave Rees (1.6 Cooper-Ford). **Fastest lap:** Pearce, 95.36 m.p.h.

Dunboyne Trophy—Formule Libre Handicap (18 laps—72 miles): 1, John Crossle (1.1 Crossle-(Ford), 50 m. 58.8 s., 81.63 m.p.h.; 2, Ronnie Noble (1.6 Phoenix Spl.); 3, Charles Eyre-Maunsell (1.6 Crossle-Ford). **Fastest lap:** Eyre-Maunsell, 91.60 m.p.h.

Holmpatrick Trophy—Formule Libre Handicap (12 laps—48 miles): 1, Kevin Diffley (1.0 A.-H. Sprite), 39 m. 26.6 s., 71.14 m.p.h.; 2, J. M. Watson (1.0 A.-H. Sprite); 3, Mike Weiniger (1.1 M.G. Midget). **Fastest lap:** Watson, 75.47 m.p.h.

FREDDIE SMITH has his M.G.A in a spot of bother in Dunboyne Village—the scene of many spins. One Midget driver almost went through a nearby pub window!

CLOSE RACING AT SHORT MALLORY

Gymkhana Antics at Chicane at B.A.R.C. Members' Meeting

FLINGING the pylons high in the air, C. M. Ratcliffe goes through the narrow chicane followed by N. Foulds (M.G. Midget) and J. Wheeler (Sprite s/c).

THE chicane forming the new "short" circuit at Mallory Park has more relationship to the gymkhana or driving test than to the racing circuit, but it provided organizers and spectators alike with plenty of interest at the B.A.R.C. Members' Meeting last Sunday.

Racing began with the first of the two "Spring Grove" saloon car events, for over 1,200 c.c. cars. It was a very clean win for Boley Pittard's Willment Anglia from Roger Swanton's Lotus Cortina and Harry Ratcliffe's 1,390 c.c. Mini-Cooper S. The antics of the latter pair in the chicane set the pattern for the day as far as this area was concerned.

Event two brought out the marque cars and again it was a clean win, this time for Brian Kendall in his Morgan Plus 4, who staved off the attacks of his adversaries. Alastair McHardy (T.V.R. Grantura) was up there with the boys for the first two laps and then made a monumental nonsense of the chicane, dropping the rest of the lads into serious bother and himself to fifth place.

If the first "Spring Grove" event was wild, the second was wilder. Harry Digby, driving Mick Cave's A40 as only Harry can, chased the scuttling Mini-Cooper S of Jeff Goodliff, passed him on lap three when Goodliff got sideways in the chicane and was repassed on lap four when he himself did the same.

Event 4 brought the only serious incident of the day when A. D. Taylor struck the bank on the outside of Gerards; although taken to hospital, his condition is reported as not serious. The start of this race was enlivened by a battle of wills between Alan Jones ("Tatty" Turner) who crept from the second almost to the front row of the grid while starter Graham Macbeth glared at him from his rostrum. Tim Lalonde (Marcos) pulled out a good lead when Cooke took the chicane backwards in his Diva. Jones, having already been penalised one minute for creeping, further penalised himself by taking the escape road in avoiding him.

The fifth event was a not very lively race for sports cars up to 2-litres in which Tony Moore (Lotus-B.M.C. 7) and J. C. Claydon (D.R.W.-Ford) showed what sports cars up to 1,000 c.c. can do when driven with determination—they beat all the heavier opposition. The race for G.T. cars over 1,150 c.c. saw Rex Willoughby's Elan lead all the way after J. H. Blades retired his Turner on lap two.

The meeting ended with three handicaps, the second of which must have been heart-breaking for the organizers. Of the 14 cars accepted five turned up on the starting grid!

K.W.Y.

RESULTS

Saloon Cars Over 1,200 c.c. (12 laps): 1, B. Pittard (Ford Anglia), 79.21 m.p.h.; 2, R. P. Swanton (Lotus-Ford Cortina); 3, H. W. Ratcliffe (Mini-Cooper S). **Fastest lap:** Swanton, 44.2 s., 81.45 m.p.h. **Marque Race (10 laps):** 1, B. Kendall (Morgan Plus 4), 76.27 m.p.h.; 2, W. B. Unett (Sunbeam Alpine); 3, J. G. Sharp (M.G.B). **Fastest lap:** Sharp, 45.4 s., 79.30 m.p.h. **Saloon Cars up to 1,200 c.c. (12 laps):** 1, J. W. Goodliff (Mini-Cooper S); 2, H. B. Digby (Austin A40); 3, C. J. Montague (Mini-Cooper S). **Fastest lap:** Digby, 45.2 s., 79.65 m.p.h. **Grand Touring Cars up to 1,150 c.c. (10 laps):** 1, T. J. Lalonde (Marcos-Ford), 74.14 m.p.h.; 2, M. K. Barnett (A.-H. Sprite); 3, R. W. B. Cooke (Diva-Ford). **Fastest lap:** Cooke, 46.4 s., 77.59 m.p.h. **Sports Cars (12 laps):** 1, T. Moore (Lotus-B.M.C. 7), 78.92 m.p.h.; 2, J. C. Claydon (D.R.W.-Ford); 3, D. H. Preston (Lotus-Ford 7). **Fastest lap:** Moore, 43.2 s., 83.33 m.p.h. **Class Winners:** Preston, D. A. S. Davis (Lotus-Climax) and Moore. **Grand Touring Cars over 1,150 c.c. (10 laps):** 1, R. W. Willoughby (Lotus Elan), 79.26 m.p.h.; 2, J. A. Lepp (Lotus Elan); 3, B. Joell (Lotus Elite). **Fastest lap:** Willoughby, 43.8 s., 82.19 m.p.h. **Class Winners:** M. A. Lilley (Jaguar E), J. G. Sharp (M.G.B) and Willoughby. **Handicap (seven laps):** 1, A. Appleby (A.-H. Sprite), 71.92 m.p.h.; 2, J. F. Heather (A.C. Aceca-Bristol); 3, C. J. Montague (Mini-Cooper S). **Fastest lap:** Montague, 47.0 s., 76.60 m.p.h. **Handicap (seven laps):** 1, A. W. Beeson (Diva-Ford), 74.47 m.p.h.; 2, J. C. Claydon (D.R.W.-Ford); 3, D. H. Preston (Lotus-Ford 7). **Fastest lap:** Claydon, 43.8 s., 82.19 m.p.h. **Handicap (seven laps):** 1, C. M. Ratcliffe (Lotus Elite), 74.69 m.p.h. 2, E. Oliver (Lotus Elan); 3, R. W. Willoughby (Lotus Elan). **Fastest lap:** Willoughby, 43.9 s., 83.73 m.p.h.

B.R.S.C.C. at OULTON PARK

Organization Strained at Well-Supported Northern Meeting

By FRANCIS PENN

THE British Racing & Sports Car Club (North Western Centre), locally famed for their split-second organization in running Oulton Park club meetings, tempted fate last Saturday when, for a programme of eight events, seven of 10 laps and one of 15, they accepted an entry of 230 competitors—an all-time record! And fate turned on them in no uncertain manner.

During the morning's practising, day turned into night, a thunderstorm struck and a cloudburst flooded the track. The club coped and, against all bets, started prompt to time. What beat them, was a couple of crashes and two sumps-full of oil deposited at Old Hall and Lodge, which caused the meeting to run late, finally terminating after 7 p.m.

I would have thought that a maximum of 150 competitors and events of seven laps were enought for club meetings starting around 2 p.m.

The first race, for sports and G.T. cars, saw John Carden (Elan) fight off Dick Crosfield (Elan) for the first eight laps, but Carden's exhaust system fell off and next lap he crashed badly at the Bailey Bridge; the oil from the sump managed as far as Deer Leap! On the last lap both David Lewis (D.R.W.) and Fred Smith (Lotus 7) passed Crosfield, to finish as stated.

After a long delay while the oil was removed came the Guards Trophy for unlimited sports-racing cars. On the first lap P. P. Thompson (Lotus 7) gyrated all the way from the Deer Leap to the pits—he had found the oil! Peter Gethin (1.1 Lotus 23) was fighting a losing battle with Geoff Breakell (1.6 Lotus 23), the latter taking the flag by some 5 secs. from Geoff Oliver (1.1 Lotus 23), who had taken Gethin two laps from the finish.

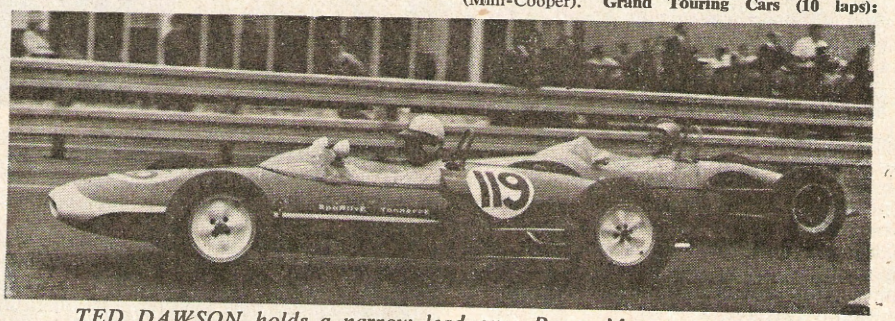
In the 15-lap *Formule Libre* race Dennis O'Sullivan (1.1 Brabham) was never headed and he won by 3 secs. from Ted Dawson (1.6 Lotus 22), with Roger Mac (F3 Brabham) third after a great scrap with Tom Fletcher (Lister-Jaguar).

The saloons provided a Ford benefit, Boley Pittard (Anglia) winning from Howard Fawsitt (Anglia) and John Mitchell (Lotus Cortina). Rex Willoughby had a 7 secs. win from Dick Crosfield in the next race, both in Elans, then Ted Worswick (Lotus-Climax 7) kept David Lewis (D.R.W.-Ford) at bay in a sports car event.

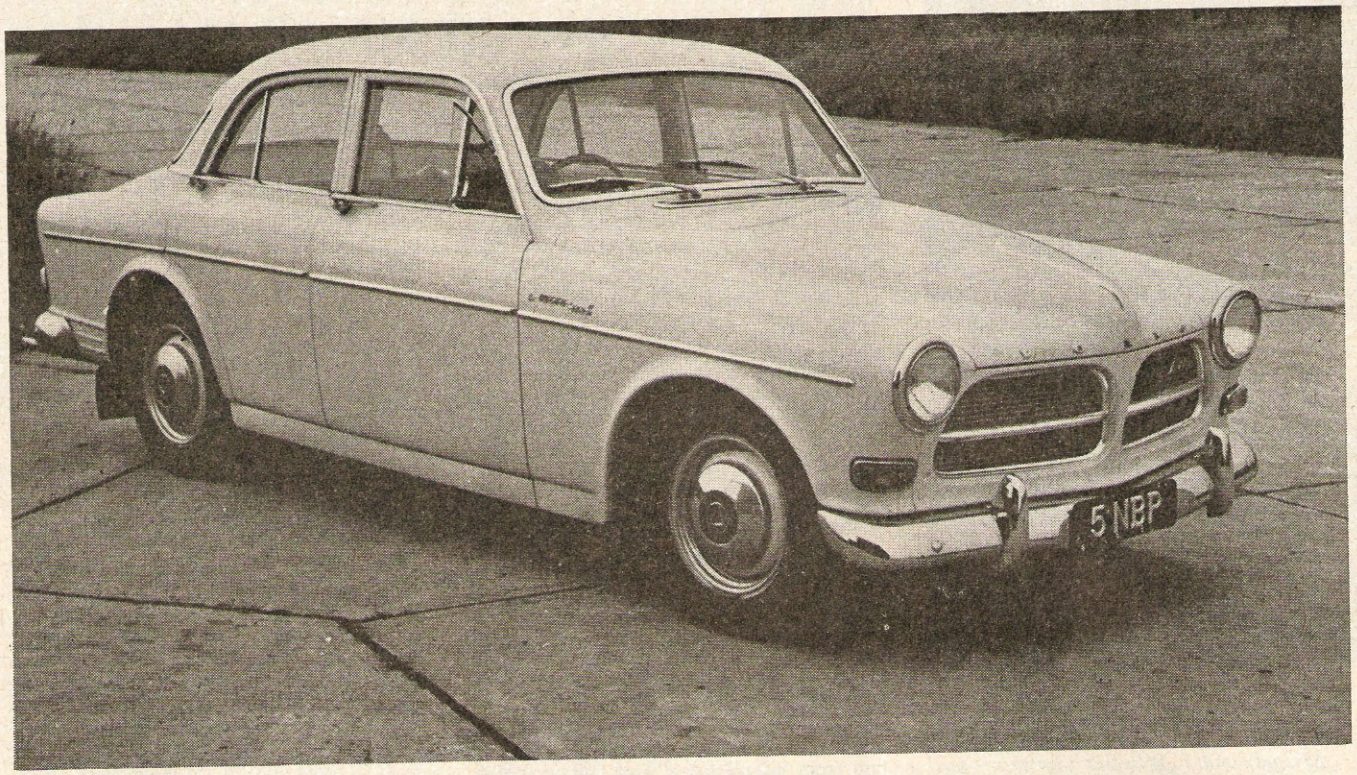
It was very nearly a dead heat between Mike Cadby (Dino) and J. Holland (U2) in the 1172 Formula race, the former winning by a short nose! The last race of the day was for saloons, and Steve Neal's Mini-Cooper S won by 6 secs. from J. Goodliff's similar mount.

RESULTS

Grand Touring and Sports Cars (10 laps): 1, D. J. V. Lewis (D.R.W.-Ford), 77.91 m.p.h.; 2, F. W. Smith (Lotus-Ford 7); 3, R. J. Crosfield (Lotus Elan). **Fastest lap:** Lewis, 2 m. 0.6 s., 82.45 m.p.h. **Class Winners:** Lewis, Crosfield and A. Minshaw (Reliant Sabre G.T.). **Sports Cars (10 laps):** 1, G. H. Breakell (Lotus-Ford 23), 83.15 m.p.h.; 2, G. Oliver (Lotus-Ford 23); 3, P. Gethin (Lotus-Ford 23). **Fastest lap:** Breakell, 1 m. 56.2 s., 85.54 m.p.h. **Class Winners:** Breakell and Oliver. **Formule Libre (15 laps):** 1, D. O'Sullivan (Brabham-Ford), 85.78 m.p.h.; 2, E. Dawson (Lotus-Ford 22); 3, R. S. Mac (Brabham-Ford). **Fastest lap:** O'Sullivan, 1 m. 53.4 s., 87.65 m.p.h. **Saloon Cars (10 laps):** 1, B. Pittard (Ford Anglia), 79.40 m.p.h.; 2, H. Fawsitt (Ford Anglia); 3, E. J. B. Mitchell (Lotus Ford Cortina). **Fastest lap:** Pittard, 2 m. 2.0 s., 81.47 m.p.h. **Class Winners:** Pittard and R. D. McCutcheon (Mini-Cooper). **Grand Touring Cars (10 laps):** 1, R. Willoughby (Lotus Elan), 80.70 m.p.h.; 2, R. J. Crosfield (Lotus Elan); 3, R. Smart (Lotus Elite). **Fastest lap:** Willoughby, 2 m. 0.0 s., 82.83 m.p.h. **Class Winners:** Willoughby, E. A. Worswick (A.-H. 3000) and J. B. Moore (A.-H. Sprite). **Sports Cars (10 laps):** 1, E. A. Worswick (Lotus-Climax 7), 82.19 m.p.h.; 2, D. J. V. Lewis (D.R.W.-Ford); 3, F. W. Smith (Lotus-Ford 7). **Fastest lap:** Lewis, 1 m. 58.8 s., 83.67 m.p.h. **Class Winners:** Worswick, Lewis, Smith and B. Jones (A.-H. 100/6). **750 and 1172 Formula Cars (10 laps):** 1, M. F. Cadby (Dino), 78.56 m.p.h.; 2, J. Holland (U2 Mk. 2); 3, J. Corfield (Terrier Mk. 2). **Fastest lap:** Holland, 2 m. 3.6 s., 80.42 m.p.h. **Class Winners:** Cadby and G. Hunt (Austin Spl.). **Saloon Cars (10 laps):** 1, S. P. Neal (Mini-Cooper S), 78.22 m.p.h.; 2, J. Goodliff (Mini-Cooper S); 3, R. M. Wilson (Mini-Cooper S). **Fastest lap:** Neal, 2 m. 5.6 s., 79.14 m.p.h. **Class Winners:** Neal and I. McDougall (Mini-Cooper).

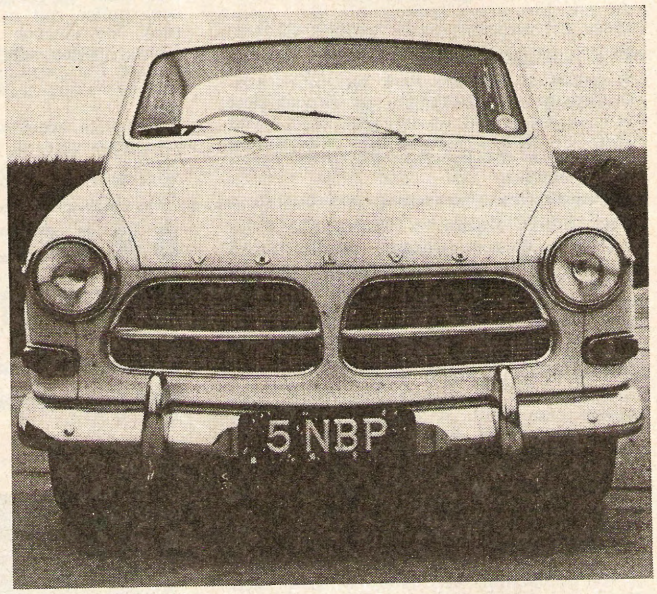


TED DAWSON holds a narrow lead over Roger Mac past the pits.



AUTOSPORT Road Tests a

RUDDSPEED VOLVO



Sussex ex-racing driver Ken Rudd's aim has always been to take good cars and make them even better. PATRICK McNALLY has tested Rudd's 108 b.h.p. version of the Volvo B18 and has obtained a maximum speed of 107.2 m.p.h. and a standing quarter-mile time of 17.95 secs.—similar to, or better than, many 2-litre sports cars . . .

THE Ruddspeed Volvo is aimed directly at the man who wants sports car performance and handling but must have a five-seater for domestic reasons. There are few cars currently marketed around the thousand-pound bracket which will permit sporting instincts to be exercised yet still provide a comfortable, reliable, family carriage.

Rudd's version of the B18 is one of the few and fills the gap admirably. Capable of making exceedingly rapid progress through the twists as well as down the straights, it is capable of satisfying the G.P. streak without the usual comment from office and family alike.

Ken Rudd's aim has always been to take good cars and make them even better—with the Ruddspeed Volvo he has certainly succeeded.

The car varies from standard in many important aspects, and most modification is done in the suspension and engine departments.

The rugged four-cylinder push-rod power unit, with its sturdy five-bearing crankshaft, is fitted with a Rudd camshaft and a polished and gas-flowed head, polished manifolding and different valve springs.

The new cam gives increased lift and overlap while the stronger valve springs make higher r.p.m. possible. The polished head puts the compression ratio up to 10.5 to 1. Twin SU HD4s are retained, but are re-needled to suit the more efficient manifolding and hotter cam.

The exhaust system is completely new, with a fabricated four-branch manifold leading into a straight-through silencer and exits via twin tail pipes. These modifications raise the power output to approx. 108 b.h.p. at 6,000 r.p.m., a figure which obviously varies slightly from engine to engine.

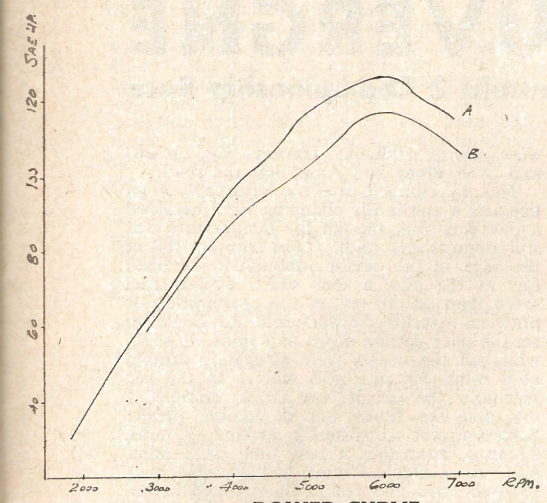
The gearbox and clutch remain unaltered, the overdrive version with its low axle offering exceedingly close ratios.

The suspension receives a great deal of attention so as to be able to cope with the extra power. Both the front and rear coil springs are cut down and reset, this lowering the car by some 1½ inches. Koni dampers replace the standard ones, and Pirelli Cinturatos complete the picture.

The interior, with its reclining seats, remains unchanged with the exception of Rudd's own sound-deadening kit which has the effect of reducing the increased engine noise to standard. At a casual glance a Ruddspeed Volvo looks no different—the knowledgeable might notice the lowered suspension, which gives it a very purposeful look.

On the road the first thing that strikes the driver is the almost uncanny road-holding—even in the wet the car retains almost neutral handling characteristics.

This is a little unnerving to start with, for one expects the back to break away at any moment and it just doesn't move an inch. It is only a real excess of speed and stern driving which move the tail out, and then it goes, believe



POWER CURVE

A. 11 : 1 Compression Ratio. 42 mm. Webers
B. 10.5 : 1 Compression Ratio. HS6 SUs

it or not, progressively and predictably.

With perhaps the exception of the Janspeed Mini-Cooper S I drove last year I have never driven a car which cornered so quickly with so little fuss. One does get the impression that the Pirellis play a big part in this dynamic cornering act—it would be interesting to try the car with more conventional tyres and record the differences. As regards the lack of dramatics when cornering, this can be put down to the absence of body roll and pitch, both of which have been obviated almost completely.

A criticism that can be made with regard to suspension is that it is possible to induce axle tramp when cornering hard employing full throttle; and also when busying oneself with full-blooded take-offs. I found the latter fault could easily be overcome by a little discretion. Ken Rudd tells me the reason for this is simple: the cars are set up to give a really smooth ride; if the shock absorbers were set harder, all tramp would disappear, but the ride would suffer a little. So, in fact, the Konis are at a compromise setting and can be altered to a customer's individual requirements. Driven on the road by Mr. Average neither situation should ever be encountered.

The increased power makes itself really felt, and coupled as it is with an excellent four-speed all-synchromesh gearbox, the acceleration times are similar to, or better than, many 2-litre sports cars. The maximum is upped to 107.2 m.p.h., and although the last seven m.p.h. need long straights before they are ever realized, 100 m.p.h. is often encountered in everyday motoring. At this speed the car is stable and little affected by adverse road conditions. Too many cars feel like ships in a storm, even below their maximum, as soon as a cross-wind comes up.

The acceleration times reflect the gear ratios to a great extent. Thirty is reached in 3.65 secs., 50 m.p.h. takes 7.4 and 60 m.p.h., 11 secs. dead. The most impressive time, however, is to 80 m.p.h., which is 17.8 secs., almost identical with a quarter-mile time of 17.95.

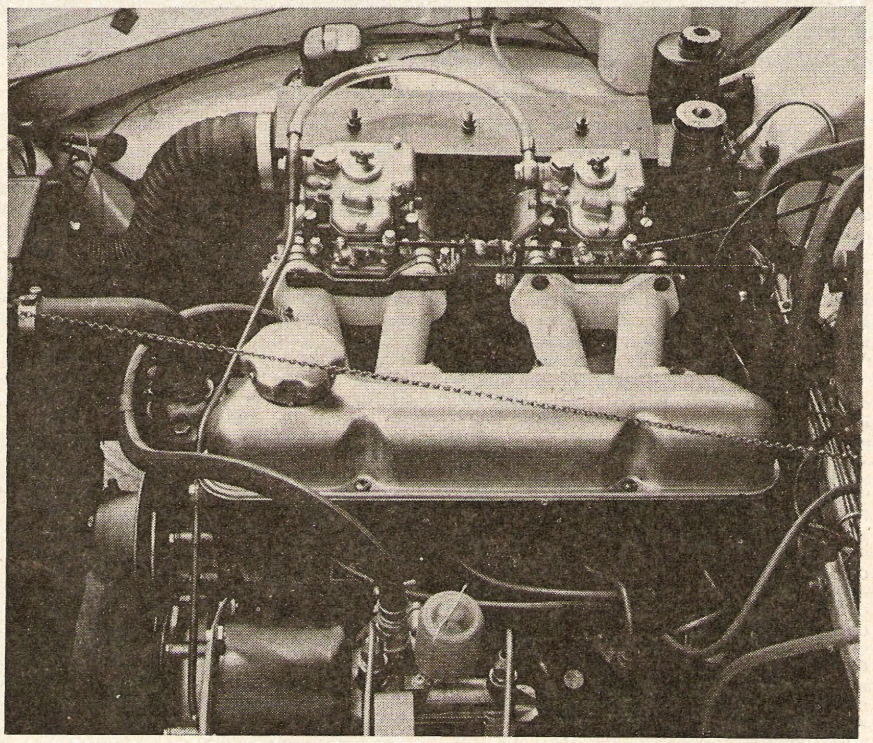
All this increased performance has been extracted without any apparent loss of flexibility. The car can be driven around all day in top if one feels so inclined, for the engine doesn't give you gear-change mania often associated with modified cars.

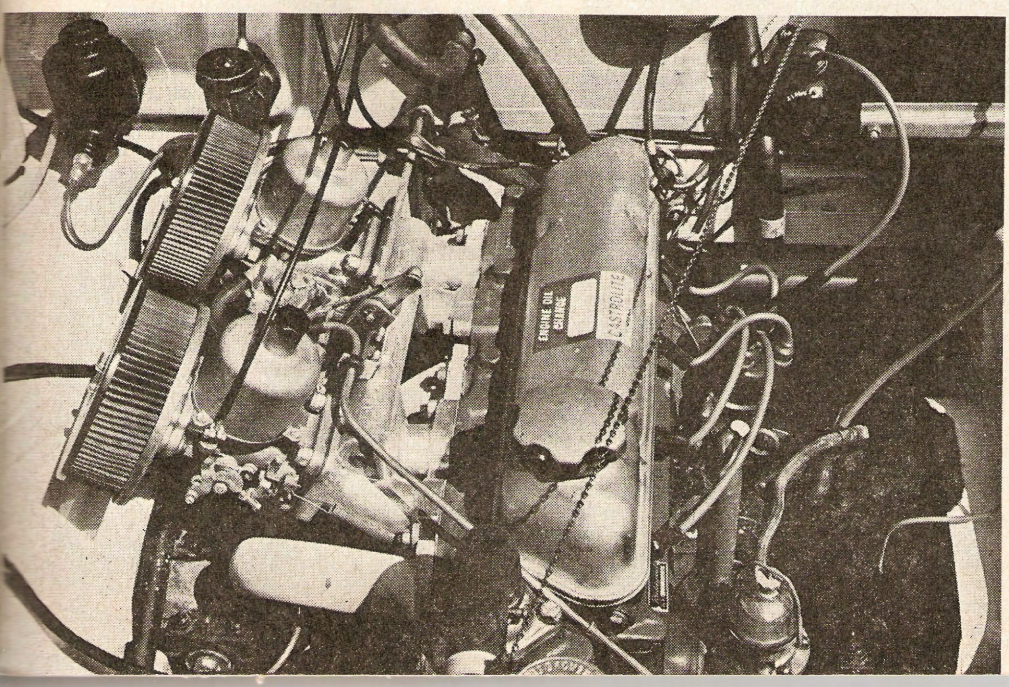
The interior noise level is surprisingly low, and though the exhaust note has a touch of the tweaked about it, inside the car one might well be in a standard carriage—the sound-deadening does its job that well.

Any disadvantages of this potent performance and leech-like roadholding were not noticed The fuel consumption, never particularly good on the standard car, is hardly affected and we recorded 25 m.p.g. on several occasions, although it did drop to 20 m.p.g. when the corners were many and the car was being exercised to the full. Oil consumption appeared negligible, about a pint per thousand.

The Volvo guarantee doesn't cover some of the modifications, but Ken Rudd does, so the horror of driving a new car uncovered by the guarantee is no longer there.

I have always had a special liking for the Volvo Saloon (perhaps that is why Ken asked me to do the test) and I must say this was the best so far. Well, perhaps not quite the best, for I have just had the opportunity of trying Rudd's new Volvo. It has remote gear-change, a very necessary rev. counter, a hotter cam, and Webers.





ON WEBERS (above). Paddy McNally also tried another, more modified car running on Webers. Notice the fabricated inlet manifold and the efficient-looking cold air box. ON SUs maximum power was 108 b.h.p. at 6,000 r.p.m. (left). Picture shows the fabricated manifold and the extremely functional layout of all the under-bonnet accessories.

I took it down the test strip outside the Rudd factory at Ford, near Arundel, Sussex, and I must say it was a real flyer. The 0-60 time was in the region of 9 secs. and the quarter-mile was reputed to be down below 16 secs.! It obviously can't be quite as flexible as the SU version, but during my short drive no vices were noted.

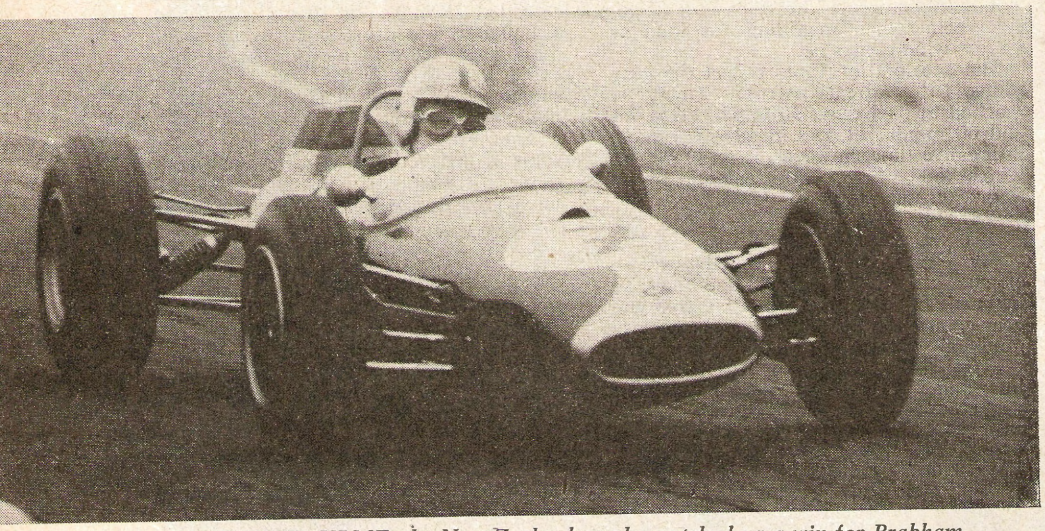
PERFORMANCE DATA

Acceleration: 0-30 m.p.h., 3.65 secs.; 0-50 m.p.h., 7.4 secs.; 0-60 m.p.h., 11.0 secs.; 0-80 m.p.h., 17.8 secs.
Standing quarter-mile: 17.95 secs.
Maximum speed: 107.2 m.p.h.
Price: £1,245.

HULME'S DAY AT AUVERGNE

Denis Hulme (Brabham-Cosworth) Wins Clermont-Ferrand Formula 2 Championship Race

By BILL GAVIN



DENIS HULME, the New Zealander, who notched up a win for Brabham.

THE marque Brabham scored another notable F2 success when Denis Hulme won the Clermont-Ferrand race last Sunday. The New Zealander led from the start, finally beating Jackie Stewart to the line by 6.6 secs. after 32 laps and 160 miles. Stewart drove the Ron Harris Lotus-Cosworth 32 splendidly in his first F2 race, and after trailing Schlesser and Rindt during the opening laps when a mountain mist reduced visibility, he moved up to second place when Schlesser retired and Rindt waved him through. But Hulme had no difficulty in maintaining a lead of around 10 secs. to get the chequered flag, the laurels, and the wrong National Anthem! Rindt relaxed during the closing laps and had to baulk Maggs on the final lap to keep his third place. Fifth was Peter Procter in the second Harris car, and Rees sixth in the Winkelmann Brabham.

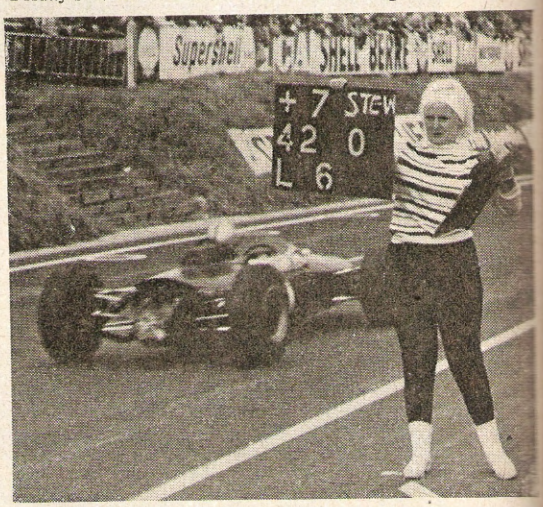
THE Automobile Club d'Auvergne assembled a field of 19 cars for the fourth event in the Formula 2 Grands Prix de France series, current leaders being Clark and Lotus following the races at Pau, Avus and Rheims. This time Team Lotus were represented by Peter Procter and Jackie Stewart in the Ron Harris Mark 32s; Procter had his Rheims car while Stewart was making his début in the car Clark had used at Rheims. Rodney Bloor was the only private Lotuseer. Clark and Spence, along with most Grand Prix drivers, were competing at Solitude, so Tony Maggs, in one of the three M.R.P. Lolas, was the only F1 driver competing at Clermont. Other M.R.P. drivers were Richard Attwood and Bill Bradley. The Mark 54 Lolas have been further modified; the rubber-bushed suspension joints have been replaced by rose joints at both front and rear, and the front coilspring damper units have been mounted outboard once again—the cars with smallest frontal area and inboard suspension aren't necessarily the fastest in a straight line as the bulky Brabhams have twice proved at Rheims. Denis Hulme had the only works Brabham, but this marque is well favoured by the private entries: Jochen Rindt, Alan Rees, Jacques Maglia, Jo Schlesser and Frank Gardner were all in Brabham-Cosworths. The Cosworth engines all give 115 b.h.p. with very little variation—"two b.h.p. would cover the lot" according to Keith Duckworth. Warwick Banks was also making his F2 début, joining Mike Beckwith on the Normand Coopers in the absence of Tony Hegbourne. Teddy Pilette was in the Merlyn, John Ampt in the Alexis, while Austrian Herbert Nosek had a '63 Cooper F.J. fitted with a 1,000 c.c. Lotus twin-cam unit. The French blue was well represented with two Alpine Renaults for José Rosinski and Jean Vinatier. René Bonnet had three cars powered by the twin-cam Renault unit for Robert Bouharde, Roland Charrière and the Swiss Jean-Claude Rudaz.

The five-mile "Charade" circuit in the Auvergne Mountains overlooking Clermont-Ferrand is one of the finest in Europe. The longest straight in its up- and downhill course is little more than 600 yards. The 51 corners range from two tight hairpins to flat-out but blind S-bends. Locally referred to as the "little Nürburgring", the Auvergne circuit does resemble the Eifel one, but fortunately lacks the chassis-destroying humpbacks and rough surfaces of the former. The mountain setting is extremely attractive and the better drivers appreciate getting to grips with this difficult circuit.

A large and very international, but mainly indifferent, field was engaged for the F3 event which was divided into two heats, each of eight laps. The F2 race of 160 miles (32 laps) was staged between the two F3 heats, while the opening event was the next in the series of inter-provincial races with the Lotus Super Sevens donated by Ford of France.

First practice on Friday afternoon was held under unusually severe conditions—the sun was really blazing—the temperature reported to be 99 deg. F.—while the humidity must have approached a similar figure. These conditions converted many cars into veritable ovens, and some drivers could not endure the cockpit temperatures for more than a few laps at a time. The worst affected seemed to be the Brabham drivers. Richard Attwood bettered the outright lap record of 3 mins. 43.8 secs. which he set himself last year during the F.J. race. In the Lola-Cosworth he was officially timed at 3 mins. 43.3 secs., but his pit had him as fast as 3 mins. 42.6 secs. The official time represented an average of 80.64 m.p.h. Jackie Stewart, who had been offered a Team Lotus F1 drive at Solitude and declined in favour of the F2 ride, showed his mettle: on a strange car and circuit his times improved extremely rapidly to achieve the second best time of the day at 3 mins. 44.3 secs. Hulme, also a newcomer to the circuit, only managed a few laps before being overcome by the heat, but was third fastest at 3 mins. 45.9 secs., 0.4 sec. ahead of Procter. Jo Schlesser, usually somewhat of an Auvergne specialist, was next at 3 mins. 47.5 secs. Some drivers were having difficulty learning the circuit, and both Bloor and Ampt left the road.

The sky clouded over for Saturday's practice and a constantly changing wind heralded a thunderstorm, though the temperature was still oppressively high. Odd showers fell at the back of the circuit although it remained fine at the pits, a fact which embarrassed more than one driver on the opening lap of practice. Jackie Stewart and Jo Schlesser set the pace getting down to 3 mins. 46 secs., while all the others were struggling around at 3 mins. 50 secs. and more. In the last half-hour the circuit was almost completely dry and the times started coming down; Schlesser was consistently around 3 mins. 43 secs., recording a best time of 3 mins. 42.1 secs. Denis Hulme had changed back to used tyres and found these much better. Frustrated at being baulked lap after lap, he finally got a reasonably clear run and cornered pole position with a splendid 3 mins. 41.0 secs. Jackie Stewart equalled Schlesser's time while Attwood was 0.6 sec. slower. Bradley recorded 3 mins. 43.0 secs. to be fifth fastest, while Procter never got a flying lap, but was still sixth fastest with Friday's time. Bloor had shunted again



"PIT CREW" for winner Hulme was his charming wife Greta, seen here holding out a sign informing him he is 7 secs. in front of Stewart.

and Warwick Banks put the Normand Cooper in a ditch at the top of the first hill. Practice had barely finished when the promised thunderstorm really got started—the skies opened and the immediate deluge caused the practice for the French Super Sevens to be abandoned.

* * *

IN contrast to both days of practice, race day was almost wintry. The sky was heavily overcast and mountain mists swirled about, sometimes reducing visibility to a few yards. The Super Sevens diced in these conditions, and then the F3 contenders. As the 2.45 p.m. F2 start approached, the British drivers and entrants got alarmed about the conditions and requested that the race be postponed till the mist cleared. But as usual they were inadequately represented and Toto Roche got everybody back in their cars and the race got under way with very little delay. Hulme and Schlesser got away together and went into the first corner side by side. Hulme was determined to get clear on this opening lap, for although the mist was not so bad as anticipated it severely limited the number of places that one could overtake on the twisting circuit. By the end of the first lap Hulme led by nearly 2 secs., while behind in close formation Indian file came Schlesser, Rindt, Stewart, Procter, Attwood, Rees, then Maggs, Rosinski, and

Beckwith, clear of Pilette, Ampt, Maglia, Bradley, Bouharde and Vinatier.

Warwick Banks had been pushed off the grid when his hastily repaired Normand Cooper failed to start immediately. He got away soon after, but called at the pits two laps later for a "scheduled" pit stop to have the brakes bled. Bloor had been less lucky, for he was unable to replace some of the suspension parts damaged in practice on his Lotus and had to withdraw. Peter Procter's engine had broken a valve spring in practice and he was using a spare engine sportingly lent by the Normand team. At the end of the first lap Gardner struggled to the pits, his Willment Brabham jammed in first gear.

There was little change up to quarter-distance except that Hulme steadily drew away by almost a second per lap. Behind, Schlesser still ran second, with Rindt, Stewart and Attwood right behind him, the quartet being literally nose to tail at the hairpins. Procter and Rees had dropped back, while Maggs in eighth place was starting to make up the ground he had lost during the opening laps when oil on his goggles had reduced visibility even further.

A lap later Rindt came by at the head of the bunch with small gaps separating the rest of the bunch, for Schlesser must have delayed everybody slightly as his engine blew up—he limped into the pits shortly afterwards, a tappet having broken. On the following lap Stewart was back on Rindt's tail, while Attwood set the new lap record of 3 mins. 40.9 secs. to get with this pair once again. Procter was now some seconds back, and behind him Maggs went past Rees and into sixth place. On the next lap Stewart and Rindt moved 3 secs. clear as Attwood was baulked, and Banks rejoined the race after a second pit stop to log some unnecessary miles.

Rindt realized that he could not stay ahead of Stewart indefinitely and waved the Scot through on lap 14. The mist had lifted now, and two laps later the race was half over. Hulme, lapping steadily at about 3 mins. 42 secs., had built up a 10 secs. lead. Stewart was just over 2 secs. ahead of Rindt and a similar interval separated the Austrian from Attwood. Peter Procter was a long way back and now only 2 secs. ahead of Maggs. Rees was next, well clear of Beckwith, and behind came Rosinski working hard to keep the underpowered Alpine in the middle of the field. Maglia, Vinatier and Bouharde followed, while farther back Bill Bradley and Teddy Pilette were having a private dice, though they were separated by one lap, with Ampt and Rudaz between them. The third of the outclassed René Bonnets, that of Charrière, was next, while the Austrian Nosek brought

STARTING GRID

Jo Schlesser (Brabham-Cos.) 3 m. 42.1 s.	Jackie Stewart (Lotus-Cos.) 3 m. 42.1 s.	Denis Hulme (Brabham-Cos.) 3 m. 41.0 s.
Tony Maggs (Lola-Cos.) 3 m. 43.0 s.	Richard Attwood (Lola-Cos.) 3 m. 42.7 s.	
Jochen Rindt (Brabham-Cos.) 3 m. 48.4 s.	Mike Beckwith (Cooper-Cos.) 3 m. 46.5 s.	Peter Procter (Lotus-Cos.) 3 m. 46.3 s.
José Rosinski (Alpine-Renault) 3 m. 49.8 s.	Alan Rees (Brabham-Cos.) 3 m. 48.5 s.	
Jacques Maglia (Brabham-Cos.) 3 m. 56.1 s.	Frank Gardner (Brabham-Cos.) 3 m. 53.7 s.	Warwick Banks (Cooper-Cos.) 3 m. 50.8 s.
Rodney Bloor (Brabham-Cos.) 3 m. 58.1 s.	Teddy Pilette (Merlyn-Cos.) 3 m. 57.8 s.	
Jean-Claude Rudaz (R. Bonnet-Ren.) 4 m. 9.2 s.	Robert Bouharde (R. Bonnet-Ren.) 4 m. 2.6 s.	Bill Bradley (Lola-Cos.) 3 m. 59.2 s.
Jean Vinatier (Alpine-Renault) 4 m. 11.0 s.	John Ampt (Alexis-Cosworth) 4 m. 11.0 s.	
Herbert Nosek (Cooper-Ford) 4 m. 37.9 s.	Roland Charrière (R. Bonnet-Ren.) 4 m. 15.1 s.	

his Cooper-Ford in for a lengthy pit stop. Banks was running last.

Rindt didn't stay ahead of Attwood for long, as the Midlander was right back in the groove and set off after Stewart who was only a few seconds away, but also trying hard and managing to whittle the odd second off Hulme's advantage. Then on lap 23 Attwood failed to come by the pits, but Rindt gave the M.R.P. pit the thumbs up sign—Attwood had drifted into the straw bales at a fast downhill bend, damaging the car but not himself. Maggs was closing rapidly on Rindt, who was so tired as to be unable to read the signs from his pit, and while the gap between first and second fluctuated between 7 and 9 secs., Maggs was closing by about 4 secs. per lap. But the Austrian caught sight of Maggs in his mirrors on the final lap and managed to keep the South African at bay to preserve third place by just 0.4 sec. Hulme relaxed to cross the line 6.6 secs. ahead after an extremely well-judged race. Theoretically a works entry, Denny Hulme is more of an independent than most—he prepares and transports his car alone, while, equally alone, his wife Greta charts the race, times his laps and differences, and hangs out the pit signals herself. Jackie Stewart made a splendid Formula 2 début, doing even more than one might reasonably expect of him.

RESULTS

32 laps—160 miles

1, Denis Hulme (Brabham-Cosworth), 1 h. 59 m. 11.9 s., 80.57 m.p.h.; 2, Jackie Stewart (Lotus-Cosworth), 1 h. 59 m. 18.5 s.; 3, Jochen Rindt (Brabham-Cosworth), 2 h. 0 m. 57.5 s.; 4, Tony Maggs (Lola-Cosworth) 2 h. 0 m. 57.9 s.; 5, Peter Procter (Lotus-Cosworth), 2 h. 1 m. 47.2 s.; 6, Alan Rees (Brabham-Cosworth), 2 h. 2 m. 47.2 s.; 7, José Rosinski (Alpine-Renault), 31 laps; 8, Mike Beckwith (Cooper-Cosworth), 31; 9, Jacques Maglia (Brabham-Cosworth), 31; 10, Jean Vinatier (Alpine-Renault), 30; 11, Teddy Pilette (Merlyn-Cosworth), 30; 12, Bill Bradley (Lola-Cosworth), 30; 13, John Ampt (Alexis-Cosworth), 30; 14, Jean-Claude Rudaz (René Bonnet-Renault), 29; 15, Roland Charrière (René Bonnet-Renault), 26; 16, Warwick Banks (Cooper-Cosworth), 25. **Fastest lap:** Richard Attwood (Lola-Cosworth), 3 m. 40.9 s., 81.54 m.p.h.

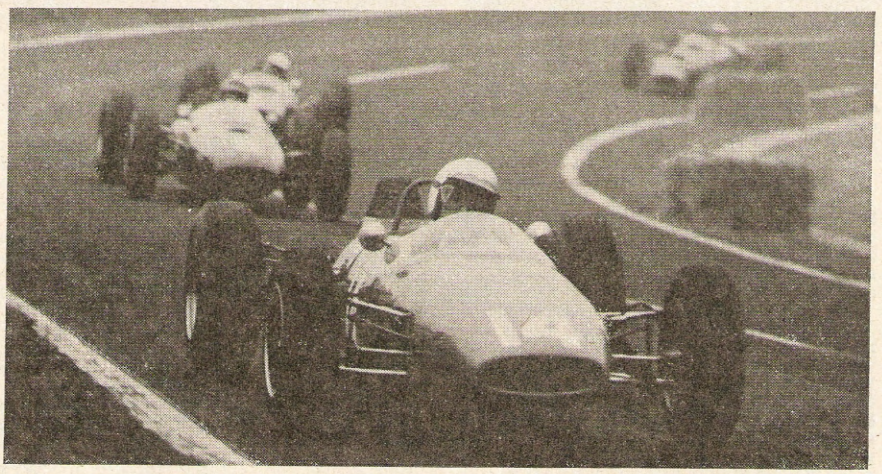
* * *

GRANDSIRE (Alpine-Renault) led on the opening lap of the first F3 heat, but got lost in the fog on lap two and turned up in ninth place, while Moser (Brabham) was clearly in the lead from "Geki" (de Sanctis), Ryser (Cooper), Bianchi (Alpine), Bernusset (Cooper) and Irwin (Merlyn). Despite the conditions Moser completed the second lap in 3 mins. 53.5 secs., some 6 secs. better than best practice time set by "Geki". Ryser gradually got clear of Bianchi, "Geki" and Bernusset, who completed the race in that order while Grandsire had moved through to sixth place ahead of Irwin two laps from the finish. In heat two Moser went straight into an unchallengeable lead and Chris Irwin got his Merlyn going very nicely to get clear of Bianchi and "Geki" to overhaul Ryser during the first three laps. Thereafter the Englishman held second place comfortably, with Ryser, Bianchi, "Geki" and Bernusset spread out behind. Charles Crichton-Stuart suddenly found the quick way round halfway through the second heat and came storming through the field to take an ultimate seventh place.

RESULTS

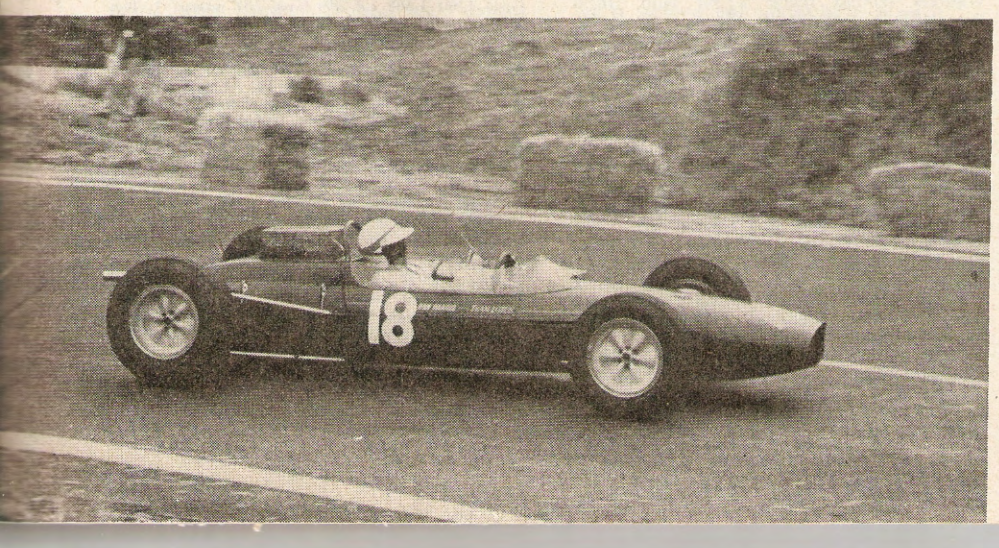
Aggregate of two 8-lap heats

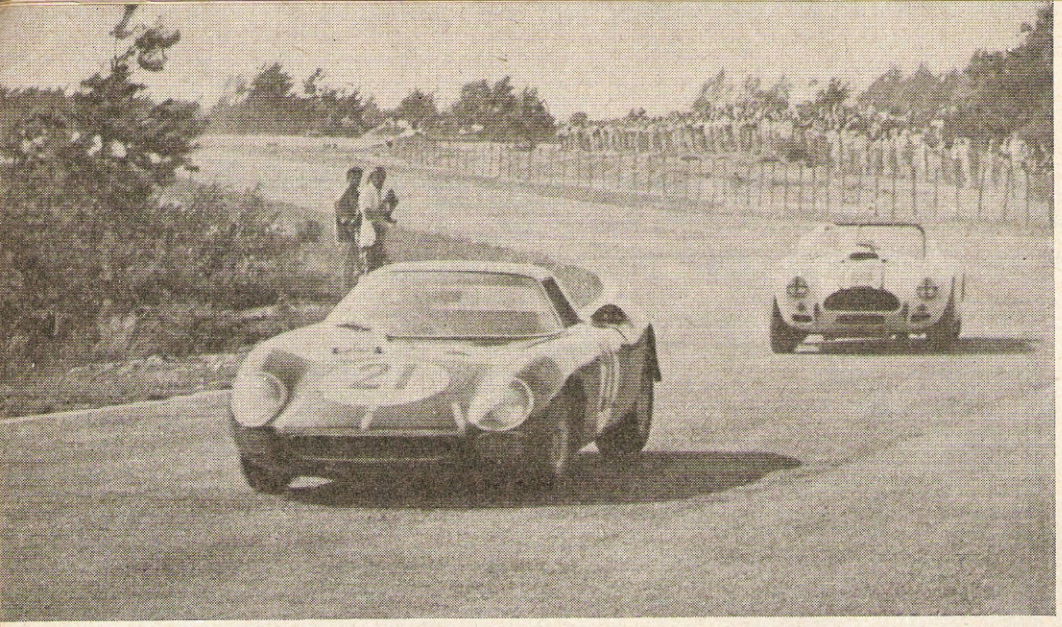
1, Silvio Moser (Brabham-Ford), 1 h. 3 m. 37.0 s., 75.48 m.p.h.; 2, Pierre Ryser (Cooper-B.M.C.), 1 h. 4 m. 22.7 s.; 3, Chris Irwin (Merlyn-Ford), 1 h. 4 m. 38.1 s.; 4, Mauro Bianchi (Alpine-Renault), 1 h. 4 m. 43.0 s.; 5, "Geki" (de Sanctis-Ford), 1 h. 4 m. 49.3 s.; 6, Jean Bernusset (Cooper-B.M.C.), 1 h. 5 m. 12.5 s.; 7, Charles Crichton-Stuart (Cooper-B.M.C.), 1 h. 6 m. 30.5 s.; 8, Alain le Guellec (Lotus-Ford), 1 h. 6 m. 33.9 s.; 9, Bruce Eglinton (Lotus-Ford), 1 h. 6 m. 35.8 s.; 10, "Tiger" (de Sanctis-Ford), 1 h. 7 m. 20.4 s. **Fastest lap:** Moser, 3 m. 53.5 s., 77.12 m.p.h.

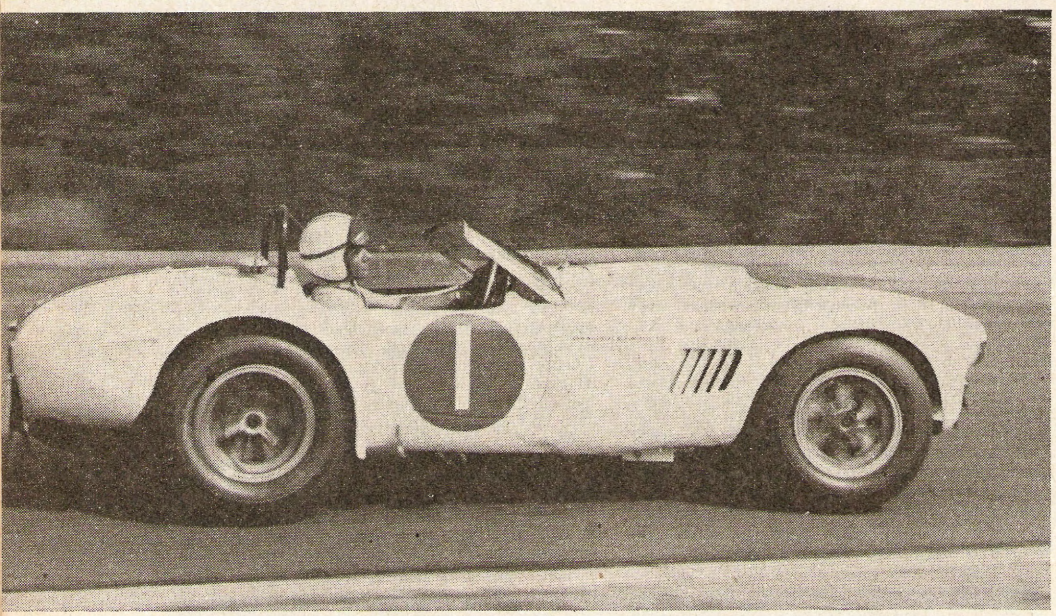


GOOD SCRAP in the early, misty stage of the race between Jo Schlesser (Brabham-Cosworth), Jochen Rindt (Brabham-Cosworth), Jackie Stewart (Lotus-Cosworth) and Richard Attwood (Lola-Cosworth) (right).

SECOND MAN was Jackie Stewart, driving in his first Formula 2 race ever for Ron Harris's Lotus team (below). Jackie justified Ron's confidence in his ability in no small way.







THE CHASE. Bob Olthoff in the Willment A.C. Cobra chases Lucien Bianchi's 250LM Ferrari for all he is worth (above). The South African eventually got ahead, only to suffer mechanical failure. FULL FLIGHT. Olthoff appears relaxed at the wheel of his mighty Anglo-American monster during his stirring drive (below).

BIANCHI'S ZOLDER VICTORY

Limburg Grand Prix to Ferrari

By JEAN BELLEMANS

THE third meeting this year at Zolder was for "Le Mans-type" cars, *i.e.*, prototype and G.T. machines, and an excellent entry had been received for the two races, each of 50 laps (131 miles) with Indianapolis-type starts.

The first race was contested by Grand Touring cars of 1,001 to 2,000 c.c. and prototypes of 1,001 to 1,600 c.c. Eight Porsche 904GTSs were entered, driven by Ben Pon and Slotemaker (Racing Team Holland), Herbert Müller and Knörr (Ecurie Filipinetti), Gerhard Koch, "Elde", "Remordu" and Bigler.

The five Lotus Elans comprised a "racing" one driven by Belgian Lotus importer Wauters, the "semi-racing" car of Clive Hunt (Team Elite) and the more or less normal cars of Mark Konig, Henri Quernette and Firmin Dauwe. Unfortunately, the Ian Walker-entered Elans of Graham Warner and Brian Hart did not appear. The Team Elite Lotus Elite of John Wagstaff, a 2-litre Porsche, a Simca-Abarth 2000, John Bloomfield's 1500 Diva-Ford and Cuff Miller's Marcos with 1200 Ford engine completed the entry, the last two being the only prototypes.

Ben Pon had done the best practice time in 1 min. 47.2 secs. on Friday, but the body of the car was badly damaged on the way to the circuit on Saturday and was hastily repaired. The windscreen was missing but all the other drivers very sportingly agreed to let him race, although his car did not comply with the regulations.

The other best practice times were those of Slotemaker (1 min. 47.9 secs.) and Koch (1 min. 49.6 secs.). The quickest Elan was Wauters's car (1 min. 54.3 secs.); the Team Elite Elan unfortunately ran a big-end bearing and could not race. At the Indianapolis start, Koch went ahead of Slotemaker, Ben Pon, Müller, "Elde", Bigler, Knörr, Finkel (Simca-Abarth 2000) and Wauters. During the first lap, Ben Pon took the lead but Koch tried to pass him on the inside in the left-hander after the pits; Ben Pon also took the inside line, collided with Koch and spun, while Koch went on in the lead. The Dutchman had to wait until the last car went by before he was able to go back on the track, but he was already 10th on the third lap.

Pon passed car after car, and when he took Elde he had exactly the same collision with the Belgian driver as he had with Koch! Pon continued, and on the 23rd lap he lay second.

On the 26th lap, Koch had only a 3-sec. lead, but on the next lap he went missing: he had collided with Finkel's Abarth. So Ben Pon, last on the second lap, was now comfortably in the lead. He slowed to wait for his team-mate Slotemaker, and the two Dutch Porsches crossed the line together, followed by the three Swiss Porsches. Wauters having made a pit stop, John Wagstaff's Elite beat all Elans.

The second race was for G.T. cars of 2,001 to 5,000 c.c. and prototypes of 1,601 to 5,000 c.c. Nine Ferraris were entered: the Equipe Nationale Belge/Ecurie Francorchamps 250LM with 3.3-litre engine for Lucien Bianchi, the 1964 GTO of the same team for Gerald Langlois van Ophem, the '62 or '63 GTOs of Gosselin, Noblet, Boulanger and Sudan, the Drogo-bodied G.T. of Chris Kerrison, the GTL of Charley Müller and the 2+2 of Geissmann.

A strong English opposition was composed of one of John Willment's A.C. Cobras (repaired after its Brand Hatch practice crash) driven by Bob Olthoff, the Lotus 23 of "Beurlys", the lightweight Jaguar E-types of Peter Sutcliffe and Peter Nöcker and an Alan Fraser-entered Le Mans Sunbeam Tiger for Jimmy Blumer.

A great battle between Olthoff and Bianchi began in the training: on Friday they lapped respectively in 1 min. 46 secs. and 1 min. 46.5 secs. It is interesting to note that Willy Mairesse (who will soon be back in racing) did the same day a lap of 1 min. 46.8 secs. with Bianchi's car. On Saturday Bianchi did 1 min. 43.2 secs. and Olthoff 1 min. 43.3 secs., while "Beurlys", who raced with the big cars as his 1,600 c.c. Lotus was not strictly a prototype, did 1 min. 45.3 secs. The Jaguars of Nöcker and Sutcliffe followed with 1 min. 47.1 secs. and 1 min. 47.3 secs.

At the start, Bianchi jumped into the lead, hotly followed by Olthoff. Then came "Beurlys", Sutcliffe, Nöcker, Langlois van Ophem, Gosselin, Kerrison, Noblet and Blumer.

For 20 laps Olthoff tried all he could to pass Bianchi, but the straights were too short! He finally succeeded on the 21st lap and rapidly established a 10-sec. lead. But Olthoff's engine began to sound rougher and rougher; his lead decreased and he was passed by Bianchi on the 33rd lap. Olthoff came into the pits on the following lap: the rotor of the distributor had broken! The mechanics did a temporary repair and the car was back in the race, but nine laps were lost.

So Bianchi led comfortably. Second was now Sutcliffe, who had passed "Beurlys", who stopped to try to cure a persistent misfiring. Nöcker having retired, Langlois van Ophem took his place, in spite of having had to stop to have a damaged front left wheel changed. After his pit stop, Olthoff did three more laps, but the Cobra was not all right and retired.

So Lucien Bianchi broke a long line of bad luck and won, while Peter Sutcliffe was an excellent second.

RESULTS

Grand Touring Cars 1,001-2,000 c.c. and Prototypes 1,001-1,600 c.c. (50 laps—131 miles): 1, Ben Pon (Porsche 904GTS), 1 h. 31 m. 50.4 s., 84.92 m.p.h.; 2, Rob Slotemaker (Porsche 904GTS), 1 h. 31 m. 50.6 s.; 3, André Knörr (Porsche 904GTS), 49 laps; 4, Bigler (Porsche 904GTS), 49; 5, Herbert Müller (Porsche 904GTS), 49; 6, "Elde" (Porsche 904GTS), 49; 7, Gerhard Koch (Porsche 904GTS), 48; 8, "Remordu" (Porsche 904GTS), 46; 9, John Wagstaff (Lotus Elite), 45; 10, Wauters (Lotus Elan), 45; 11, Mark Konig (Lotus Elan), 45; 12, John Bloomfield (Diva-Ford), 44. **Fastest lap:** Pon, 1 m. 46.2 s., 88.13 m.p.h.

Grand Touring Cars 2,001-5,000 c.c. and Prototypes 1,601-5,000 c.c. (50 laps—131 miles): 1, Lucien Bianchi (Ferrari 250LM), 1 h. 29 m. 23.2 s., 87.26 m.p.h.; 2, Peter Sutcliffe (Jaguar E), 49 laps; 3, Gerald Langlois van Ophem (Ferrari GTO), 49; 4, "Beurlys" (Lotus-Ford 23), 49; 5, Pierre Noblet (Ferrari GTO), 48; 6, Chris Kerrison (Ferrari 250GT Speciale), 48; 7, Gosselin (Ferrari GTO), 48; 8, Boulanger (Ferrari GTO), 46; 9, Charley Müller (Ferrari GTL), 44; 10, Geissmann (Ferrari 250GT), 43. **Fastest lap:** Bob Olthoff (A.C. Cobra-Ford), 1 m. 43.3 s., 90.50 m.p.h.

WEST ESSEX AT DEBDEN

Close Finish to an Excellent Day of Club Racing

By PATRICK McNALLY

THE West Essex Car Club's race meeting at Debden last Sunday was typical of this club—a characteristically friendly meeting in the true club spirit. Although only a restricted meeting, it had been heavily oversubscribed and the organizers put on an additional G.T. race to accommodate some of the extra entries.

The meeting started with a 10-lap race for G.T. cars which was split into three classes. Overall winner was Clive Lacey in the Mk. 4 1,098 c.c. Ford-engined Merlyn whose only opposition was Graham Capel in David Plumstead Racing's Lotus 11 G.T., which Lacey led home by a full 17.6 secs. Capel had had a busy time holding off Bill Camp's 1650 Ford Anglia.

The second G.T. race started with a splendid dice between the Elans of Leslie Fryer and Maurice Fallek, these two having a real go. Then Fallek spun and dropped right back, leaving the race in Fryer's pocket.

The Elites of David Brough and F. Hayward took second and third places overall, and in the up to 1,600 c.c. class. Fastest lap was set by Fryer in 1 min. 6.2 secs., which is relatively rapid motoring.

Leslie Nash had a runaway win in the first saloon car race. Nash took the lead after one lap in his 1,198 Anglia, to pull farther and farther away, taking the flag nearly 16 secs. ahead of his nearest rival. The next places were disputed by three Mini-Cooper Ss. First Geoff Thomas had led R. M. Wilson, with Gordon Cooper hard on their heels, and then, in the closing stages, Thomas dropped back with fuel starvation—an empty tank!—letting Wilson up to second place.

Thomas nearly lost third place too, limping across the line just as Cooper flashed by: the verdict went to Thomas although they were both credited with the same time.

Terry Bone had little or no opposition to his winning the sports-racing car event. Driving the light green Ecurie Freeze Lotus 23, he took the initial lead and was never to be headed; his race average was 83 m.p.h., his fastest lap 1 min. 3.6 secs.—a speed of 84.9 m.p.h. Roy Millbank held second place in his Lola-Climax throughout the race, but despite an enterprising drive was never able to make an impression on Bone. The best scrap went on in third place between Graham Capel in the Lotus 11 G.T. and Ray Reader in a 997 c.c. Terrier-Ford Mk. 2. This waxed hot and strong for five laps, first one leading then the other, until the last lap when Capel repassed Reader. The unlucky Reader was also passed by James Manfield (Lotus 23) who came through the field to snatch fourth place.

The handicapping in the race for Bentleys was excellent. The winner was Fred Morley in his rapid 4½-litre, but only just. He was chased over the line by Jonty Williamson's 1927 5.7-litre car, which just pipped G. Woodhead's 3-litre and John Brogden's 4½-litre. These three thundered across the line abreast—quite a sight.

The 15-lapper for saloons was by far the most exciting race of the day. Brian Peacock went into an early lead in his 1650 Anglia, hard pressed by Bill Camp in a similar car, and Leslie Nash in his smaller-engined Anglia. Nash was determined to repeat his earlier win and set about Camp, whom he passed on lap two. He then caught and passed Peacock, only to spin and drop six places.

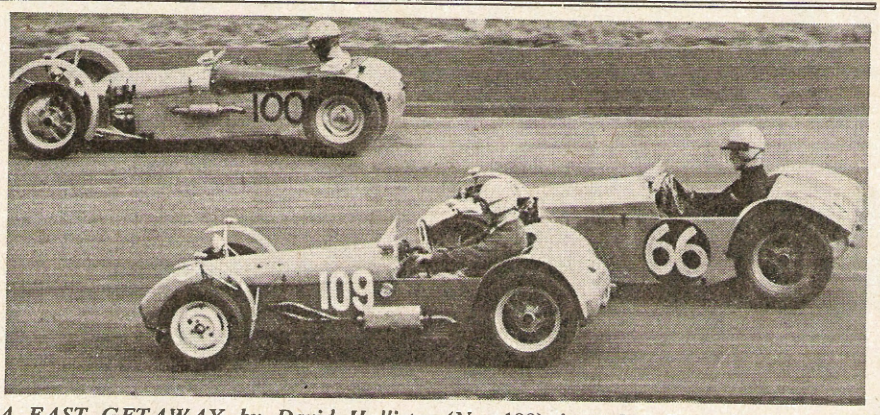
Unembarrassed, Peacock and Camp circulated a few yards apart, while an even more determined Nash tried to make up for his indiscretion. By lap 10 he was up to fourth place behind R. M. Wilson's hot Mini-Cooper S, which he passed to take third overall and the class win.

The last race, for *Formule Libre* cars, featured a fine scrap between Terry Bone (Lotus 23) and Peter Ellis in an Elva Junior. Ellis made the best start, Bone being handicapped by starting from the rear of the grid. By lap four the Lotus 23 had taken the lead and it certainly looked as if that was that. But this was not the case: Peter Ellis wouldn't be shaken off, and kept right behind, the leading pair driving wheel to wheel through the corners. Ellis set a new circuit record in the process, 1 min. 1.8 secs., a speed of 87.40 m.p.h. Then on the last lap he slipped the nose of the Elva ahead to cross the line 0.8 sec. ahead of Bone.

A fitting finish to a well organized and most enjoyable meeting.

RESULTS

Grand Touring Cars (10 laps): 1, C. L. Lacey (Merlyn-Ford Mk. 4 G.T.), 79.45 m.p.h.; 2, G. Capel (Lotus 11 G.T.); 3, W. J. Camp (Ford Anglia). **Fastest lap:** Lacey, 1 m. 6.2 s., 84.20 m.p.h. **Class Winners:** Lacey, A. Florio (Rochdale Olympic) and Camp. **Grand Touring Cars (10 laps):** 1, L. C. Fryer (Lotus Elan), 79.45 m.p.h.; 2, D. Brough (Lotus Elite); 3, F. Hayward (Lotus Elite). **Fastest lap:** Fryer, 1 m. 6.2 s., 84.20 m.p.h. **Class Winners:** A. Daykin (A.-H. Sprite), Fryer and M. F. Bridgland (A.-H. 3000). **Saloon Cars up to 1,200 c.c. (10 laps):** 1, L. Nash (Ford Anglia), 77.30 m.p.h.; 2, R. M. Wilson (Mini-Cooper S); 3, G. H. P. Thomas (Mini-Cooper S). **Fastest lap:** Nash, 1 m. 7.8 s., 79.60 m.p.h. **Sports-Racing Cars (10 laps):** 1, T. Bone (Lotus-Ford 23), 83.00 m.p.h.; 2, B. R. Millbank (Lola-Climax); 3, G. Capel (Lotus 11 G.T.). **Fastest lap:** Bone, 1 m. 3.6 s., 84.90 m.p.h. **Class Winners:** Bone and T. Martin (Lotus-Ford 7). **Bentley Handicap (5 laps):** 1, F. Morley (Bentley 4½-litre), 64.60 m.p.h.; 2, J. T. Williamson (Bentley 3/5.7-litre); 3, G. W. Woodhead (Bentley 3-litre). **Fastest lap:** Williamson, 1 m. 13.0 s., 73.90 m.p.h. **Saloon Cars (15 laps):** 1, B. W. E. Peacock (Ford Anglia), 78.40 m.p.h.; 2, W. J. Camp (Ford Anglia); 3, L. Nash (Ford Anglia). **Fastest lap:** Nash, 1 m. 6.8 s., 80.80 m.p.h. **Class Winners:** Nash and Peacock. **Formule Libre (10 laps):** 1, P. R. Ellis (Elva-Ford), 85.10 m.p.h.; 2, T. Bone (Lotus-Ford 23); 3, L. Persson (Lotus-Ford). **Fastest lap:** Ellis, 1 m. 1.8 s., 87.40 m.p.h.



A FAST GETAWAY by David Hollister (No. 100) from Ian Bates (No. 109) and Jeff Ward (No. 66) at the start of the 750 Formula event.

AUSTIN-HEALEYS AT CASTLE COMBE

Fine Weather, Fine Racing in Wiltshire

By TONY BEX

BLESSED with a spot of fine weather, the Austin-Healey Club, together with the Seven-Fifty M.C., successfully promoted their first meeting at Castle Combe on Saturday. Despite a long delay to the start of practice due to heavy mist, the meeting ran to schedule.

On the nine events the first three were in the form of 20 mins. speed trials and in the first for Sprites, Mike White had no trouble leading the field in his W.S.M. G.T. model. He lapped all but Arthur Appleby's car. Thirteen of the drivers achieved their target. In contrast only six of the 750 and 1172 cars were successful in their trial; even the leader on the road, Bryan Small's Milmor, was unable to complete the required 15 laps. The trial for big Healeys was led by John Gott in his familiar ex-works 3000.

Racing proper opened with a five-lap race for unmodified Sprites, led throughout by M. Martin at 71.5 m.p.h. with Fincham a safe distance behind.

The seven-lap scratch race for 1172 and monoposto cars featured a stirring struggle for two-thirds of the event between five cars for the placings behind winner Bryan Small. The honours finally went (deservedly—he had no clutch) to Howard Milborrow (Milmor), who carved his way past Mean (Milmor), Baillie (Pegasus), Bryning (Lotus 7), and finally Alan Wershat in Lolita. Small averaged 79.96 m.p.h. and put in a fastest lap at 81.97 m.p.h. Unfortunately Beck, in a Lola Monoposto, went into a marshalling post at Old Paddock Corner and had to be removed to hospital. At the time of writing his condition was causing concern.

After trailing Mike White for the first four laps of the race for modified Sprites, John Harris took the initiative with his ex-Donald Healey car and held on to win without much difficulty at 76.01 m.p.h. Behind, Ramus won a tussle for third spot after pressure from Arthur Appleby (who spun at Quarry when leading this group), and Douglas Wilson-Spratt.

The race for big Healeys attracted a representative selection of the marque from Gott's 3000, packed with the full batch of goodies, to three Healey Silverstones, all splendidly turned out. Gott went on to a fairly comfortable win at 78.67 m.p.h., with a fastest lap at 81.37 m.p.h.

He won from John Chatham's Healey 100M, which indulged in a hair-raising slide on to the grass at Camp on the very last corner. Norman Tuckwell's 100S, however, was too far back in third spot and Chatham made a quick recovery to take second. Feature of the race was a really splendid drive by John Richardson in the Silverstone which he worked up into fourth spot, seeing off two 3000s and a 100/4 in the process.

In the 750 race no one could touch David Hollister's mount which buzzed along at 70.55 m.p.h. with a fastest lap of 71.84 m.p.h. Several drivers jockeyed for the other placings, which eventually went to Bates and Bishop respectively.

The last event, for all-comers, proved by far the fastest, for it included Mike Warner in a 1.6 Lotus-Ford 23, Ron Fry with his Ferrari GTO, and Ecurie Wildgoose driver Howard Steele in the team's Marcos 1800 G.T. They finished in that order, with Fry making great efforts to catch the Lotus and equalling Warner's fastest lap at 90.74 m.p.h. Steele enjoyed a smooth and neat, if lonely, drive in the sleek Marcos. At the finish the 1.132 c.c. Downton Mini-Cooper of Dereck Miller was pressing Smith's Lotus 20 for fourth spot, while Mean (Milmor) and Warren constantly swapped places until the latter spun at Tower on the last lap. Warner averaged 88.60 m.p.h.

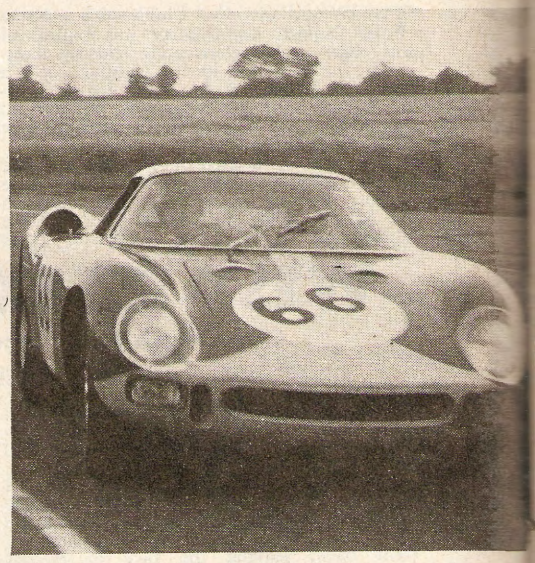
ARCHIE SCOTT-BROWN MEMORIAL MEETING

Roy Salvadori Wins Main 100-Mile Event in Ronnie Hoare's Ferrari—Three G.T. Lap Records Fall

By DAVID PRITCHARD

Photography by MICHAEL DURNIN

AT last a Snetterton meeting has been blessed with ideal racing weather and with the glorious conditions and the high quality of the entry, this year's presentation in memory of Archie Scott-Brown was a thoroughly enjoyable affair. The main event this time was for G.T. cars, contested over 37 laps of the 2.71 mile Norfolk circuit and sub-divided into four capacity classes, and the entry list was considerably over-subscribed. The maximum permissible number faced the starter, several of the reserves getting a drive thanks to the misfortunes of others before the race, and a very fast and interesting motor race ensued which was virtually devoid of untoward incident; nevertheless, it was a greatly depleted field which finally reached the chequered flag, a large proportion of the runners having fallen victim to mechanical disaster of one sort or another until the infield was littered with dead cars all round the course. Most unhappily, two of the main contenders for top honours were among the casualties: Jack Sears got only eight laps in the A.C. Cobra before being eliminated by a failure which was variously reported as being concerned with engine and transmission, and the Ecurie Ecosse Tojeiro—a car which has suddenly become intensely competitive, and was going great guns in the hands of that well-known "Scottish" driver "John McCoundley"—lost all vestige of stopping power on the second lap and finally broke its gearbox. These misfortunes, coupled with a pit-stop by David Piper which put the green Ferrari out of the running, left Roy Salvadori in Ronnie Hoare's Ferrari—which we will continue to call a 250LM in accord with what still appears to be official Ferrari nomenclature—with a fairly comfortable outright victory, Mike Salmon's big Aston Martin being the only other car to complete the full complement of laps. However, in spite of the relaxed pressure, Roy was by no means hanging about, and in the course of his impeccable drive he set a new G.T. record for the course with a lap in 1 min. 39.2 secs., which represents a speed of 98.35 m.p.h. Two other lap records fell in the course of this race, to Dickie Stoop's Porsche 904 in the 2½-litre class and to Graham Warner's Elan in the 1,600 c.c. class, so the fun was fast and furious.



WINNING WAY. Roy Salvadori drove Maranello Concessionaires's new, yet to be homologated 3.3-litre Ferrari 250LM to a comfortable victory.

IN the first race of the day, for sports-racing cars, there were high hopes of another lap record taking a beating at the hands of Hugh Dibley in the S.M.A.R.T. Brabham but, after the writer had hitched a lift round the circuit in this splendid car and remarked on the great beauty of the gearbox, the wretched component split its casing wide open at the end of the standing lap, and Hugh's race came to an untimely end. His departure from the contest left Roger Nathan in almost undisputed command of the race, which was a qualifier for the AUTOSPORT Championship and has therefore brought his qualifying score to within three points of a maximum on the basis of "best five performances". The car which could have given Hugh Dibley a run for his money was a regretted non-starter; poor Roy Pierpoint's Attila, repaired after its accident at Brands which was caused by the brake pedal snapping off at a most embarrassing moment, bent the valves in its new engine during practice and could not be brought to the line. Nathan's Brabham therefore scored an outright win, followed at a respectful distance by the Lotus 23s of Chris Williams, Barry Hart and Ian Raby, which were fairly well spread out. In the 1,200 c.c. class, Paul Hawkins was going great guns in his Lotus 23 and mixing it with the bigger stuff until he had a minor adventure and bent the bodywork, which necessitated a quick visit to the pits and left Jim Morley's Lola in control for a time. However, on leaving the pits, Paul went motoring with a vengeance to regain the lost time, and he almost dead-heated with the Lola as they took the flag. A driver, new to this scribe, who climbed steadily and unobtrusively up through the field from the eleventh on the opening lap to a final fifth position, was one Tony Sargeant who propels a 1,600 c.c. Merlyn Mk. 6A with great finesse.

The next event was for Mini variants purely and simply. Liz Jones was fastest in practice and therefore sat proudly in pole position on the grid, but in the race she could not hold on to the tremendously fast projectiles of Paul Layzell and Bill McGovern, whose duel resulted in victory for McGovern. Tony Cooper's car should have been fourth, but it ran out of propulsion on the last lap and could not make the grade up to the line. As usual in these

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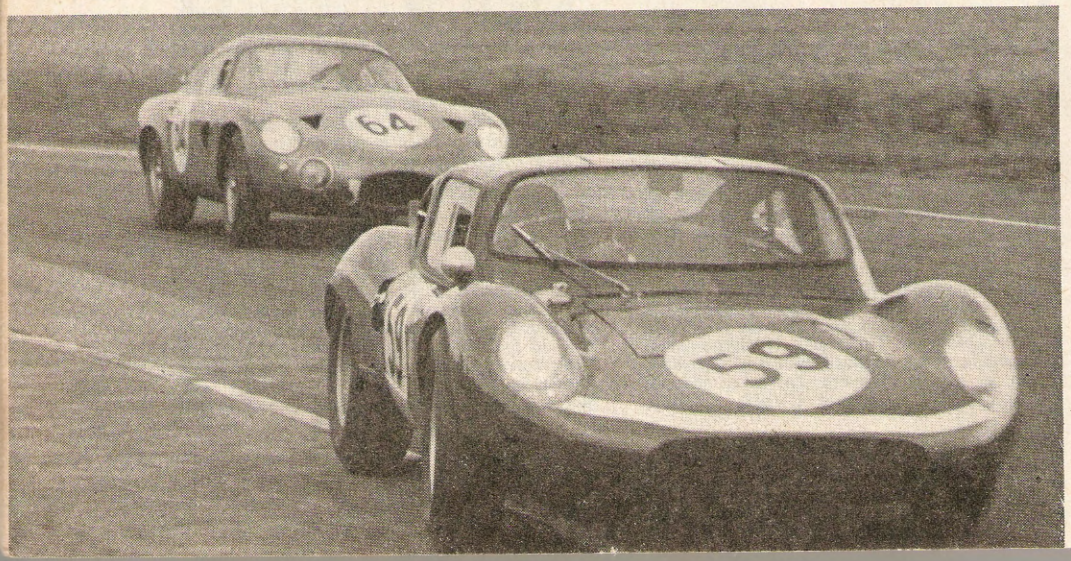
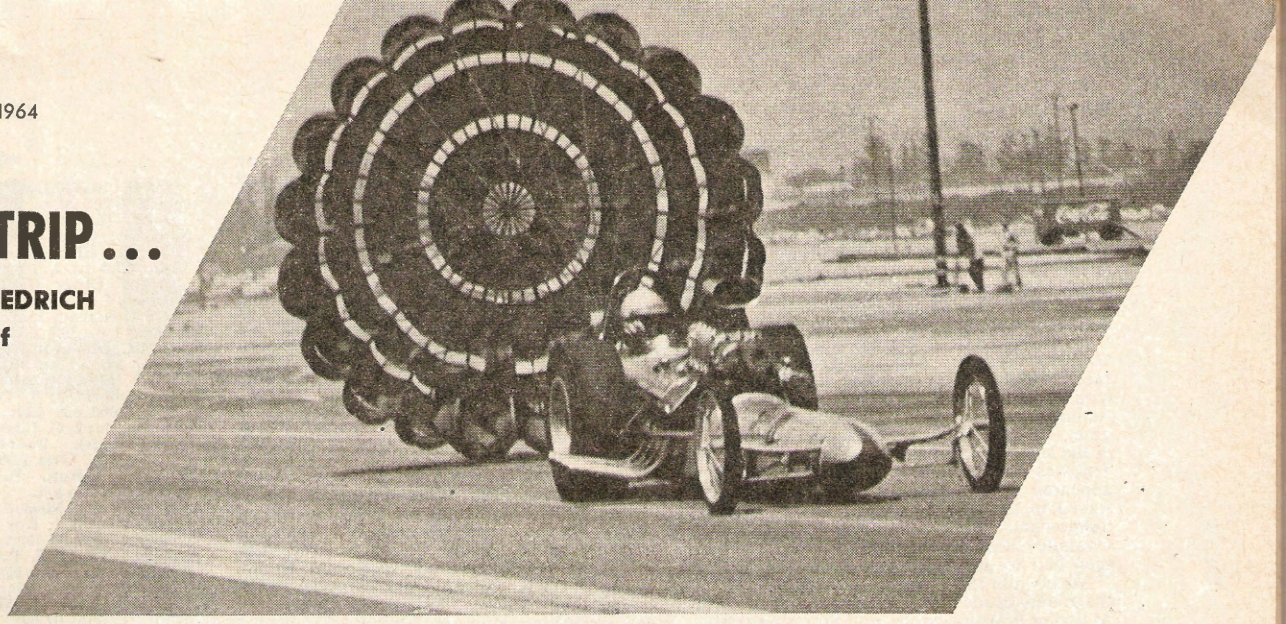


FURIOUS BATTLE in the Mini race was waged between Bill McGovern, in his Newtune-prepared Mini-Cooper S, and Paul Layzell in a Mini-Cooper (above).

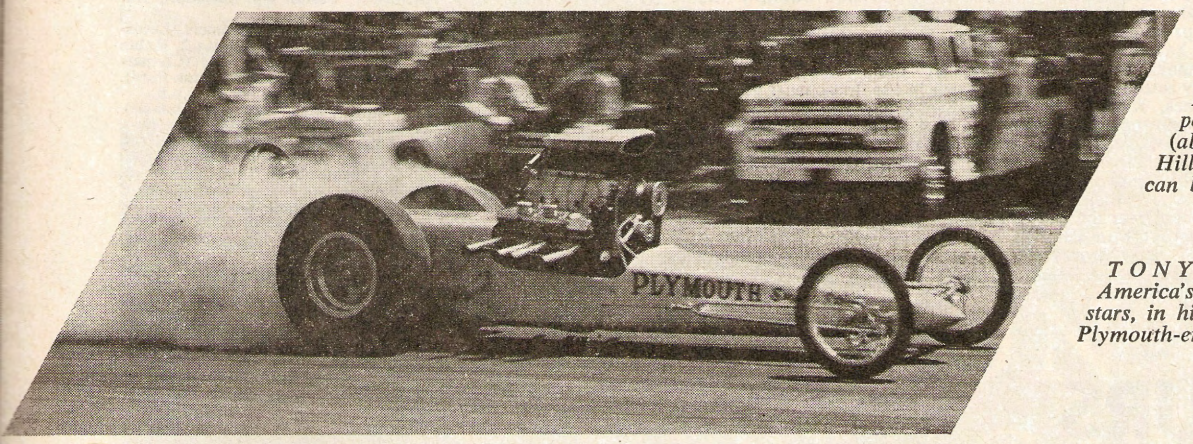
BAGS OF STEAM. The Ecurie Ecosse Tojeiro-Ford showed a great turn of speed, with "John McCoundley" at the helm. He leads Mike Salmon's Aston Martin DB4GT at Sear Corner (below).

ON THE STRIP...

Expert ALLEN FRIEDRICH explains a form of motoring sport popular in America—a sport which could catch on over here, too:



DRAGRACING



BRAKING 'CHUTE is popped at the end of a run (above). The air scoop of the Hillborn fuel injection system can be seen above the engine.

TONY NANCY, one of America's most famous drag racing stars, in his 900 b.h.p. supercharged Plymouth-engined A.A. dragster (left).

TAKE a few yards of steel tubing, two lightweight front wheels, two mammoth rears shod with 11 in. wide slicks, a dynamite-packed V8 power plant, and throw in some miscellaneous items to hang them all together. Add a few thousand man-hours and a pile of technical know-how that isn't listed in any text-book and what you'll have is an A.A. National Class dragster all set to crank the standing quarter-mile in something under 9 secs.

The Class A.A., by the way, relates to the power group in which it will joust with its peers on the strip, a formula applied to all cars competing on drag strips operating under the jurisdiction of the National Hot Rod Association. This would be the equivalent of 2.00 to 2.99 lb. per cubic inch for a supercharged car, a factor determined by dividing the total weight of the car by the total cubic-inch displacement of its engine.

Over 125 N.H.R.A.-sanctioned drag strips are now operating regularly throughout America and Canada, including one each in Alaska and Hawaii, plus another in Puerto Rico.

In the Washington area alone 11 strips run meetings almost every weekend and this is regarded as a fairly remote area. In California and the south-west, where the sport was born, they've mushroomed so fast in recent years it is practically impossible to be out of earshot of one at weekends.

Essentially a tournament style of contest, drag racing presents a hard, stimulating challenge, a one-shot business in which there is seldom time to regain a lost tenth of a second, and during the last 10 years it has extended to embrace virtually every type of wheeled locomotion known to man, and any number can play.

Seventy-one different classes take in everything from stock and super stock saloons to altered coupés and modified street roadsters, these last being unashamed hot rods strictly from Weirdsville and bearing little resemblance to any known form of highway transportation.

Inevitably the scene-stealers are the projectiles in the National Dragster Class, the "Big Wienies" which, though basically similar to one another in general appearance, are sharply divided. according to the power pack they're loaded with and whether running on gasoline or nitro fuel; but they're all way up at the sharp end of the performance peak.

It is true that most of the top-rank drivers nowadays are sponsored by some commercial enterprise or other, but there are still plenty of lone wolves doing it the hard way, and they are constantly snapping at the heels of the top tigers and keeping on the pressure. But no matter how they get to the line the pure dragsters are fantastic machines and building them has become an exact science.

For instance, there is no advantage in the dramatic "wheelstands" dragsters are often photographed doing, blasting off from the line with their front wheels clawing the air well clear of the ground. Obviously there is no steering control in effect at such times, and if it happens while in full song the driver must lift off to get back in charge, or risk plunging into the crowd. To combat this danger the current trend is towards a longer chassis which reduces the tendency of the front end to lift under the thrust, the theory being that a longer wheelbase increases the rotating inertia of the rear axle and keeps down the front.

In any case, all cars must carry a certain percentage of their weight on the front wheels, *e.g.* those of 124-130 in. wheelbase must bear 22 per cent of their total weight at the front, and only a small amount of ballast is permitted. Many drivers get aerodynamic assistance by installing a small aerofoil between the front wheels or sometimes even over the driver's head.

The "rails" of the dragster chassis are constructed of a light framework of chrome-moly steel tubing which is fairly brittle when welded, so the chassis has to be put in a jig while the welding is being done to ensure that all welds will stand up to the compulsory Magnaflux test. Great panic has been known to occur in the past when the overloading of a car's frame structure has caused it to collapse in spectacular fashion while

(*Continued on page* 156)

Snetterton—*continued*

races, there was a selection of sideways motoring and bank climbing at odd places.

Then came the big race of the day. When the enormous field was released, John Coundley in the Tojeiro seized an immediate advantage and led the opening lap, hotly pursued by Jack Sears, Roy Salvadori, David Piper, Mike Salmon, Tommy Hitchcock (A.C. Cobra), Dick Stoop, and the Elans of Jack Oliver and Graham Warner. Alan Foster in the Dick Jacobs Midget appeared well down the field with a dented tail, and David Skailes in the Aston Martin Zagato was left on the line for a time. By the end of the next lap Salvadori was in the lead which he was never to lose, and the Toj was still second. Then its brakes disappeared and it dropped to third, where it stayed in the face of a furious onslaught by Salmon's Aston until Sears dopped out. Coundley held on for another five laps, and then had to give the Aston best.

Meanwhile there was a great battle among the Elans, headed by Oliver and Warner with Malcolm Wayne next up, and Stoop was holding a comforable lead in his class. Andy Hedges with the other Dick Jacobs Midget was leading the babies from John Dickinson's Lotus 11 G.T., but both these cars later retired, the Lotus with a horrible hole in the side of the engine. Retirements were coming thick and fast—far too numerous to catalogue—and cars which had started well back in the field were beginning to become significant. By lap 24, Roy Salvadori had doubled all except Salmon and Coundley; then the gearbox on the Toj broke and, four laps later, Graham Warner's differential—which had been acting peculiar for some time and making him lose ground to Jack Oliver—finally seized solid.

So, for the rest of the race, Roy in the Ferrari sailed serenely on with no one for company on the same lap but Mike Salmon's Aston Martin. One lap adrift at the end came Hitchcock and Oliver, with the rest of the field headed by Stoop's Porsche, which had only really hurried for a few tours near the end just for the fun of getting away from Peter Clarke's Ferrari. Archie Scott-Brown's parents were present as always, and a happy Roy Salvadori received his trophy and garland from Mrs. Scott-Brown after his cooling-down lap.

When most of the defunct vehicles had been removed from the scenery, there came a 12-lap race for racing cars. It was possibly a trifle unfortunate for the other competitors—mostly Formula 3 cars and a sprinkling of slightly larger engines—that Chris Summers had his thunderous Lotus-Chevvy present and correct. This fearsome tool held a 7 secs. lead on the first lap, a 17 secs. lead on the second, a 27 secs. lead on the third, and so on! Into the bargain, Chris wasn't really trying, for his lap speeds were "only" just around the ton, whereas two years ago when he first appeared there with the Cooper-Chevvy, he was circulating at over 102. What did appear to be certain was that, before the end, the winner would lap the entire field; however, even this was not to be, despite great encouragement from the neighbourhood of Coram Curve. Perhaps Chris got suddenly soft-hearted or something? Anyway, he crossed the line for the twelfth time about 2 secs. after Robin Sturgess had crossed it for the eleventh, so the second-place man was the last to take the flag.

Finally, there was a 12-lapper for saloons of any sort, and this was somewhat naturally another Jack Sears benefit. Alan Peer held on well for some time and finished a creditable second, but the car which really motored—unfortunately after a pit-stop at the end of the first lap—was John Young's Anglia. If it had been able to go like that from the start, it might even have made the Galaxie hurry! The Minis were up to their usual antics again, and one of them nudged Charles Gunther's Abarth in the first corner and spun it round—another apparently carved up an inoffensive Elf and made it spin—but, in contrast, Jacquie Bond-Smith had her second outing in her new Cortina and drove it beautifully. As at Brands the previous week, here was a convincing demonstration that clean, skilful driving produces faster lap speeds than the abominably dangerous showing-off in which certain people indulge.

RESULTS

Sports Cars (12 laps): 1, Roger Nathan (Brabham-Climax BT8), 20 m. 20.6 s., 95.91 m.p.h.; 2, Chris Williams (Lotus-Ford 23); 3, Barry Hart (Lotus-Ford 23); 4, Ian Raby (Lotus-Ford 23). **Up to 1,200 c.c. Class:** 1, Jim Morley (Lola-Climax), 21 m. 47.4 s.; 2, Paul Hawkins (Lotus-Ford 23); 3, Geoff Oliver (Lotus-Ford 23). **Fastest lap:** Hawkins, 1 m. 46.8 s., 91.35 m.p.h. **Over 1,200 c.c. Class:** 1, Nathan; 2, Williams; 3, Hart. **Fastest lap:** Nathan, 1 m. 39.8 s., 97.76 m.p.h.

B.M.C. Minis (10 laps): 1, Bill McGovern (Mini-Cooper S), 19 m. 55.2 s., 81.63 m.p.h. 2, Paul Layzell (Mini-Cooper); 3, Miss Elizabeth Jones (Mini-Cooper S); 4, Tony Rutt (Mini-Cooper S). **Up to 1,000 c.c. Class:** 1, Layzell, 20 m. 7.4 s., 80.80 m.p.h.; 2, G. Line (Mini-Cooper); 3, I. Cremer (Mini-Cooper). **Fastest lap:** Layzell, 1 m. 58.4 s., 82.40 m.p.h. **Over 1,000 c.c. Class:** 1, McGovern; 2, Jones; 3, Rutt. **Fastest lap:** McGovern, 1 m. 58.0 s., 82.68 m.p.h.

Scott-Brown Memorial Trophy—Grand Touring Cars (37 laps): 1, Roy Salvadori (Ferrari 250LM), 1 h. 3 m. 7.8 s., 95.30 m.p.h.; 2, Mike Salmon (Aston Martin DB4GT); 3, Tom Hitchcock (A.C. Cobra); 4, Jack Oliver (Lotus Elan); 5, Dickie Stoop (Porsche 904GTS); 6, Peter Clarke (Ferrari GTO). **Up to 1,150 c.c. Class:** 1, Mike Garton (Austin-Healey Sprite), 32 laps in 1 h. 3 m. 23.0 s., 82.09 m.ph.; 2, Alan Foster (M.G. Midget); 3, Andy Moffat (Diva Ford). **Fastest lap:** John Dickinson (Lotus 11 G.T.), 1 m. 54.4 s., 85.28 m.p.h. **1,151-1,600 c.c. Class:** 1, Oliver, 36 laps in 1 h. 4 m. 30.0 s., 90.75 m.p.h.; 2, Malcolm Wayne (Lotus Elan); 3, Ted Bunce (Tornado Talisman). **Fastest lap:** Graham Warner (Lotus Elan), 1 m. 44.8 s., 93.09 m.p.h. **1,601-2,500 c.c. Class:** 1, Stoop, 35 laps in 1 h. 3 m. 30.8 s., 89.60 m.p.h.; 2, John Morris (Porsche 904GTS); 3, Bill Nicholson (M.G.B). **Fastest lap:** Stoop, 1 m. 47.0 s., 91.18 m.p.h. **Over 2,500 c.c. Class:** 1, Salvadori; 2, Salmon; 3, Hitchcock. **Fastest lap:** Salvadori, 1m. 39.2 s., 98.35 m.p.h.

Racing Cars (12 laps): 1, Chris Summers (Lotus-Chevrolet 24), 19 m. 43.6 s., 98.92 m.p.h.; 2, Robin Sturgess (Lotus-Ford 22); 3, John Ewer (Cooper-Ford Mk. 3A); 4, Sverrir Thoroddsson (Lotus-Ford). **Fastest lap:** Summers, 1 m. 36.8 s., 100.79 m.p.h.

Saloon Cars (12 laps): 1, Jack Sears (Ford Galaxie) 22 m. 13.0 s., 87.83 m.p.h.; 2, Alan Peer (Ford Anglia); 2, André Baldet (Lotus Ford Cortina); 4, Chris McLaren (Jaguar 3.8). **Up to 1,200 c.c. Class:** 1, Bill McGovern (Mini-Cooper S), 24 m. 1.6 s., 81.21 m.p.h.; 2, Paul Layzell (Mini-Cooper); 3, P. C Banks (Austin A40). **Fastest lap:** John Lewis (Mini-Cooper S), 1 m. 56.6 s., 83.67 m.p.h. **Over 1,200 c.c. Class:** 1, Sears; 2, Peer; 3, Baldet. **Fastest lap:** Sears, 1 m. 48.6 s., 89.83 m.p.h.

B.M.W.'s 12 HOURS

Nürburgring 12-hour Saloon Car Race

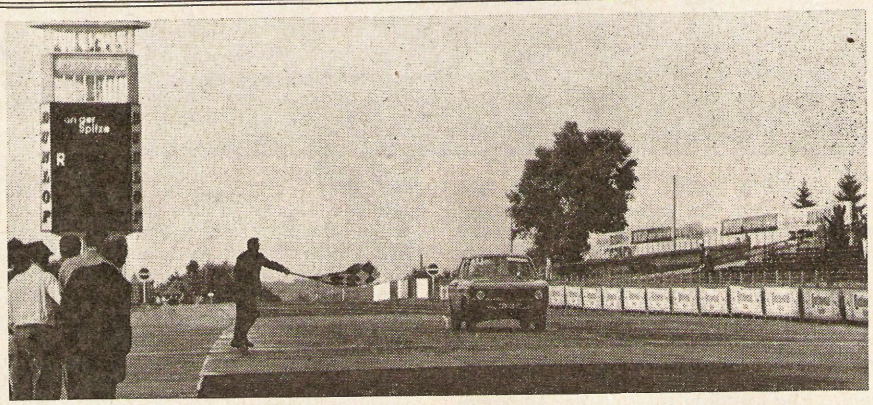
By CHRISTIAN STRAUCH

THE Nürburgring 12-hour saloon car race, held on 12th July, was a qualifying round of the German Touring Car Championship, and a fully international field of competitors faced the starter's flag. There were nine classes, from up to 600 c.c. to over 2,500 c.c., and favourites for victory were Hubert Hahne/Heinz Eppelein in a works B.M.W. 1800 TI and the fast Mercedes-Benz 220SE of M. Schiek/A. Kling. Well-known German Jaguar exponents Peter Lindner and Peter Nöcker, last year's winners, were unable to start when their 3.8 developed gearbox trouble in the Saturday's practice.

The race commenced at 9.30 a.m. on the 14.18-mile *Nordschleife*, and 91 cars took the Indianapolis-style start. The leading group comprised Hahne (B.M.W.), Schiek (Mercedes-Benz), Furtmayr/Dechent (Alfa Romeo Giulia TI) and Sparrow/Dangerfield (Jaguar 3.8)—the best-placed British crew, who were later to meet trouble—and then came class leaders Gerhard Bodmer (Glas 1204) and Dieter Mantzel (D.K.W. F12).

As the race progressed, the leading B.M.W. drew away, never to be caught. The Mercedes went into the pits with fuel injection trouble, the Alfa moved into third position and, at 20 laps, the Volvo PV544 of Wängstre/Christofersson was third. Close behind were two Glas 1204s and a Lotus Cortina.

Although the Schiek/Kling Mercedes-Benz 220SE made the fastest lap of 10 mins. 44.7 secs., 79.1 m.p.h., making up lost time from its earlier pit stop, the B.M.W. 1800 TI of Hubert Hahne/Heinz Eppelein was not to be caught.

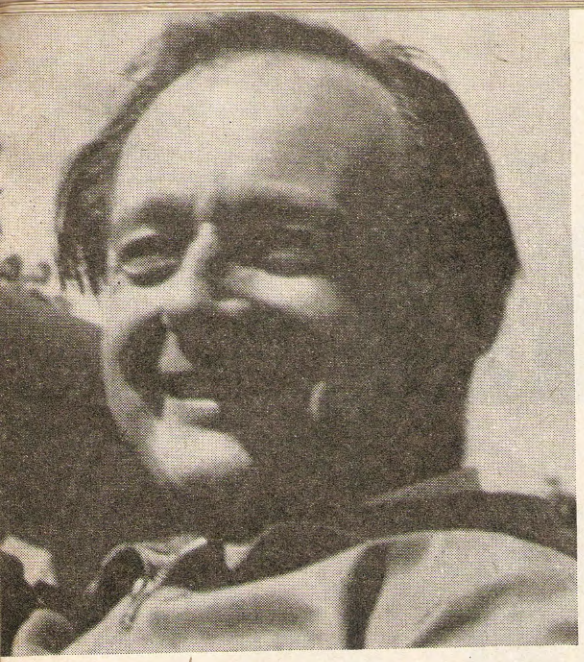


FINISH of the gruelling 12-hour ordeal for the B.M.W. 1800 TI crew Hubert Hahne/Heinz Eppelein (above). The German pair led from start to finish—a magnificent achievement.

BRITISH CREW John Sparrow/John Dangerfield had no joy in their Jaguar 3.8 (right). They faded from the scene after holding an early fourth position.

RESULTS

1, Hahne/Eppelein (B.M.W. 1800 TD; 2, Furtmayr/Dechent (Alfa Romeo Giulia TD; 3, Bodmer/Schmidt (Glas 1204); 4, Vehling/Schadrack (Lotus Ford Cortina); 5, Mohr/Eiteneuer (Mini-Cooper S); 6, Wängstre/Christofersson (Volvo PV544); 7, Rach/Herd (Glas 1204); 8, Becker/Geis (Mercedes-Benz 220SE); 9, Eggert/Schnoor (D.K.W. F12); 10, Bitter/Köpchen (Saab 96 Sport).



CAMPBELL looks extremely happy after being told he had broken John Cobb's record.

CAMPBELL DOE

New Unlimited Capacity Speed Record with Proteu

By
GREG
GRA

AFTER many months of heart-break, and a continual battle against adverse weather conditions, Donald Campbell at last achieved his life-long ambition to hold both water and land speed records. Strictly speaking, there is no such thing as the land speed record: if there was, then this could still be claimed by Craig Breedlove with his three-wheeler. However, Campbell's Proteus-engined Bluebird satisfies the F.I.A. regulations relating to eligible motor vehicles, and, subject to confirmation, his mean of 403 m.p.h. is the highest speed ever attained on land by a recognized motor-car. It is 8.8 m.p.h. better than the record established by the late John Cobb with his Napier-Railton Mobile Special at Bonneville in 1947.

Campbell's successful runs came rather unexpectedly in the early hours of Friday morning, 17th July. Taking advantage of a marked improvement in the weather, he took a chance that the salt lake surface would be firm enough for speeds of over 400 m.p.h. In point of fact, the surface was by no means ideal, and there were many sections which had decided ripples. Also, the chemical composition of the lake surface tends to form a highly abrasive compound which is extremely hard on tyres. This was evident when practically all the rubber was scrubbed off from the offside rear tyre; fortunately the casing remained intact. Undoubtedly, nothing approaching Bluebird's potential maximum speed is possible on Lake Eyre, and Campbell himself feels that an artificial track is essential for any future record attempts.

Bluebird is an all-British venture, powered by a Bristol Proteus 755 gas-turbine engine, delivering about 4,250 b.h.p. at full throttle. Four-wheel-drive is used, with a fixed gear ratio, no clutch, and two-pedal control. Maximum

Cutaway
by THE
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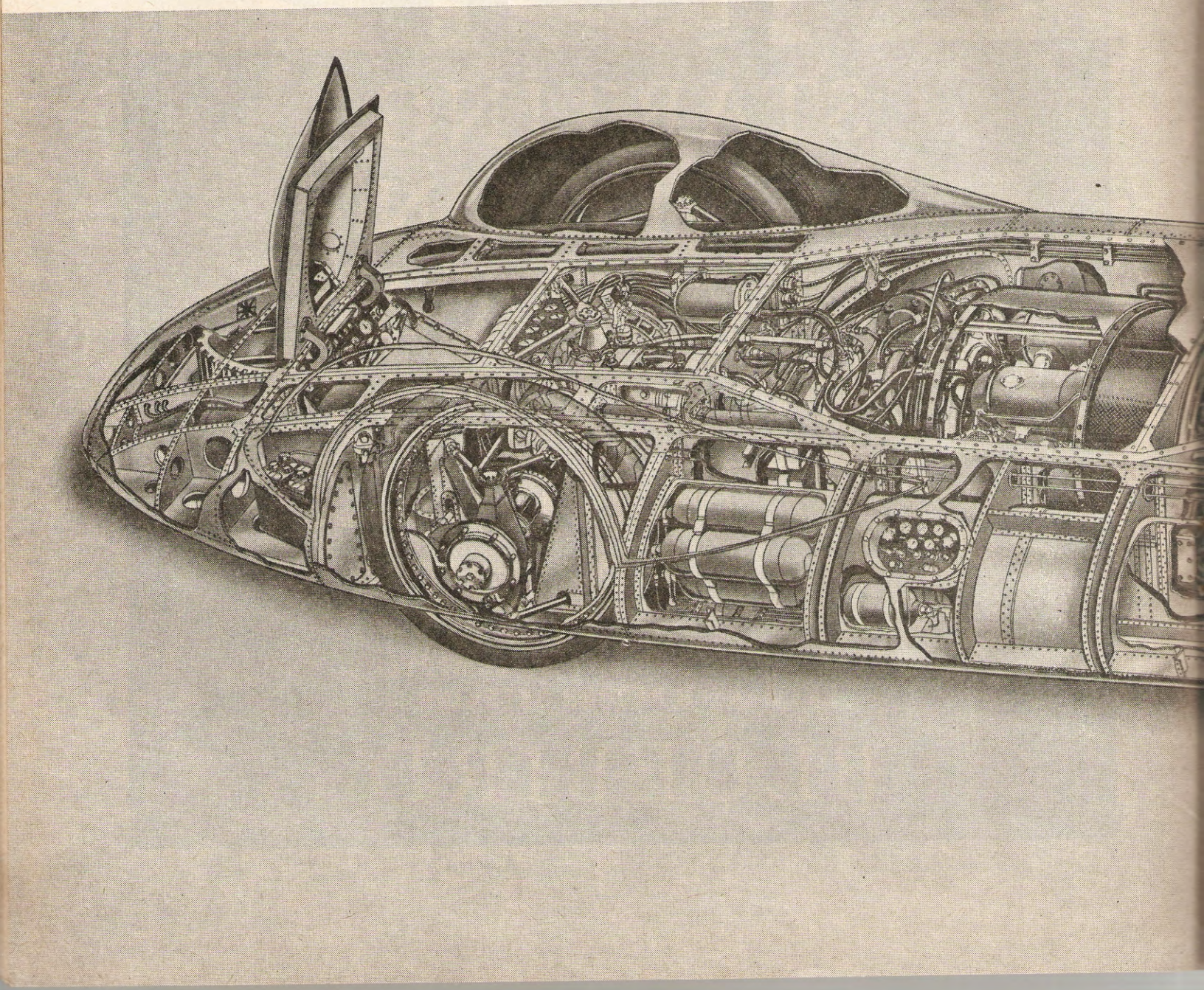


ES IT AT LAST!

us Bluebird on Lake Eyre, Australia, at 403 m.p.h.

power is delivered when the turbine is turning over at 11,000 r.p.m. The engine itself weighs 3,000 lb.

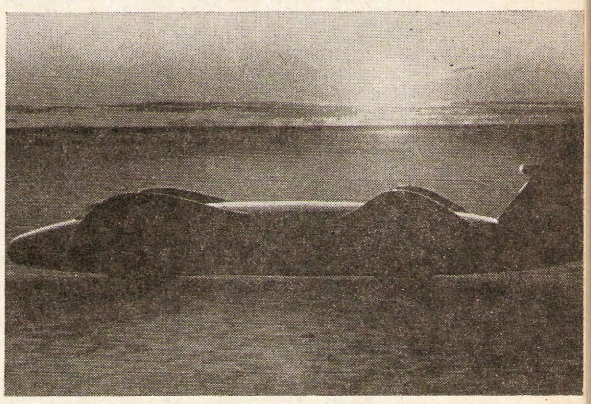
The machine is 30 ft. long, from tip to tail, and 4 ft. 9 in. high, not counting the removable tail-fin. Front track is 5 ft. 6¾ in., and rear, 5 ft. 6 in. All-up weight is approximately four tons.

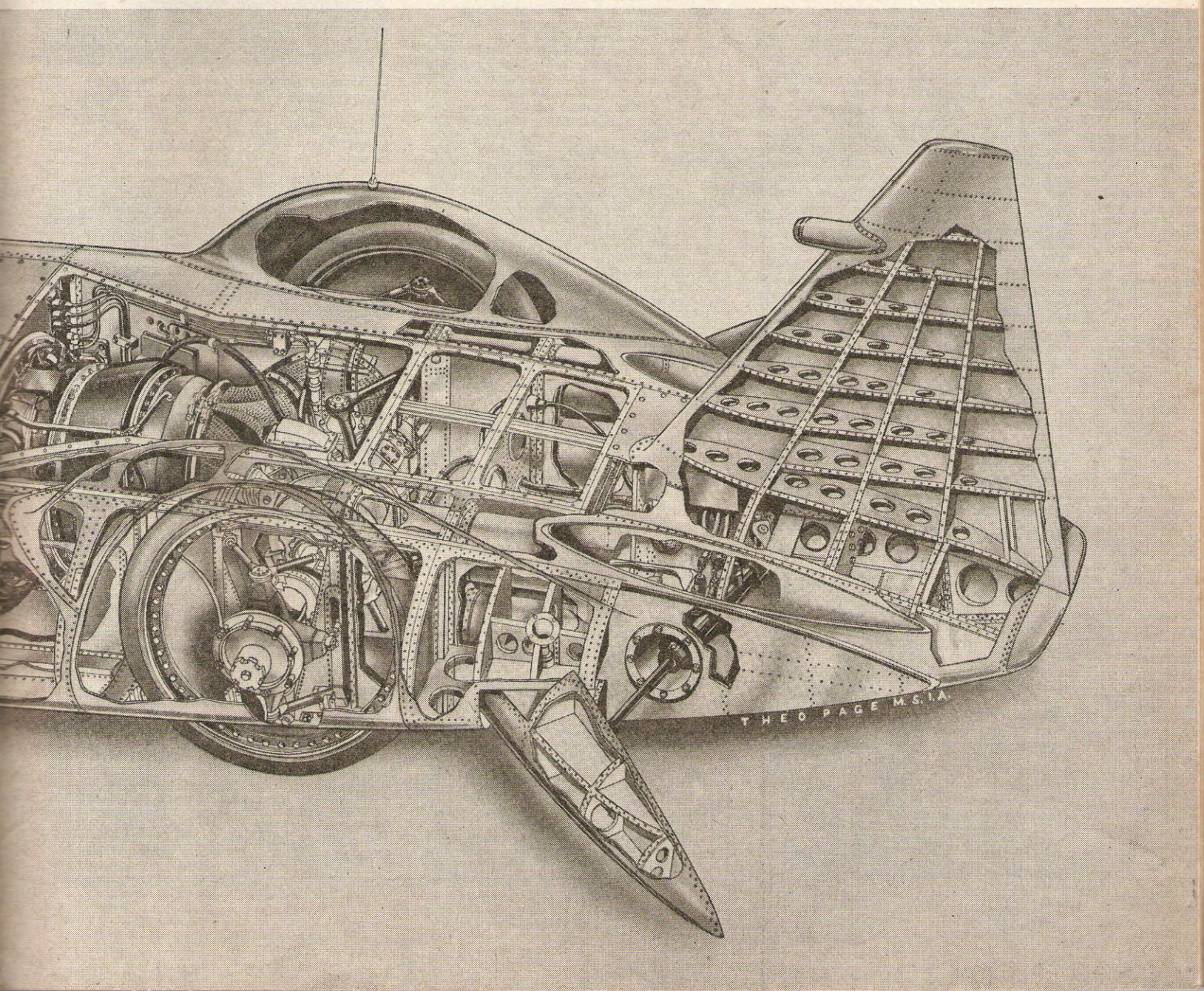
Drive is via a torque-converter of the fluid variety, the output shaft being coupled permanently to front and rear axle bevel gears. Two separate braking systems are utilized, comprising hydraulically operated air-flaps, and power-controlled Girling discs. At low speeds, there is no assistance from the engine for braking, but at about 400 m.p.h., closing the throttle would mean some 500 b.h.p. being available to aid stopping. When the brakes are applied, the discs become almost white-hot, reaching a temperature of 2,200 deg. F.

Bluebird is a highly complex piece of machinery with myriad cockpit instrumentation, which is arranged to reflect onto the windscreen so that Campbell could read them, without taking his eyes off the course.

Campbell had one major problem in that the specially-constructed Dunlop tyres were given a time limit by the concern's technicians, and it was believed that deterioration through stowage was affecting their efficiency. Had he waited longer, it is possible that the attempts would have had to be abandoned, for there was no reserve of the very special materials used for the casings.

All in all, Donald Campbell showed great perseverance, and his new record certainly vindicates him. Naturally he was disappointed at not beating Breedlove's figures, but these have not been ratified by the F.I.A., who have recently evolved a separate category for machines which do not come into the recognized international classes. Therefore, theoretically, Craig Breedlove is still the fastest man on land, but Donald Campbell holds the official highest speed on land covered by a vehicle complying with F.I.A. regulations relating to motor cars.





CLUB NEWS

By MICHAEL DURNIN

CLUB NEWS, a mere shadow of its former self due to postal delays, has only two items of current interest, the rest having arrived after the closing date for entries. The **London M.C.'s** Mallory Park sprint, scheduled for 6th September, is open to B.A.R.C., B.R.S.C.C., M.G.C.C., Seven-Fifty M.C., Mini-Se7en C., Nottingham S.C.C., Peterborough M.C., Jaguar D.C., Club Lotus and SUNBAC. There will be two consecutive laps of the one-mile circuit and classes for everything except racing cars. Details from Mary E. Wells, 536 Albert Bridge Road, London, S.W.11, who must have all entries by 22nd August . . . **West Essex C.C.** are to run a race meeting at Snetterton on 16th August open to Jaguar D.C., Eastern Counties M.C., B.A.R.C., B.R.S.C.C., Romford E.C.C., London M.C., M.G.C.C. and Snetterton M.R.C. Regs. from D. S. Davis, 155 Eastern Avenue, Redbridge, Ilford, Essex, who should have all entries by 4th August.

SEVERN VALLEY M.C.

DRIVING TESTS

ON Sunday, 5th July, in dull and rather windy conditions, the Severn Valley M.C. promoted their closed driving tests meeting for 1964. Twenty worthy contenders signed the form of which the lone Class 3 entry of a Singer Vogue non-started; the remaining 19 faced the not very exacting task of five tests with but one run at each.

Test 1 was a memory-teaser, involving two sets of parallel lines; test 2 was a similar teaser with but two lines and a pylon to be encircled.

The third was a real "bender" in five channels, with a box thrown in for good measure. Test 4 was tight, different and required precise location to ensure that the line to be backed across at right-angles was possible. A good one this. The final test was a cunningly curved chicane and three garages, forward, reverse and forward. Tight again, but excellent.

The faster competitors nearly all made mistakes, including a wrong-test to John Seabury whose hot 850 Mini (driven by his wife also) persisted in boiling. Phil Stanhope was neat, but suffered a penalty, as did many of the sports class, allowing the neatly driven Minor 1000 of Sherratt to come out on top.

It was a meeting planned for the club members, but they did not respond in great numbers.

LEO CRUTTENDEN.

RESULTS

Overall Winner: R. Sherratt (Morris 1000), 235. **Class Winners:** D. Challinor (Mini-Cooper), 249; P. Driscoll (Austin A40), 250; R. J. H. Price (Triumph Spitfire), 235.

SHENSTONE & D.C.C.

FLATHER STAR DRIVING TESTS

THE Shenstone and D.C.C.'s Flather Star Driving Tests meeting on 12th July at the well-used sprint course at Curborough was won by D. B. Smith in a Mini-Cooper S, by a mere 1.9 secs., from J. Whalley in his Austin-Healey Sprite.

The second class was won by John Haden's ex-works M.G.A coupé expertly driven to win the newcomer's award as well.

RESULTS

Overall Winner: D. B. Smith (Mini-Cooper S), 423.6 s. **Closed cars—wheelbase 8 ft. and over:** 1, G. Seedhouse (Austin A60), 596.0 s. **Closed cars 6 ft. 10 in. to 8 ft.:** 1, J. Haden (M.G.A coupé), 475.3 s.; 2, M. Hazelwood (Gilbern 1800), 490.1s.; 3, D. B. Jones (Volkswagen), 498.6 s. **Closed cars 6 ft. 10 ins. to 8 ft. and specials:** 1, D. B. Smith (Mini-Cooper S), 423.6 s.; 2, J. L. S. Whalley (Austin-Healey Sprite), 425.5 s.; 3, D. M. Harris (D.M.F. 2), 408.3 s. (20.4 plus 5 per cent. handicap). **Ladies' Award:** Mrs. J. Hazelwood (Austin-Healey Sprite), 544.0 s.

British Racing & Sports Car Club LONGLEAT HILL-CLIMB

THE B.R.S.C.C. were fortunate in having ideal weather conditions for their hill-climb at Longleat House last Sunday. Rain, which fell in nearby areas, stayed clear of the course, while a breeze kept the summer temperature down to pleasant proportions. Eight other clubs were invited, though the majority of entries were from the organizing body.

As is the Longleat practice, the racing cars opened the programme, with L. A. Stone's Cooper-Norton being first up. Over the two runs, the over 1,100 c.c. class went, as expected, to Tony Marsh's Marsh Special, with a cracking run of 38.48 secs. Tony seems to score on his braking for the one and only sharp corner, leaving it until the last possible fraction. Bill Liddell made some furious trips with the V8 Ford-engined Cooper, having one glorious "straight-on, in clouds of Dunlop" in practice, and getting a spot of wheel patter on braking on other occasions. This may have been where those two seconds went, in 40.37 secs. Wally Cuff was also pretty forceful in his Cooper-Daimler, but braked earlier than Marsh, recording 41.45 secs.

There was a very keen scrap among the 501-1,100 c.c. men, with Colin Watts just getting his nose in front of John Ford, and Terry Smith hot on their heels; under a second divided all three. Terry Smith had a great moment at the Hairpin on his second run.

The 500 c.c. category went to Spencer Elton, who makes no bones about his "off-course" excursions! This time he kept the car on the straight and narrow to excellent effect in a well-judged 47.84 secs.

Of the sports-racers, the biggest class went to J. F. Barnes's remarkable blue Elva-Ford Mk. 7, which did a tremendous 44.53 secs. Several people were some 13 seconds slower on their second runs, which makes one wonder what was happening on the higher slopes of the hill!

The G.T.s produced the now usual Crapnell-Fry battle, this time going to the Ferrari, with a new course record in 42.97 secs. The Jaguar had a horrid moment with the gearbox on its first run, but sounded on form later on.

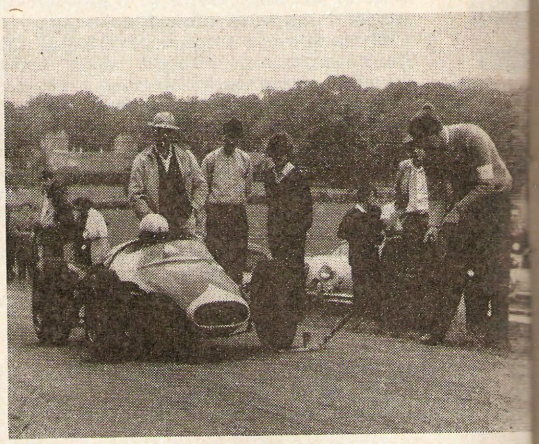
The saloons were more or less dominated by a vast Mini entry, with B. Vawer's Austin Mini just getting ahead of the remarkable little Fiat-Abarth of G. Anstead, in 56.76 secs., in the smallest class. Of the Mini-Coopers, which were divided into three sections, M. R. Evans did a very forceful 51.31 secs., Peter Scott took the next lot with the blue Rob Walker 1071 S-type, while Ron Fry was also successful in his class with a roaring 47.08 secs. Cornering was, on occasions, a trifle interesting. Tom Sawyer got a wheel over the outside edge before a bale bounced him back again (it's a long way down to the valley on the outside!), while C. J. M. Coburn's blue Mini attacked the outside of Dod's Hairpin.

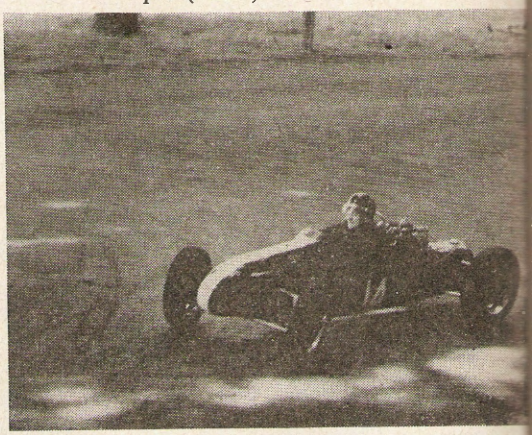
Full marks to the club for a well-organized meeting, though the surprising absence of those vital canvas edifices might well have been (in the words of a well-known West Country sportsman) someone's "Waterloo"!

TONY HOLLISTER.

RESULTS

B.T.D.: A. E. Marsh (Marsh-Climax Spl.), 38.48 s. **Class Winners:** A. E. Marsh (Marsh-Climax Spl.), 38.48 s.; C. D. Watts (Cooper-J.A.P.), 42.10 s.; S. Elton (Cooper-Norton), 48.39 s.; J. F. Barnes (Elva-Ford Mk. 7), 44.53 s.; K. G. Pearce (Lotus-Climax), 51.04 s.; P. D. Gardiner (Lotus-B.M.C. 7), 48.15 s.; R. Fry (Ferrari GTO), 42.97 s.; I. D. Swift (Morgan Plus 4), 47.66 s.; I. M. Roger (Lotus Elan), 48.84 s.; M. J. Hollebone (Lotus-B.M.C.), 49.18 s.; R. Fry (Mini-Cooper S), 47.08 s.; P. Scott (Mini-Cooper S), 51.74 s.; M. R. Evans (Mini-Cooper), 51.31 s.; B. Vawer (Mini), 56.76 s.





BEST TIME OF DAY was set up by Tony Marsh in his 2-litre Climax-engined Marsh Special, seen here about to leave the line (above). Tom Elton hangs the tail out a little at Dod's Hairpin (below).

COMING ATTRACTIONS

FOREIGN EVENTS

25th July. *IRISH M.R.C. RACE MEETING, Phoenix Park, Dublin, Eire (F.L., S.).*

25th-26th July. *SPA 24-HOURS, Spa Francorchamps, Belgium (T).*

26th July. *HOOSIER GRAND PRIX, Indianapolis Raceway, U.S.A. (F.L.).*
PORTUGUESE GRAND PRIX (S., G.T.).
EAST GERMAN GRAND PRIX, Saxonring (F3).
CESANA-SESTRIERES HILL-CLIMB, Italy (S., G.T., T.).

30th July-3rd August. *POLISH RALLY.*

2nd August. *GERMAN RALLY, Nürburgring (F1).*

BRITISH EVENTS

25th July. *B.A.R.C. National Race Meeting, Aintree, near Liverpool, Lancs.*
Vintage S.C.C. Race Meeting, Silverstone, near Towcester, Northants. Starts 12.30 p.m.
Bristol M.C. and L.C.C. Hill-Climb, Dyrham Park, near Bath, Somerset. Starts 2.30 p.m.
Sevenoaks and D.M.C. Hill-Climb, Valence School, Westerham, Kent.
Midlands M.E.C. Sprint, Church Lawford, near Rugby, Warwickshire.

26th July. *Scottish M.R.C. and Berwick and D.M.C. Sprint, Winfield, near Berwick.*
Dudley and D.C.C., Hagley and D.L.C.C., London M.C., M.G.C.C. (Midland Centre), SUNBAC and Wolverhampton and South Staffs C.C. Sprint, Church Lawford, near Rugby, Warwickshire. Starts 1.45 p.m.
Herts County A. and Ae. C. Sprint, Elmore Plain, near Farnborough, Hants.
Harrow C.C. and M.G.C.C. (S.E. Centre) Autocross. Starts Oakley Green, near Windsor, Berks, at 2 p.m.
Austin-Healey C. Slalom. Starts Blackbushe Airport, near Camberley, Surrey.
Glossop and D.C.C. Production Car Trial. Starts Kennings, Ltd., Brookfield Garage, Glossop, Derbyshire, at 10 a.m.
M.G.C.C. (S.E. Centre) concours d'elegance. Starts Brentwood, Essex.
South Wales A.C. Driving Tests. Starts Llandow, near Cowbridge, Glam.
B.A.R.C. (East Midlands Centre) and Leicestershire C.C. 3rd Roddy's Rally. Starts Firs Hotel, Oadby, at 11 a.m.
North London E.C.C. Driving Tests. Starts North Weald Airfield, Essex.

3rd August. *B.R.S.C.C. INTERNATIONAL RACE MEETING, Brands Hatch, near Farningham, Kent.*

NORTH OF IRELAND M.C.

CIRCUIT OF ULSTER RALLY

THE Circuit of Ulster is one of the most popular rallies in Ireland, partly because of a good, interesting route but mainly because of the fact that it finishes in Portrush, the glamour seaside town of Northern Ireland. This year's event was rather different from before, in that it took place overnight and by the inclusion of forestry sections. These were not, in fact, special stages, but were run at a 30 m.p.h. average.

From the three starting points in Belfast, Coleraine and Omagh, the 64-strong field converged on control one near Tobermore at the foot of the Sperrin Mountains. An illustrious non-starter was one P. B. Hopkirk who was under the impression that the rally started 12 hours later and arrived home too late from the Alpine. Leaving Tobermore three fairly open driving tests were tackled. These were only going to be used in the rather unlikely event of a tie, but nevertheless everyone was having a go.

Everyone then got down to the serious business, which started with a nine-mile section through Davagh Forest which had two time points. John Eakin/Michael Hart (Sprite) and Derek Boyd/Beatty Crawford (Mini-Cooper) both collected wrong approaches at T.P. 1 after missing one of the direction signs. These signs were very badly placed right on the junctions rather than before them and, together with the complete absence of "danger" signs, were unsatisfactory aspects of all the forestry section—54 miles in all. This was followed by an eight-time point section which skirted the slopes of Slieve Gallion Mountain. For the most part this was fairly easily on, although the approach to T.P. 7 at Boveagh was rather tricky, and after exploring a couple of non-goers Boyd/Crawford were making full use of their 59 secs. tolerance, while Mervyn Johnston (Mini-Cooper S) was noted as being in something of a hurry on a couple of occasions. The second forestry section was the seven miles of Moydamlaght. This forest tends to be rather slippery and "McCartney's Corner" (named after Ronnie's experience there in last year's Starlight!) claimed its usual quota of victims. The Lucas brothers put their Viva off, while Peter McConnell/Denny Erskine (Sunbeam Rapier) were off for long enough not to make it worth their while carrying on. A short excursion cost John Eakin a couple of minutes and Noel Smith/Des Bradley also dropped a minute. Banagher which followed was an excellent stage, much less treacherous and causing little trouble among the faster boys.

Following a rather long section with only one route check came the *pièce de résistance* of the rally. This was an eight-time point section in the excellent rally country between Strabane and Newtownstewart, being cleaned by no one. T.P.s 7 and 8 were probably responsible for most of the marks lost. Seven at Legnabraid School was approached over the top of Liscabble Mountain and, at a 30 m.p.h. average, was just about on. Boyd/Crawford eased off too soon, dropping a minute, while Ian Woodside/Esler Crawford (M.G. Midget) had a puncture and dropped a minute at this and the next time point. Nearly everyone lost time around here, including Ronnie McCartney/Terry Harryman who dropped a couple. After this most people were ready for the supper break at the Royal Arms Hotel in Omagh; quite a few retirements took place here also. Charles Eyre-Maunsell/Alec Spence had an inoperative water pump on their Rapier, while Donald Grieve/Maurice Johnston laboured to replace a defunct fuel pump on their Mini and Neville Haire/Bill Beattie gave up with no exhaust system on their Mini. Ian Woodside also called it a night after losing two studs from the front wheel of his Midget.

After the supper halt it was expected that the pace would be stepped up, but, in fact, this did not materialize and until the finish there was little to maintain interest. A 30-mile Tulip regularity section started the ball rolling and McCartney/Harryman were among those who were docked a couple of minutes due to the marshal's watch at the second check being way out. Towards Davagh Forest Robert McBurney/Frank Main and Reggie McSpadden/John Armstrong, who were running their Volkswagens in convoy, were both had for 100 marks by approaching the control from the wrong direction, and in the actual forest both dropped a further minute after failing to notice a signpost. Peter Johnston/"Big" Norman Devlin had to retire here when they lost the retaining bolt from one of the carburetter bowls. Smith/Bradley (seeded No. 44) were badly baulked here and after following *six* cars lost quite a lot of time.

There followed a couple of checks and a very tight driving test before the final forest stage at Cam. At the Cam control Boyd/Crawford dropped four minutes after overcoming the same carburetter trouble as Peter Johnston. The 8.5 miles in Cam caused little trouble and the very depleted field was off on the run to the finish with little further loss of marks. This went via another test and two checks on Beneveneagh Mountain. The last test caused a bit of worry to navigators when they found that the correct approach road was impassable.

The results, which were announced four hours later in the Lismara Hotel, showed Ronnie McCartney/Terry Harryman to be the outright winners. Only 31 crews were classified as finishers. The time-point sections, especially the second one, were excellent and the organization was well above average: however, the route was much too long with a lot of time being wasted in motoring around to no purpose at all.

BEATTY CRAWFORD.

RESULTS

1, R. McCartney/T. Harryman (Mini-Cooper S), 14 marks; 2, H. Hagan/D. Turkington (Ford Corsair), 24; 3, M. Acheson/J. Long (Mini-Cooper S), 38; 4, K. Shields/N. Henderson (Vauxhall VX4/90), 56; 5, J. Eakin/M. Hart (A.-H. Sprite), 62; 6, M. Johnston/I. Allen (Mini-Cooper S), 69.

ENNISKILLEN M.C.

JUNE RALLY

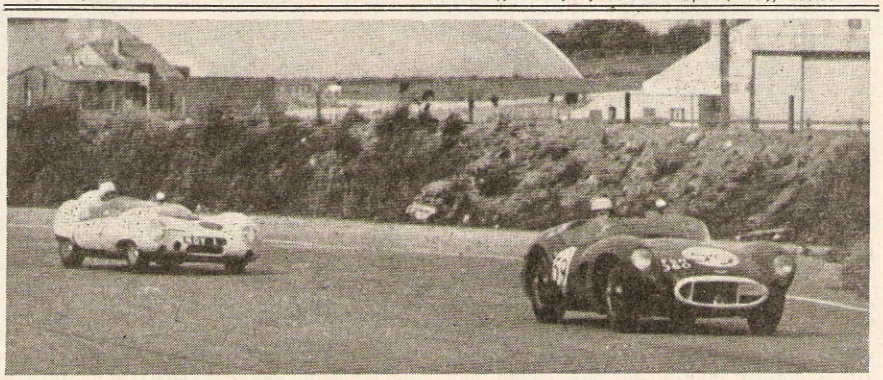
THE Enniskillen M.C.'s June Rally was the first event held by the club since its recent reconstitution following disbandment several years ago. This short, but sharp, little rally consisted of a 65-mile navigation section and three driving tests which were held at the start at St. Angelo airfield a few miles from Enniskillen.

Best in test one was Mervyn Johnston (Mini-Cooper), who beat Cahill Curley (VW 1500S) by 0.2 sec. In test two Curley reversed the situation exactly, while in test three Ronnie McCartney (Mini-Cooper S) was 1.3 secs. better than Johnston and John Eakin (Sprite).

The 22 competitors then set out on the first navigation section, which followed a loop to the south of Brougher Mountain and consisted in picking up six letters which gave the reference of the first control. For a change in this type of thing the letters were easily seen and this section was quite easily on. This first section was intended to suit those people fairly new to rallying, but the second section with nine time points and a control in 20 miles had the "experts" working hard. Only four crews were clean after this section: Ronnie McCartney/Terry Harryman, John Eakin/Michael Hart, Cahill Curley/Esler Crawford and Ashley Armstrong/Harry Johnston. The respective marks lost by these crews in the driving tests were 71.9, 74.1, 78.9 and 85.7, and consequently this was the finishing order. BEATTY CRAWFORD.

RESULTS

1, R. McCartney/T. Harryman (Mini-Cooper S), 71.9 marks lost; 2, J. Eakin/M. Hart (A.-H. Sprite), 74.1; 3, C. Curley/E. Crawford (VW 1500S), 78.9; 4, A. Armstrong/H. Johnston (Mini-Cooper S), 85.7; 5, R. Armstrong/N. Bell (Okrasa VW), 102.5; 6, T. Chivers/X (Mini), 110.5.



TWO WELSH VETERANS. Charles Sgonina (Aston Martin DBR1) leads Peter Cottrell (Lotus-Climax 15) during the pursuit sprint meeting at Llandow.

SOUTH WALES A.C.

LLANDOW SPRINT

ON Sunday, 12th July, the excellent permanent small circuit built at Llandow by the South Wales A.C. came into use again with a further heavily subscribed and successful pursuit sprint. In fine, if slightly windy, weather conditions, competitors were required to complete one standing and one flying lap of the 1.1-mile circuit, with three cars, started at brief intervals, on the track simultaneously. Inevitably, this procedure tended to produce in combat some fairly diverse standards of man and machine, and a couple of near-incidents in practice indicated that for this kind of sprinting the introduction of as rigorous a system of signalling as that employed for circuit-racing is an absolute essential.

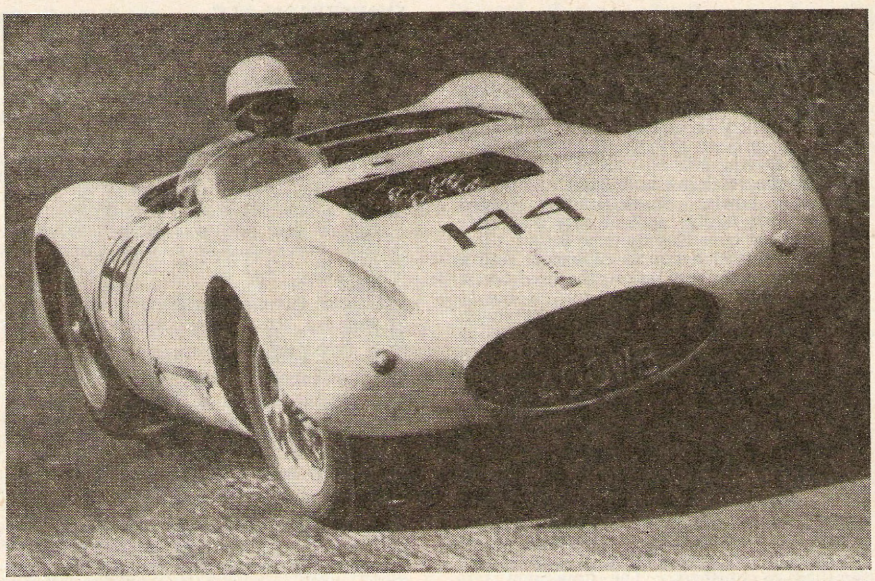
As usual, the Devil's Elbow took its toll: Ken Wilson's B.R.M. spun with such gusto as to disappear completely into the undergrowth on two occasions, while Peter Cottrell, whose Felday-Daimler remains *hors de combat*, also found himself facing the wrong way with his Lotus-Climax 15 after a splendid and ear-splitting duel with Charles Sgonina's Aston Martin DBR1. However, Brian Field was not to be tempted into such frivolities and completed an immaculate run in 1 min. 29.63 secs. for B.T.D. with the Reardon-Field Lotus-Ford 23. Barrie Reardon-Smith, with 1 min. 30.95 secs., took the sports-racing class in the same car, but second B.T.D. and the unlimited racing car class went jointly to Tony David (Elva-Ford) and Colin Priddey (Lotus-Ford 20), both of whom recorded 1 min. 29.94 secs., despite suspension bothers following a spin in practice by the former and a spirited chase for components and hurried repairs to the braking system of the latter.

David Davies was rewarded with a small racing car class win for his B.M.C.-powered Cooper in 1 min. 39.03 secs.: Randy Vaughan's Elton-Triumph was baulked into oiling up and never recovered its customary steam, while the remaining entrants in the class were unable to prevent Tom Jones from returning 1 min. 41.33 secs. for second place with his Envoy-Ford before spinning and retiring with the efficacy of the brakes in question.

HOWARD BILEY.

RESULTS

B.T.D.: B. Field (Lotus-Ford 23), 1 m. 29.63 s.
Class Winners: J. Powell Tuck (Mini), 1m. 59.32 s.; B. Vawer (Mini), 1 m. 50.70 s.; M. R. Evans (Mini-Cooper), 1 m. 41.73 s.; N. Harvey (Mini-Cooper S), 1 m. 43.26 s.; N. Porter (Mini-Cooper S), 1 m. 39.18 s.; E. R. Duggan (Lotus Elite), 1 m. 40.84 s.; G. H. Keylock (Lotus Elan), 1 m. 35.36 s.; B. Reardon-Smith (Lotus-Ford 23), 1 m. 30.95 s.; D. F. Davies (Cooper-B.M.C.), 1 m. 39.03 s.; C. Priddey (Lotus-Ford 20), 1 m. 29.94 s.; A. N. David (Elva-Ford), 1 m. 29.94 s.



Inter-Club Shelsley

North Midland M.C. Beat "Hosts" by 3.37 secs.

By TONY BEX

A CLUBMAN'S event if ever there was one, the annual inter-club scrap at Shelsley Walsh on Sunday attracted an entry of 22 teams from as far south as Cornwall to Sheffield in the distant north. The pattern was as before with each team represented by three drivers, this arrangement usually bringing together a wide assortment of machinery and a tricky problem for the handicappers. A team's individual climbs were combined over two runs, the handicap being subtracted from the grand total for the correct result. For individual times cars were put into three classes: up to 1,200 c.c., 1,201-2,000 c.c. and over 2,000 c.c.

Practising indicated the track was in good fettle for some records, particularly when Boshier-Jones, number one for Newport C.C., took the blown Lotus-Climax 22 howling up in 34.62 secs. As the sun poured down, however, reports of tar melting were received.

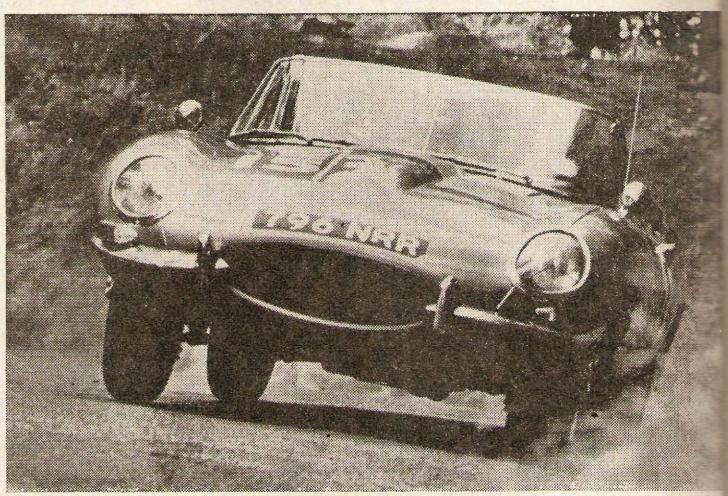
During the first runs he went even faster and got the Lotus down to 33.99 secs., about half a second outside the new record he set at the last meeting. Tony Hutchings made a fine, wheel-stirring climb in his Bugatti 55/57 with blower, in 44.21 secs. for the Bugatti O.C. Another Tony worth watching was Griffiths, who led the scratchmen, Midland A.C., with his big B.R.M. in a dramatic 35.50 secs. Colleague George Keylock climbed in 39.18 secs. with the racing Elan, and Ray Terry in 38.75 secs., but it was already clear that the host club would have to fight for a place.

As the second runs progressed positions became interesting as first one team took the lead, only to lose it to another minutes later. A score of 232.66 secs. landed B.A.R.C. (South Wales), represented by Peter Cottrell (Gilbern), Colin Priddey (Lotus 20), and V. Hesketh (TR3A), seventh place. Thereafter the lead was held for a long time by the Midland A.C. runners, Tony Griffiths leaving tyre marks right up to Kennel in the B.R.M. as he recorded 36.36 secs., their grand total being 227.59 secs. Boshier-Jones managed 34.21 secs. in a blast of power and the efforts of Newport C.C. compatriots Newhouse (Mini-Cooper) and Harvey (Mini-Cooper S 1275) realized a total of 261.77 secs. But the handicap was unfavourable and they were well out of the running with a score of 234.61 secs.

In fact the rare combination of the Walton-Bristol, handled with precision and force by Jack Walton, Dungworth's massive J2 Allard (ex-Cuth Harrison) and Bennett with a quick Ford Cortina G.T. made the North Midland M.C. an unconquerable force. Their combined climbs totalled 267.34 secs. which the handicap reduced to 224.22 secs., giving them victory by more than 3½ secs. Walton was naturally fastest, making his second ascent in 41.06 secs.

PHIL CHAPMAN rounds the left-hander in the Esses in his Chapman - Mercury (above). Seconds later he hit the bank, losing several seconds for his team.

SWINGING out of the Esses on to the finishing straight is the smart E-type Jaguar of J. Parsons (right).



A handicapped total of 229.03 secs. put SUNBAC drivers N. Ludlow (E-type), N. Hunt (Jaguar 3.8) and Anthony May (driving a Mini after damaging the suspension of his Cooper 500) in with a good chance of third place, but the unpredictability of this event was proved minutes later when they were pipped on the post by the Worcestershire M.C. Their three drivers Wallis (Mini-Cooper) and Marshall (Mini-Cooper S), with Burston in a Lotus Cortina gained the honours in 228.68 secs., all three improving on their first runs.

Phil Chapman rather put paid to whatever chances Sheffield and Hallamshire M.C. might have had when, after a superb start, he visited the bank at the top of the hill and put about 17 secs. on his climb.

If the SUNBAC drivers were denied third spot, their climbs at least put paid to the claim which Evesham M.C. trio Waterfield (M.G. Midget), John Davies (Peerless) and Blinkhorn's attractive Harrington Alpine had on fourth place for a long time. Their combined effort was 230.31 secs.

Less than a second separated them from Bugatti stalwarts Tony Hutchings, who improved to 43.72 secs., Tom Wild (Type 37A), and Bill Bloomfield (Type 46), collecting sixth position with a net total of 231.23 secs.

The Shenstone and District M.C. entry suffered misfortune when McClaughlin's Clewer Special, sporting bigger rear wheels but retaining its drum brakes, had a suspension breakage in practice. One of their runners, Brian Harper (Lotus Elan), was also slightly delayed on course, but second ascent improvements were made by Parsons (E-type) and Peter Gaskell (XK 140). The team total was 253.38 secs.

Finally a tribute to the handicappers, who made a splendid job of assessing the merits of the various competitors.

RESULTS

1, *North Midland M.C.:* J. Walton (Walton-Bristol), A. Dungworth (Allard J2) and A. Bennett (Ford Cortina G.T.), 224.22 s.; **2,** *Midland A.C.:* A. B. Griffiths (B.R.M.), G. Keylock (Lotus Elan) and R. Terry (Terry-Aero-Climax), 227.59 s.; **3,** *Worcestershire M.C.:* G. Wallis (Mini-Cooper), B. Marshall (Mini-Cooper S) and T. Burston (Lotus Cortina), 228.68 s.; **4,** *SUNBAC,* 229.03 s.; **5,** *Evesham A.C.,* 230.31 s.; **6,** *Bugatti O.C.,* 231.23 s.

Drag Racing—*continued*

bombing down the strip at something like 150 m.p.h.

Suspension is minimal; usually the rear axle is bolted directly to the frame, the front axle being braced by tubular torsion bars. Front wheels are unbraked but the massive narrow-tracked rears carry heavy-duty disc-brake calipers, and a cross-form braking parachute is packed immediately behind the driver's seat ready to blossom the instant the finish line is crossed.

Craftsmanship finish is almost beyond belief; what isn't chromed is buffed until it is hard to tell the difference. All parts are balanced, drilled and polished to a fantastic degree, the entire standard of preparation being equal to that of a Grand Prix car.

A famous British statesman once declared: "There will always be glittering prizes for those with sharp swords," and this is certainly true of drag racing. Top drivers such as Don Nicholson, Ronnie Sox and Al Eckstrand can command $300 to $500 per appearance in addition to manufacturers' awards, retaining fees, and the sizeable chunks of prize money offered at national meetings.

At the recent Championship races held at the famous Riverside Raceway in California the Top Fuel Eliminator drew $2,000 in cash, plus a new Ford Mustang; Top Stock Eliminator picked up $675 prize money and a new Plymouth Barracuda, and there was also a vast treasure chest of thousands of dollars in cash awards, and dozens of prizes and trophies for the various class winners.

The American drag-racing season culminates in a mammoth joust at Indianapolis Raceway Park in September when the National Championship finals are held, after which many of the leading drivers will take off for England to compete in the International Drag Festival. Drag racing is the new frontier of total performance motor sport, and if there is a more dramatic spectacle, they're certainly keeping it quiet.

Cavendish Car Club's CAVENDISH RALLY

MID-SUMMER is more or less the "close" season for hot-blooded British rallying types, and it came as a welcome relief to all Midlands enthusiasts that the "Cavendish" was to be run in mid-July this year. Since it was to be a championship event, a "hard day's night" on 11th-12th July was guaranteed for all the starters (over 80 of 'em), beginning in the very centre of Oswestry.

Only about five hours' real rallying were required to sort out the field, and after several of the hot favourites had been eliminated by troubles, the event was won by newcomer P. Peters in his Mini-Cooper S, with Barry Hughes "the Welsh" navigating. The championship positions remained unsettled since both Reg McBride and Phil Simister finished in the first three and a late protest by Barry Williams caused wholesale alterations to the published results and gave him fourth place. Need we say it—the team prize was won by the Cavendish C.C. Fords—Simister and McBride!

Four miles from the Oswestry start is an innocent-looking quarry alongside the main road, and the organizers had chosen that this area should be the sting in the head and tail of the event. Unmarked tracks abounded here and the arrowed way through the diggings was not always clear; several crews missed (or drove through) the unmarked second control altogether and spent a very worrying few hours before a decision was made to scrub it from the results. But this was not all. The next passage control was also difficult to find—and when found was unmarked—so that some crews, including David Friswell/Alan Taylor and Margaret Oakden/Keith Binns, together with Barry Williams/John Davenport, all drove through this non-stop and queried this as well! The trouble was that the roads were not on the map at all and both the controls were unmarked—eventually neither of these controls was counted in the results, thus effectively starting the rally from Control 4 and nullifying splendid starts by Malcolm Gibbs and M. Bowyer (both in Cortina G.T.s) who had come through the jungle unpenalized.

The unmarked dangerous S-bend behind Llanfyllin nearly claimed several victims, including Reg McBride's new Cortina G.T. and this with Don Barrow actually having marked it on his map, but all survived to go through this village, which included a so-called neutral section that was nowhere near possible.

Between control 10 and 11 was a mile of very agricultural motoring on the hills east of Llanfair Caereinion, which had been universally agreed as a non-goer before the event, and remains as such on *my* maps at any rate. The last half-mile was quite literally across a full-grown meadow, with a few directive arrows thrown in to assist the blind flying. In the case of the Mini-Coopers this was almost true as the grass was almost three feet long in places.

The route then led south on to Map 128, and from here the new R.A.C. rule about gates being opened was largely ignored, with some beauties strategically placed: (*a*) in a ford (*b*) in the middle of a herd of cows and (*c*) immediately over a blind brow. This last nearly caused trouble to James Bullough's Cortina, which savaged a bank in its attempts to get away, though the visible damage to car and bank was negligible. Several sections—notably in the hills north of Trefeglwys and west of Llanidloes—have received the attentions of the Welsh highways authorities (who seem to have little else to do these days except ruin some previously excellent colonial sections!) with the result that these sections will now be considered easy by the regulars.

The usual circuit of Newtown was made before a rapid descent of the Newtown bypass led to the petrol halt in the town. Messrs. Simister, Friswell and McBride all arrived together, soon to be followed by Barry Williams and P. Peters in their Mini-Cooper Ss, and it seemed that Peters with only 9 mins. lateness was already in the lead, while the others were all claiming about 13 or 14 down.

Immediately after the night halt the "out" control was placed on the white road approach to Llanmeriwig and, when waiting to turn into this road, Ron Wilson's Anglia was smote a fearful blow from the rear by a non-competing Minx, which caused a disastrous fire to the Anglia.

The latter half of the rally contained only 90 mins. of real rallying, and was over well-used and predictable roads, though the schedules were such as to make everyone lose some time. Shortly after the night halt David Friswell lost his chance of a place when a brake pipe broke, fortunately without causing an accident. A route check near "the bog" was unannounced and not visited by several who found a nearer way to the next control than the organizers had found (wake up there!), and the final one minute fling through Shrewsbury "prison" grounds was spoilt by Phil Simister's arrival at the control before it was marshalled—even though he was a few minutes down—and caused its cancellation.

The aforesaid quarries near Oswestry were used again for a special test which involved a really tortuous circuit of all the workings and paths in the area, and the set time of 70 secs. was never approached by anyone. Several phenomenal avoidances and near inversions were applauded by a large crowd (including everyone who had already completed the test) and the general opinion seemed to be that this was an excellent stage to use again if the arrowing of the route could be tidied up for next time. Best times here were made by M. Bowyer's Cortina G.T. in 1 min. 51 secs. and C. Offley's Sprite in 1 min. 52 secs.

A gentle trundle back to Ellesmere for breakfast—late and unsatisfactory—and results—rapid and very comprehensive—was followed by a lengthy protest period while the quarry queries were thrashed out between marshals, competitors and stewards. By 10 a.m. the prizes had been presented and the circus went into retirement again for the summer.

GRAHAM ROBSON.

RESULTS

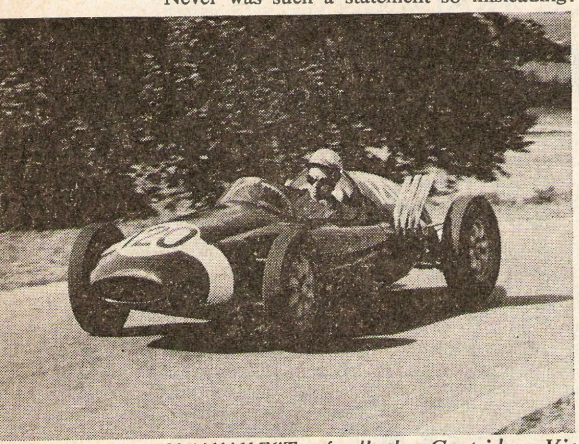
1, P. Peters/B. Hughes (Mini-Cooper S), 15 m.; 2, R. McBride/D. Barrow (Ford Cortina G.T.), 17 m.; 3, P. Simister/G. Robson (Ford Cortina G.T.), 20 m.; 4, B. Williams/J. Davenport (Mini-Cooper S), 21 m.; 5, M. Gibbs/R. Morgan (Allardette), 23 m.; 6, J. Bullough/M. Wood (Ford Cortina G.T.), 24 m.. **Team Prize:** R. McBride and P. Simister (Cortina G.T.s).

B.A.R.C. (YORKSHIRE CENTRE)

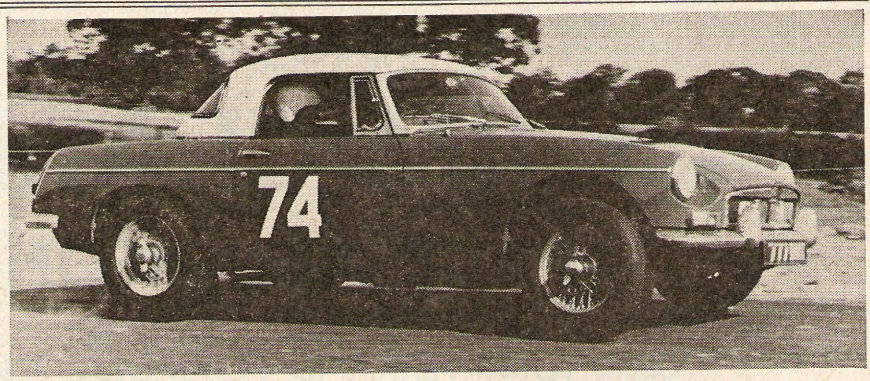
HAREWOOD HILL-CLIMB

THE 8th Harewood Hill-Climb on the 1,100-yard course, with average gradient of 1 in 11, its five bends and the farmhouse "rush," was held on Sunday 12th July. The meeting was, in fact, for novices only, *i.e.*, those drivers not having won an award in a speed event since January, 1964. A similar meeting was run with great success last year.

The B.A.R.C. (Yorks Centre), the controllers of Harewood, in their innocence, stated in their programme that this event was to be of a semi-domestic nature, which would be lacking in spectator appeal and at which no new records would be created. Never was such a statement so misleading!



YOUNGEST of all the Gartsides—Vic—driving father Gordon's Cooper-Daimler, usually piloted by brother Geoff. A handful well held at Farmhouse Bend.



MAGNIFICENT PERFORMANCE was put up by M. F. Nickell-Lean, who, piloting his M.G.B with verve, set a new class record at this novices' meeting.

On a gloriously sunny day, some 120 competitors (the event was well oversubscribed), witnessed by literally thousands of spectators, put on a show that held the interest of everyone from start to finish, during the course of the meeting at least one class record was broken! Indeed, the standard of driving was at least equal to many a major event.

Mind you, under the benign guidance of Mike Wilson, the Centre put on an organizational top-line meeting, well worthy of an R.A.C. Championship Hill-Climb (which incidently comes to Harewood in September) and which ran as slick as a stop watch.

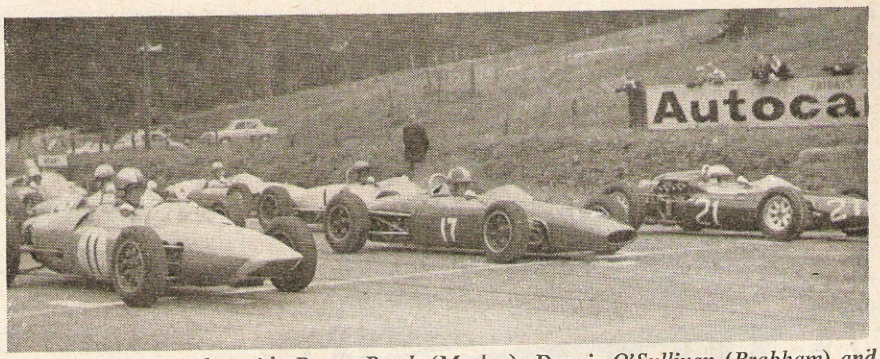
Now for the names of those novices well worthy of upgrading. All were within at least 2 secs. of the class record: R. C. Watkinson (Hillman Imp), 64.67 secs. (record 62.13); Howard Haxton (Ford Cortina), 58.88 secs. (56.28); M. J. Corner (Lotus Elan), 53.37 secs. (51.22); James Ashcroft (A.-H. 3000), 55.69 secs. (53.09); I. C. Batty (Lotus-Ford 7), 50.74 secs. (49.38). The last named was good enough for B.T.D. honours.

Last, but not least, the star of the meeting was M. F. Nickell-Lean, the driver of an M.G.B, who, with a run in 55.86 secs., set a new class record for marque sports cars 1,651-2,500 c.c. (old record 56.42). Some going for a "novice" . . .

FRANCIS PENN.

RESULTS

B.T.D.: I. C. Batty (Lotus-Ford 7), 50.746 s. **Class Winners:** A. B. Stevenson (Mini-Cooper), 60.536 s.; R. C. Watkinson (Hillman Imp), 64.671 s.; H. A. Haxton (Ford Cortina G.T.), 58.888 s.; P. C. Turner (Jaguar 3.8), 58.877 s.; F. Greenwood (Mini-Cooper S), 55.791 s.; D. A. Blakeborough (A.-H. Sprite), 59.402 s.; T. Sugden (Sunbeam Alpine), 60.448 s.; M. F. Nickell-Lean (M.G.B), 55.86 s.; M. J. Corner (Lotus-Elan), 53.371 s.; J. R. Ashcroft (A.-H. 3000), 55.694 s.; G. M. Dungworth (Allard J2), 56.695 s.; D. Arnott (Lotus 11), 54.176 s.; I. C. Batty (Lotus-Ford 7), 50.746 s.; Mrs. E. Chapman (Chapman-Mercury), 57.829 s.; A. Evangelisti (Lola-Ford Mk. 2), 51.681 s. **Ladies' Award:** Mrs. P. M. Turner (Mini-Cooper).



FRONT ROW of the grid: Roger Brash (Merlyn), Dennis O'Sullivan (Brabham) and Jeremy Bouckley (Cooper).

Two Wins for Bouckley

B.R.S.C.C. at Cadwell Park

By JOHN HIGHAM

THE medium-sized crowd of spectators were treated to some good racing by the 166 competitors at Cadwell Park last Sunday. The meeting started some 20 minutes late due to extended practice, but was back on schedule by the sixth race. Possibly not the best of the B.R.S.C.C.'s (Northern Centre) efforts, but nevertheless a good friendly meeting of eight events, all of eight laps.

Event 1, for saloon cars 1,001-2,000 c.c., saw Barry Pearson's Mini-Cooper S rocket into an early lead from the second row of the grid. He was soon displaced by Hawthorne's 1,132 c.c. engined Mini, but Hawthorne almost immediately did a nonsense and dropped to eighth. Neal and his Mini-Cooper S took over the lead from Pearson, these positions being maintained to the chequered flag with Hawthorne battling his way through to third. The unfortunate Dobbs rolled his A40 on lap 3.

A lot of interest was lost in the next race for sports cars up to 1,200 c.c. by the retirement of Goodwin, Kenworthy, Duncan and Neville—all potential place men. However, David Wragg (Mallock U2) was a worthy winner, having led throughout.

The next event for *Formule Libre* cars saw Jeremy Bouckley rocket past Ted Dawson's 1.6 Lotus-Ford 22 with his 1.6 Cooper-Ford on lap five to take the lead and hold it to the finish. Third man up was Tony Dean in his brand new Lotus-Ford 31; he won the Formula 3 class.

Event 4 for sports-racing cars up to 2,000 c.c. saw George Dixon (Lotus-Ford 15) lead all the way to win from Eddie Crocker's A.D. Sportic-Climax and Jim Charnock's Lotus-Ford 23; Crocker and Charnock were first and second in their class. The 1,300 c.c. G.T. race was won by Peter Smith (Speedwell) from Ron Keeling and Peter Beamish (Elites).

Bouckley won his second race of the day in the following *Formule Libre* race, leading from start to finish from Ted Dawson again. The interest in this race centred on the scrap between Dawson and Dennis O'Sullivan (Brabham-Ford) who had a marvellous scrap for seven laps until O'Sullivan's retirement. Tony Dean was once more a worthy third.

G.T. cars of 1,301-2,000 c.c. made up Event 7. The crowd had a few heart-stopping moments in the hammer-and-tongs battle between Chris Meek (Ginetta-Ford) and John Miles (Diva-Ford); Miles tried every way possible to take Meek, but Meek hung on by the skin of his teeth and countermanded Miles's every effort. But then the unfortunate Miles left the road in a big way on lap four, allowing Meek to go on to win by 32 secs. from Edmunds's T.V.R. and Pope's Marcos.

The final race, for saloon cars up to 1,000 c.c., became processional when Ian McDougall (Mini-Cooper) took over the lead on lap two from Ron McCutcheon (Mini-Cooper) and John Markey (Mini-Cooper). Thus they finished.

RESULTS

Saloon Cars 1,001-2,000 c.c. (8 laps): 1, S. Neal (Mini-Cooper S), 66.63 m.p.h.; 2, B. Pearson (Mini-Cooper S); 3, P. Hawthorne (Mini). **Fastest lap:** Hawthorne, 1 m. 58.0 s., 68.64 m.p.h. **Sports Cars up to 1,200 c.c. (8 laps):** 1, D. L. Wragg (U2-Ford), 67.50 m.p.h.; 2, P. Gaydon (U2-Ford); 3, J. Sudderby (Terrier-Ford). **Fastest lap:** Wragg, 1 m. 52.2 s., 70.43 m.p.h. **Racing Cars (8 laps):** 1, J. J. Bouckley (Cooper-Ford), 73.69 m.p.h.; 2, E. Dawson (Lotus-Ford 22); 3, A. Dean (Lotus-Ford 31). **Fastest lap:** Bouckley, 1 m. 47.2 s., 75.56 m.p.h. **Class Winners:** Bouckley and Dean. **Sports Cars up to 2,000 c.c. (8 laps):** 1, G. Dixon (Lotus-Ford 15), 68.91 m.p.h.; 2, E. Crocker (A.D. Sportic-Climax); 3, J. L. Charnock (Lotus-Ford 23). **Fastest lap:** Dixon, 1 m. 55.0 s., 70.43 m.p.h. **Class Winners:** Dixon and Crocker. **Grand Touring Cars up to 1,300 c.c. (8 laps):** 1, P. Smith (Speedwell G.T.), 67.36 m.p.h.; 2, R. Keeling (Lotus Elite); 3, P. Beamish (Lotus Elite). **Fastest lap:** Smith, 1 m. 57.8 s., 68.76 m.p.h. **Class Winners:** Smith and Keeling. **Formule Libre (8 laps):** 1, J. J. Bouckley (Cooper-Ford), 74.23 m.p.h.; 2, E. Dawson (Lotus-Ford 22); 3, A. Dean (Lotus-Ford 31). **Fastest lap:** Bouckley, 1 m. 47.4 s., 75.42 m.p.h. **Grand Touring Cars 1,301-2,000 c.c. (8 laps):** 1, C. Meek (Ginetta-Ford), 69.33 m.p.h.; 2, J. Edmunds (T.V.R. Grantura); 3, C. Pope (Marcos-Ford). **Fastest lap:** Meek and J. J. Miles (Diva-Ford), 1 m. 54.2 s., 70.93 m.p.h. **Sports Cars up to 1,000 c.c. (8 laps):** 1, I. McDougall (Mini-Cooper), 62.22 m.p.h.; 2, R. McCutcheon (Mini-Cooper); 3, J. Markey (Mini-Cooper). **Fastest lap:** McDougall, 2 m. 4.4 s., 65.11 m.p.h.

CORRESPONDENCE

Never So Interesting

FURTHER to Frank Ambler's letter, Thoughts on Formula 1, although a good deal of this may appeal to the non-enthusiast spectator I do not think it at all a practical idea. I cannot agree that a first-class Formula 1 race is a bore even to the spectator who knows nothing about motor racing, and who could wish for better sport than we got from Graham Hill and Jimmy Clark at Brands in the European Grand Prix?

I think Formula 1 cars have never been as interesting as they are today, and if our sport is to progress in the future as it has done in the recent past surely our present method is the correct one. Let the non-enthusiast realize the tremendous amount of research which is done for his "bread and butter" motor car on the Grand Prix circuits. Allowing for the immense cost of any first-class type of racing, I think manufacturers would be reluctant to enter into competition racing when they can sell their cars as quickly as they make them.

I think putting the names of the drivers on the side of the cars in the European Grand Prix was an excellent one.

I am sure G.P. racing will always have its place, as will sports-racing, G.T. and saloon cars.

NORTHOWRAM, NEAR HALIFAX. JOHN H. FARRAR.

More Thoughts on Formula 1

WITH reference to Frank Ambler's letter in your correspondence column (AUTOSPORT, 17th July), the one point on which I agree with him is that it is wrong that countries not participating in, or not even running, a Formula 1 championship event in their country should be permitted to have an equal voting power as one both manufacturing cars and running events for the championship.

Apart from this point, I cannot agree with him. I do not think that Formula 1 racing is boring either for the enthusiast or the average "viewer". Agreed it is a British monopoly, but there are five different British cars plus three others with different engines, making a total of eight in all. I cannot remember the competition between Ferrari and Maserati, just two different cars, causing any boredom when these cars were supreme.

I would have thought that the 1966 supercharged formula would attract at least Germany back into the fray, considering their experience of this type of engine in the past. America, I would have thought, would be attracted by the 3-litre unsupercharged class.

The suggestion that the new formula should be for G.T. or sports-racing instead of racing cars is certainly not what the public want to see (or hear for that matter). The streamlined Mercedes and Connaughts were not "favoured" at all by the public.

I cannot see how permitting individual colours for drivers instead of a national colour is going to help matters at all. It is much easier to refer to the programme with a number than a colour—particularly if you are colour blind! Also, I can imagine some peculiar colour designs being produced, rather like in horse-racing.

No, I think Formula 1 racing at the moment is first class. What closer racing could you have than the last Grand Prix at Brands Hatch? Also, out of the first six cars home, five were a different make, two of which were Ferraris—so the foreign competition is there as well. Also, I look forward to hearing the 1½-litre supercharged cars in action again. Will B.R.M. put the V16 in the back of their four-wheel-drive car for 1966?

WINTERBOURNE GUNNER, NEAR SALISBURY, WILTS. F. BRUCE-WHITE.

Formula 1 Lotus 7 . . .

IT was interesting to see in the *Daily Telegraph* on 10th July that in practice for the British G.P. Jim Clark broke the old F1 1½-litre class lap record in a Lotus 7! I think that might be beyond even his capabilities.

LONDON, N.W.3. R. A. STEAD.

A British Challenge

I QUITE agree with a correspondent in a recent issue who wanted British manufacturers to produce a prize-winning G.T. or prototype car—and race a works team.

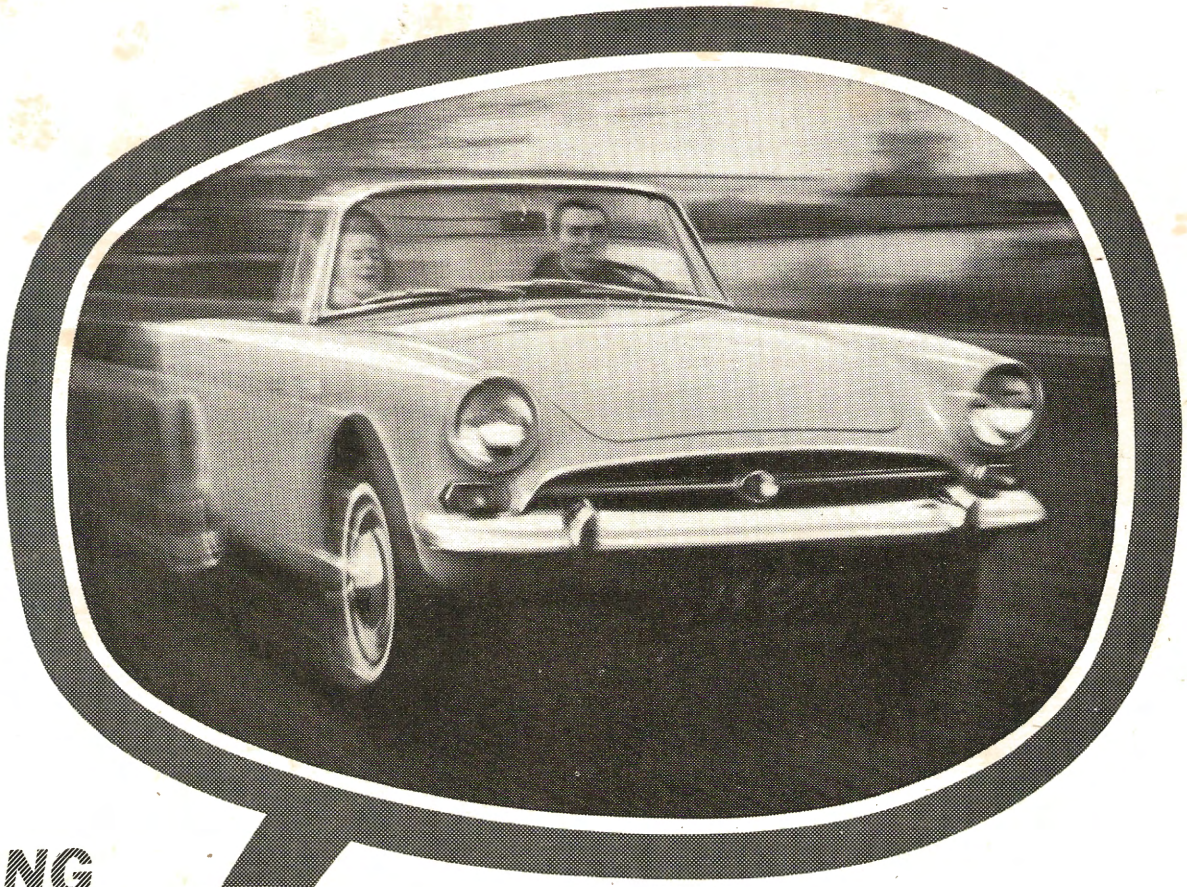
This, to me, is a ridiculous state of affairs, especially as this country's Formula 1 racing cars are currently winning *grandes épreuves* so monotonously.

Jaguar and Aston Martin are the obvious manufacturers to build a car to beat the Ferraris and Fords, although B.M.C. and Ford of Britain must not be overlooked because of their tremendous resources. However, the designs of both the Jaguar and Aston Martin engines are now old and, judging by their last competitive appearance against Ferrari—1963 Le Mans—new power units are needed. How about V12s?

If Jaguar or Aston Martin were to construct a team of prototypes for international competitions next year, I feel sure that as well as benefiting the manufacturers by increased sales due to world-wide publicity, it would bring prestige to the British motor industry in general.

GILLINGHAM, KENT. A. F. P. FROST.

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



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