

OULTON PARK INTERNATIONAL

AUTOSPORT

SEPTEMBER 27, 1963

AUTOSPORT

2/-

EVERY FRIDAY
Vol. 27 No. 13

BRITAIN'S MOTOR SPORTING WEEKLY

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



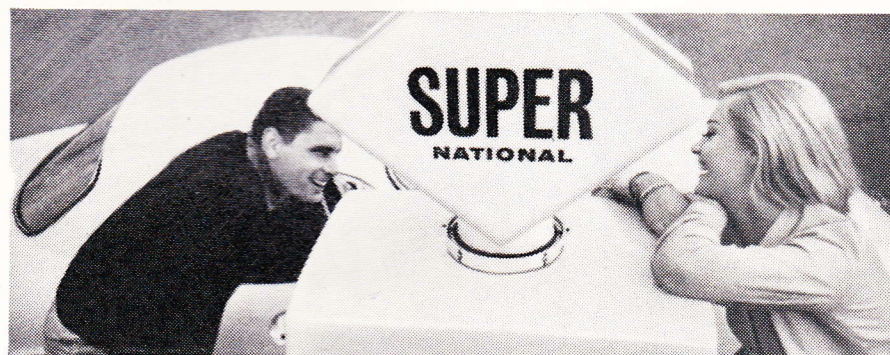
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GETAWAY PEOPLE **GET SUPER NATIONAL**



AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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September 27, 1963 Volume 27 Number 13

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EDITORIAL

REFORM SALOON CAR RACING

IT has become pretty obvious that modern saloon car racing is an immensely popular class with the motor-racing public. Nevertheless, it should not remain as Group 2, which gives a great advantage to the big manufacturers who can easily turn out the 1,000 cars necessary for homologation, without affecting their normal production output. By permitting Group 3 cars, entrants would be encouraged to challenge the bigger factories by pitting their skill against resources. It would also make scrutineering an easier business altogether, and help to avoid the petty squabbles which have characterized several important races this season. In the interests of safety, interior anti-crash structures should not only be permitted, but made obligatory. So long as the particular model has been homologated as a touring car, almost unlimited engine tuning should be permitted, with the proviso that the same bore-stroke ratio is retained. Bodywork should be left unaltered, and the vehicle should weigh within 10 per cent of the figures given for the normal production car, whilst, although different seating could be permitted, all cars must be properly finished, complete with trim. It should also be easy to legislate for maximum fuel tankage according to capacity. Gear ratios ought not to be altered, but entrants could be given a choice of axle ratios as stocked by the manufacturers for the production machine.

THE AMAZING COOPER-MINI

THROUGHOUT the arduous Tour de France, the Cooper-Mini S of Paddy Hopkirk/Henry Liddon has put up some extraordinary performances in the speed hill-climbs and circuit events around which the "Tour" is constructed. So much so, that they won the "Index of Performance", leading that competition from start to finish. The B.M.C. car received immense publicity in the Continental Press, and there is little doubt that this will be invaluable in furthering the sales of British small-capacity vehicles abroad. Once again a Jaguar has won the Touring Category, despite the undoubted supremacy of the very powerful Ford Galaxies in the speed events. Although Ferraris were almost decimated in the G.T. category, the marque still managed to take the premier award.

THE THREE HOURS

ON Saturday, at Snetterton, the classic Three Hours Race will decide the destination of the **AUTOSPORT** Championship for 1963. It is regretted that, this year, it will be run in daylight, but the fact is that difficulties in connection with timing cars during the hours of darkness made it virtually impossible to persuade organizers to retain its day-and-night character. However, with such an entry list, it ought to be a really first-rate race—and may the best man and machine win!

OUR COVER PICTURE

DAVID AND GOLIATH. A common sight throughout the Tour de France was Paddy Hopkirk cheekily keeping his Mini-Cooper S ahead of the bigger brutes—indeed, sometimes he led the lot! Seen here in the picturesque setting of Monaco, Hopkirk leads Henri Greder's Ford Galaxie.

Photo: George Phillips



**SUCCESS IN
RALLIES HELPS
DUNLOP
BUILD SAFER
TYRES FOR YOU**

**DUNLOP
SWEEPS THE BOARD!**

Tour de France
(AUTOMOBILE)

TOURING CATEGORY

1st JAGUAR 3.8*

2nd JAGUAR 3.8* 3rd MINI-COOPER 'S'
also Index of Performance (Mini-Cooper 'S')

GRAND TOURING CATEGORY

1st FERRARI G.T.O.*

2nd FERRARI G.T.* 3rd FERRARI G.T.*
also Index of Performance (Ferrari G.T.O.)

COUPE DES DAMES

JAGUAR 3.8*

*also fitted with Dunlop Disc Brakes

(Subject to official confirmation)



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**FOR TOP SAFETY
TOP MILEAGE**

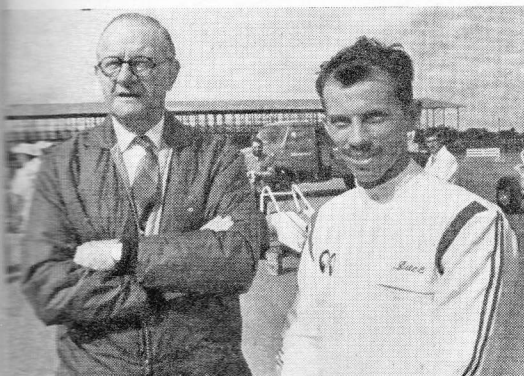


AUTOSPORTSMAN by Gus
No. 21: Roy Salvadori

INCENSED by the remarks in AUTOSPORT and other magazines, Ferrari have entered cars for the American and Mexican Grands Prix. In addition to John Surtees, it is likely that Lorenzo Bandini will be in the team.

FOLLOWING the Elva-Porsche's convincing win at Elkhart Lake, U.S.A., on 8th September, the firm has received an order for 15 of the cars.

IN the United States rumours persist that Rootes have worked out an agreement with Ford in the U.S. to use Ford's 4,264 c.c. V8 engine in a limited production version of the Sunbeam Alpine and that Jensen will do the assembly work.



SYDNEY ALLARD and the American **Dante Duce** who has brought his Dragster "Moon Eyes" to this country for demonstrations. They are seen at Silverstone where the pair recently had a challenge match.

EX-WORLD Champion Graham Hill was the guest speaker at the Café Royal, Manchester, on 19th September for the Manchester Publicity Association's Motor Racing Luncheon. The top table shone with 14 of our sport's élite; present and correct were Mike Hailwood, Bob Anderson, Graham Hill, Jim Clark, Richie Ginther, Bruce McLaren, Dan Gurney, Trevor Taylor, Tony Maggs, Jim Hall, Jo Bonnier, Innes Ireland, Jack Brabham and Ian Burgess. Other V.I.P.s present included Rex Foster and Reg Parnell.

Graham Hill in an extremely witty speech brought the house down with this prize Monza anecdote: asked by a reporter for a few short words on the subject of losing the World Championship, Graham replied "sod it!"

PROBABLY the world's richest sports car race series is that held in Western America each year. This year there is Kent, Washington, on 29th September, Riverside Raceways on 13th October and Laguna Seca on 20th October, the last two in California, each offering a total of approximately \$35,000 in starting money and prizes. With most international drivers in the country for the American Grand Prix on 6th October, many are expected to participate in the sports car series. Amongst the reported British entries are Jim Clark, Graham Hill, John Surtees, Bruce McLaren and Jack Brabham. Indianapolis winner Parnelli Jones is entered in a Lotus 23 powered by a 2.7-litre Coventry Climax engine. Dan Gurney, Phil Hill and Richie Ginther are also expected to compete if proper cars can be obtained.

AN innovation for the Seven-Fifty Motor Club's national hill-climb at Wiscombe on 13th October will be extra runs for the 10 fastest cars at the meeting, à la R.A.C. Hill-Climb Championship meetings. This should put the finishing touches to a first-class season of hill-climbing.

THROUGHOUT the Motor Show Overland Executive will operate luxury minicoaches between Earls Court and points in and around central London. The service must be pre-booked by phoning Hither Green 4234.

STARTING at 10.30 a.m. on Saturday are the Weston-super-Mare National Speed Trials, organized by the Burnham-on-Sea Motor Club. One hundred and fifty entries have been obtained for this meeting, including Tony Marsh (Marsh-Climax), Chris Summers (Cooper-Chevrolet), Mike Eyre (Cooper-Buick), Ken Wilson (B.R.M.), Tony Griffiths (B.R.M.), while Daniel Richmond (Mini-Cooper S) and M. Kaufman (Austin-Healey 3000) are to be engaged in a challenge match.

OUR favourite Italian spy reports that Ferrari challenge in G.T. racing next year should be unbeatable. Rumour has it that the 1964 machine will be virtually a 250P with a hardtop.

"AUTOSPORT" NATIONAL SPRINT TROPHY

Positions After Brighton Speed Trials

1. Mike Eyre (Cooper-Buick)	25
2. Sydney Allard (Allard Dragster)	9
Ken Wilson (B.R.M.)	9
4. Tony Marsh (Marsh-Climax and B.R.M.)	8
5. Patsy Burt (Cooper-Climax)	6
Austen May (Cooper-Ford)	6
M. F. Braby (Cooper-Ford)	6
8. Ken Baker (Jaguar E)	4
T. B. Gibson (Jaguar C)	4
10. Bill Camp (Cooper-Ford)	3
Phil Chapman (Chapman-Mercury)	3
Pat Coundley (Jaguar D)	3
13. Peter Gaskell (Kieft-Ford)	2
E. A. Worswick (Lotus-Climax 7)	2
David Beckett (Lister-Jaguar)	2
16. Charles Sgonina (Aston Martin DBR1)	1
Brian Waddilove (Jaguar E)	1
David Piper (Ferrari GTO)	1

PIT and PADDOCK

A PARNELL PARTY

WALLFIELD Farm, Findern, near Derby, was the focal point for scores of motor racing personalities on the Sunday following the Gold Cup. Occasion was a splendid luncheon party given by Reg and Betty Parnell, and amongst the drivers present were Graham Hill, Richie Ginther, Bruce McLaren, Tony Maggs, Mike Hailwood, Tim Mayer, Peter Revson, Jack Brabham, Jack Sears, David Haynes, Tim Parnell, Masten Gregory, Dick Hanson and Jo Bonnier. Also much in evidence were the "Derby Brigade," comprising John Dalton, Joe Selby, Bobbie Leapingwell and John Green.

UNFORTUNATELY, owing to lack of entries, the final round of the AUTOSPORT Driving Tests Championship, organized by the Seven-Fifty Motor Club, has had to be cancelled. This event was to have taken place at Stanford Hall, near Rugby, on Sunday.

LAST qualifying round for the B.A.R.C. Freddie Dixon Challenge Trophy should be particularly exciting—it is at Aintree on Saturday—for both Tom Entwistle and Adrian Dence are level with 19 points each.



"THE FLYING SCOT!"

JIM CLARK ON TV

LAST Thursday, I.T.V., in collaboration with Border Television, presented a programme on World Champion Jim Clark, assisted by Ian Scott Watson, Graham Hill and Philip Turner. Unfortunately this completely misfired. The interviewer, Derek Bacey, not only interrupted Clark on several occasions, but did not seem to take advantage of the knowledge of Scott Watson and Turner. Inevitably the Monza crash was shown—twice to be precise—and also Trevor Taylor's Spa incident with Mairesse. In point of fact, Graham Hill's dry humour saved what was altogether a most unsatisfactory production. Jim Clark himself, very much at ease, was never given the chance to complete the answers to many of the interviewer's questions. One would have thought that fellow-Scots such as Sir James Scott-Douglas, or David Murray, would have made a far better job of bringing out Clark's personality—merely by being familiar with the motor-racing scene.

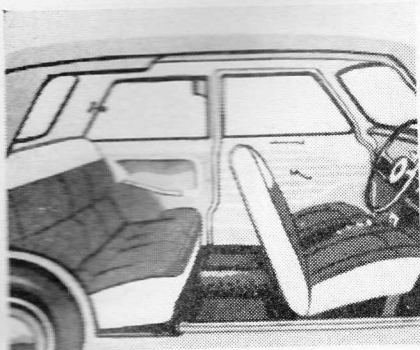
NOW! VAUXHALL VIVA

The 1 litre car with the millionaire ride

£527 inc p.t.

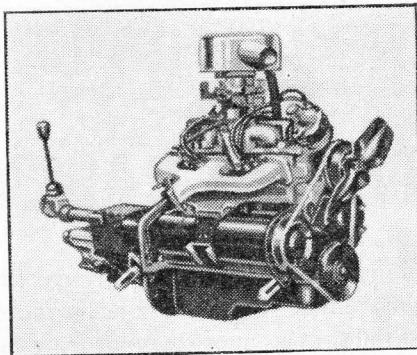


**Compare the Viva with any car in its class.
World-wide tests have proved its superiority
in all these points: speed, handling, steering,
roominess, suspension, and all-round finish.
But drive one, find out for yourself!**



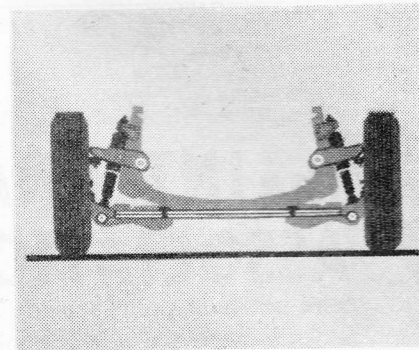
Real comfort for four

S-T-R-E-T-C-H-I-N-G space for four big people. In all, more interior room *than in any comparable car*. Wide doors for easy access. Real 'millionaire' comfort in the specially sprung and padded seats.



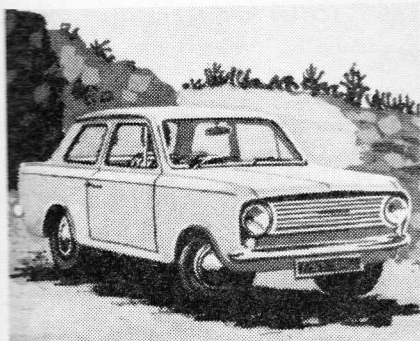
Big car performance

Undoubtedly fastest in its class. Top speed 80 plus. Over 70 in third. Beats comparable cars in all speed ranges. Four-speed all-synchromesh gear-box. High performance engine. Optional disc brakes.



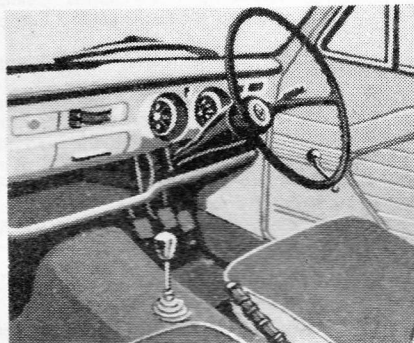
Roll Control Suspension

Viva's suspension will amaze you. You get 'millionaire' smoothness even on very rough surfaces. Sports car cornering with none of the pitch-and-toss some light cars have. Unique 'roll control'.



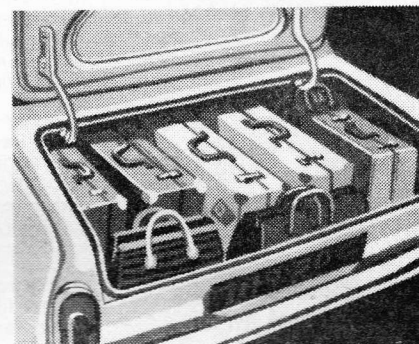
Best Steering and Handling

Carefully designed front-engine layout gives perfect handling and very easy access for service. The Viva's steering effort is *lightest in its class*. Turning circle 29 ft., ideal for tight parking.



Carefully Designed Controls

All controls easy to reach. Headlamp dipper, flasher, horn and direction indicators controlled by one lever on steering column. Short gear-lever and hand-brake fall perfectly to hand. Maximum all-round vision.



Enormous Boot

Viva first again on luggage room. Space for 10½ cu. ft. of suitcases. Lots more for soft baggage. The Viva's finish is meticulous. 5 gallons of paint protect the exterior. Complete underbody seal is standard.

Vauxhall Viva, 4 cylinders, 1057 cc.
Saloon £527. 7. 11 (£436 + £91. 7. 11 p.t.)

De Luxe Saloon with heater,
Screenclean, etc., £566. 1. 3
(£468 + £98. 1. 3 p.t.)

VAUXHALL VIVA

DESIGNED FOR OUT AND OUT RELIABILITY

See the Viva at your Vauxhall dealer's now!



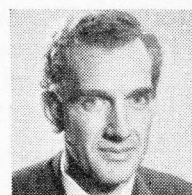
The INTERNATIONAL RALLY TRADERS ASSOCIATION

has been formed by a group of International Rally drivers who between them provide a comprehensive service for the motoring public. Their combined experience of over a million miles of competitive motoring on the world's most testing roads and circuits is of untold value to YOU. Spread throughout the country this network of member companies aims at the highest standards of integrity and efficiency in all aspects of automobile sales and service.



DAVID HIAM

DAVID HIAM ran the Dunlop Rally Service for three years and has competed in all the major European Rallies. He now runs a garage in the Midlands selling Morris, Wolseley and M.G. cars and specialising in Mini sales and service. David Hiam Ltd., Plough Garage, Minworth, Sutton Coldfield. Ashfield 1350.



JOHN SPRINZEL

JOHN SPRINZEL has competed in more than 50 International events in the last eight years and is probably best known for his successes in Austin-Healey Sprites. His company specialises in sales, service and tuning of production cars and produces special equipment for the smaller B.M.C. range. John Sprinzel Racing Limited, 32a, Lancaster Mews, London, W.2. PAD 2108.



PETER RILEY

PETER RILEY has, in the last 12 years, competed in the United States, Africa and every European country. He has had many successes on racing circuits together with a long record of rally 'firsts.' His motor accessory business sells everything to make cars either go faster or be safer or smarter. Peter Riley (Autoaccessories) Ltd., Bellbrook House, Snitterfield, Warks. Snitterfield 261.



PETER JOPP

PETER JOPP is well known as a successful racing and rally driver in events like the Tour de France and the Alpine Rally. He now drives for Ford of America after several years with Rootes Group. As a director of a car firm he deals in all new and second-hand vehicles. Fraser Autos Ltd., 71-75, Hammersmith Bridge Road, London, W.6. RIV 6079.



BILL SHEPHERD

BILL SHEPHERD was a member of the B.M.C. Works Rally Team from 1955 until 1961, and has driven in all the major European Rallies. He has also competed in many International races since 1950. He is a retail dealer for Austin and Riley cars and sells accessories, tuning kits and specialised competition equipment. Caledonian Motors Ltd., The Promenade, Leven, Fife. Leven 400.



TONY NASH

TONY NASH has won his class in the Tulip and Liege Rallies and has competed in many other major events including the Monte Carlo and the Acropolis. His garage in Bristol specialises in Ford, Rootes Group and Standard Triumph cars and has excellent facilities for repair work. H.G.N. Holdings Ltd., Wells Road Garage, Bristol. Bristol 77651.



BILL BENGRY

BILL BENGRY, driving a Volkswagen, has been a prominent figure in rallies for several years. In 1960 he won the R.A.C. Rally Championship. He is a retail dealer for Volkswagen and carries out service and repairs for these and other makes of car. Bengry Bros. Ltd., Leominster, Herefordshire. Leominster 2337.



VIC ELFORD

VIC ELFORD is now a member of the Triumph Works Team and has been successful in cars ranging from Mini-Minors to T.R.4s and Austin-Healeys. He is an executive with a firm of well-known insurance brokers and specialises in all types of insurance for the motorist. City Assurance Consultants Ltd., 46, Cannon St., London, E.C.4. CITY 2651.

for hire purchase



BOWMAKER



VERY ATTRACTIVE appearance of the Alfa Romeo Giulia Sprint G.T. suggests sporting performance.

ALFA ROMEO GIULIA SPRINT G.T.

REVEALED on 9th September, at Alfa Romeo's new factory at Arese, Milano, the G.T. Sprint version of the Giulia 1600 is a most exacting vehicle in every way. It is fitted with servo-assisted Dunlop disc brakes on all four wheels, and has a 2 + 2 body by Nuocio Bertone of Turin.

Based on the successful 2600 sprint, the G.T. Giulia is lavishly equipped, possesses exceptional all-round vision, has a carefully-thought-out interior with plenty of anti-crash padding, and extremely comfortable fold-back bucket-type seats. The 2 o.h.c. engine is probably the smoothest "four" ever produced by the world-famous Milan concern. Basically the 1,570 c.c. TI, it has slightly higher compression, different camshafts, twin horizontal Tipo 40DCOE4 Weber carburettors, and a greatly increased power output.

Weighing 950 kilograms, fuel economy is outstanding for such a high-performance vehicle, and 30 m.p.g. can be exceeded at fast cruising speeds.

Suspension is identical to that of the TI, utilizing helical springs and wishbones at the front, and the familiar Alfa rear axle on trailing arms, with central locating member and also helical springs. The efficient 5-speed gearbox is also retained.

Maximum speed is given as over 112 m.p.h., but Dottor Luraghi, the Alfa Romeo president, envisages near 125 m.p.h. for eventual production versions.

GIANNI MARIN.



SMOOTH LINES are those of the 1964 2-litre Abarth G.T. car, which is apparently built on a Simca platform chassis. The car uses a six-speed gearbox and the all-Abarth engine, which develops 180 b.h.p., is equipped with horizontal Webers. If homologated, the 2-litre Abarth will be out for Porsche blood.

SPORTS NEWS

R.A.C. HILL-CLIMB CHAMPIONSHIP Final Positions After Dyrham Park

1. Peter Westbury (Felday-Daimler and Cooper-Daimler) ...	83*
2. Tony Marsh (Marsh-Climax and B.R.M.) ...	79*
3. Peter Boshier-Jones (Lotus-Climax 22) ...	73*
4. Ray Fielding (Lotus-Climax 21) ...	64
5. David Good (Cooper-Climax and Cooper-Daimler) ...	57*
6. Phil Scragg (B.R.M.) ...	40
7. Ian McLaughlin (Cooper-J.A.P.) ...	31
8. Bryan Eccles (Cooper-Chevrolet) ...	16
Gray Mickel (Cooper-Climax) ...	16
Mac Daghorn (Cooper-J.A.P.) ...	16
11. Tony Griffiths (B.R.M.) ...	10
12. John Pringle (Cooper-Climax) ...	9
13. Peter Wilson (Martini T.T. Triumph) ...	7
Graeme Austin (Emeryson-Climax) ...	7
15. Agnes Mickel (Cooper-Climax) ...	6
Peter le Gallais (L.G.S. II) ...	6
Patsy Burt (Cooper-Climax) ...	6
Peter Gaskell (Kieft-Ford) ...	6
19. Keith Moore (Fairley-Climax) ...	5
Ray Terry (Lotus-Climax 7) ...	5
Arthur Owen (Lotus-Ford 23) ...	5
J. T. Butterworth (Lotus-Ford 23) ...	5

* Eight best performances.

THE VAUXHALL VIVA

THE re-entry of Vauxhall Motors, Ltd., into the small car market must be an important event, for the Luton firm has the might of General Motors behind it. This is the first small Vauxhall since the pre-war "Ten".

The basis of the car is a 2-door steel saloon body with notably rectangular lines. A 4-cylinder over-square engine has dimensions of 74.3 mm. x 60.96 mm. (1,057 c.c.) and though the unit is unusual nowadays in having only three main bearings, there is plenty of overlap on the crankshaft journals. The chain-driven camshaft is carried fairly high and operates the valves through pushrods and pressed steel rockers with spherical bearings. The valves are all inclined in one plane with squish-type combustion chambers, and with a compression ratio of 8.5 to 1 the power output is 50.1 b.h.p. at 5,200 r.p.m. The downdraught carburettor has a manual choke.

A diaphragm spring clutch is used with mechanical operation. The 4-speed gearbox has synchromesh on all gears and a built-in remote control extension brings the short central lever back where it is wanted. The short, open propeller shaft is coupled by a universal joint to an extension of the pinion. The pinion and its extension shaft are manufactured in one piece, the shaft running inside a short torque tube which articulates on a chassis cross member. This is reminiscent of the system used on the Opel, also a General Motors car.

The rear axle is on semi-elliptic springs and a transverse 3-leaf laminated spring is the front suspension medium. This spring has widely spaced pivot-type mountings which result in its performing the function of an anti-roll bar. There are two unequal-length wishbones at each side, so the spring does not locate the stub axles. Rack and pinion steering is employed and the dampers are telescopic all round.

Careful design has kept the weight down, and the Viva is claimed to have an exceptionally good power to weight ratio for a small saloon. In spite of this, the seating space is generous for four people and the boot is really large.

Dimensions: Wheelbase 7 ft. 7½ ins. Track (front) 3 ft. 11½ ins.; (rear) 4 ft. 0¼ ins. Overall length 12 ft. 11 ins. Width 4 ft. 11½ ins. Turning circle 27 ft. 4 ins. Tyre size 5.50-12 ins. Weight 1,564 lbs., or 1,585 lbs. for de luxe model.
Prices: Viva £527 7s. 11d. (including P.T.). Viva de luxe £566 1s. 3d. (including P.T.). Extra: Servo-assisted disc brakes £15 2s. 1d. (including P.T.).

THE MOTORING DEFENCE LEAGUE

THOROUGHLY dissatisfied with the treatment handed out to road-users by the police and local authorities, and by the countless petty restrictions due to over-legislation, the Motoring Defence League has been formed. President is Lord Strathcarron, Vice-President Lord Montagu of Beaulieu, and founder-members include Group Captain Douglas Bader, 1962 World Champion Graham Hill, and Peter van Raat.

It should be explained that the M.D.L. has no intention of interfering with the present legal assistance offered to members of the A.A. and the R.A.C. Its charter comprises the following aims:—

1. To protect, maintain and promote the interests and freedom of motorists (including motor-cyclists) throughout Great Britain. Where genuine cases of unfair treatment, or possible miscarriages of justice are brought to its notice, such cases will be treated on their merits, and every effort will be made to see that justice is done.

2. To undertake, promote and encourage continuous study and research into the needs of the motoring public.

3. To advise and assist the motoring public in the assertion and defence of their rights in courts of law, before any statutory tribunal or board of enquiry.

4. To fight test cases on behalf of members when the League feels that they have been unjustly prosecuted.

Altogether an admirable idea, and one that has quickly caught the imagination of the motoring public, as witness over 3,000 members before the League had been fully constituted. Annual subscription is one guinea, and the offices of the League are at St. Stephens House, Westminster, London, S.W.1.

There is little doubt that a properly guided and powerful body of militant road-users can have a very definite say in preventing the spreading of petty restrictions and unfair legislation.



LORD STRATHCARRON, Lord Montagu of Beaulieu and Graham Hill discussing the new Motoring Defence League at a press conference in London.

IN a news broadcast on the French radio it was stated that Renault have a new rotary-type engine in an advanced state. So far, the Régie have done nothing to deny the story. It will be recalled that Renault gained much turbine experience a few years ago with their "Etoile Filante".

ALEC ULMANN recently announced that next year's Sebring 12-hour race would start at 12 noon. There will also be a full supporting programme of qualifying events, starting on Monday, 16th March.

More Sports News on page 421

For the 5th year in succession
Privately owned and entered Jaguars
victorious in
Toughest Rally of them all!

XIth Tour de France

JAGUAR

Outright Winner

OF

Touring Car Category

1st *3.8 Litre Mk. 2 Jaguar Saloon*
 BERNARD CONSTEN — JACK RENEL

2nd *3.8 Litre Mk. 2 Jaguar Saloon*
 ANNIE SOISBAULT — LOUISETTE TEXIER

ALSO

Coupe des Dames

1st *3.8 Litre Mark 2 Jaguar Saloon*
 ANNIE SOISBAULT — LOUISETTE TEXIER

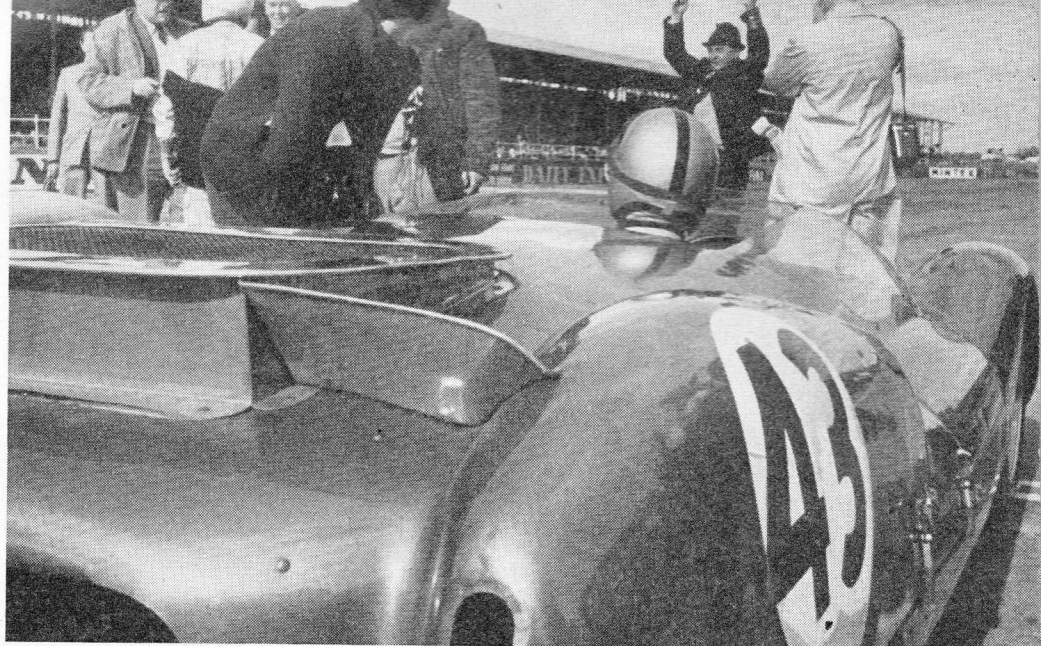
Competing against cars of almost twice their engine capacity the Jaguars, demonstrating their superb qualities of stability, performance, comfort and reliability, proved outstanding in the face of particularly hazardous road and weather conditions in this 9-day 3,600-mile marathon which, in addition to a gruelling road section, incorporated twelve hours of racing on nine different circuits, and seven long-distance hill-climbs in the Alps and Pyrenees.



(Subject to official confirmation)

WE announced last week that Jim Clark would be driving in the "Three Hours" race at Snetterton tomorrow by special invitation and competing only for outright victory in the race itself. However, his class win last Saturday at Oulton Park gives him sufficient points in the qualifying rounds of the AUTOSPORT Championship to win him the right to run in the final anyway, so for the first time we now have the champion Grand Prix driver in the running for ultimate victory in our own championship.

As a result of the race at Oulton Park the drivers in class E have "closed rank" in a surprising way, as can be seen from the table below. This table lists the drivers with significant scores who are known to have entered for the final "Three Hours" tomorrow, the outcome of which will decide who is to be the AUTOSPORT Champion of 1963. Roy Salvadori in Tommy Atkins's Cooper Monaco must start as hot favourite for the title, but if this formidable combina-



FAVOURITE for the AUTOSPORT Championship is Roy Salvadori, who enters the final round with maximum points scored from the qualifying meetings earlier this year.

"AUTOSPORT" CHAMPIONSHIP FINAL

Roy Salvadori (Cooper Monaco) Favourite for Snetterton "Three Hours"



AUTOSPORT CHAMPIONSHIP Trophy which will be presented to the lucky driver after the "Three Hours" at Snetterton on Saturday. Quite a few drivers would like this on their mantelpiece and a good race is promised.

Class D: G.T. cars over 2,500 c.c.		
1. Dick Protheroe (Jaguar E) ... ..	...	35
2. Mike Parkes (Ferrari GTO) ... ..	...	30
3. Jack Sears (Ferrari GTO) ... ..	...	26
4. Brian Hethred (Aston Martin Zagato) ... ..	...	19
Class E: Sports-racing up to 1,150 c.c.		
1. Sid Fox (Lola-Climax) ... ..	...	34
2. Robin Benson (Elva Mk. 7) ... ..	...	34
3. Paul Hawkins (Lotus 23) ... ..	...	33
4. Chris Williams (Lotus 23) ... ..	...	33
5. Steve Minoprio (Elva Mk. 7) ... ..	...	21
Class F: Sports-racing 1,151-2,000 c.c.		
1. Mike Beckwith (Lotus 23B) ... ..	...	42
2. Tony Hegbourne (Lotus 23B) ... ..	...	36
3. Tony Lanfranchi (Elva Mk. 7) ... ..	...	29
4. Jim Clark (Lotus 23B) ... ..	...	27
5. Keith Greene (Lotus 23B) ... ..	...	24
6. Rodney Bloor (Lotus 23B) ... ..	...	18
Class G: Sports-racing over 2,000 c.c.		
1. Roy Salvadori (Cooper Monaco) ... ..	...	45
2. Bill de Selincourt (Lotus 19) ... ..	...	22
or John Coundley (Lotus 19) ... ..	...	16

John Willment Automobiles have entered an A.C. Cobra for the "Three Hours", this being an "invitation entry", and it will be handled by either Richie Ginther or Bob Olthoff.

The Slip Moly slip touring car race sees the second appearance of the works Lotus Ford Cortinas and it remains to be seen whether Jim Clark and Trevor Taylor can conquer the Jaguars, which are to be handled by Roy Salvadori and

Mike Salmon. Outright victory should go to one of the Ford Galaxies, either the Alan Brown-entered car of Jack Brabham or the Willment device of Bob Olthoff. John Whitmore, Tim Mayer and John Fitzpatrick will dispute the 1,300 c.c. class in their Mini-Cooper S-types, with possible intervention from Mike Young's Superspeed Anglia 1200.

The last chance to see a good Formula Junior race is not to be missed. A representative entry has been received for the 20-lap Vanwall Trophy Race, although at the time of going to press it was unlikely that Peter Arundell would appear as he was committed to race at the Nürburgring on Sunday.

Denis Hulme in the works Brabham-Ford will be going all out to secure the Formula Junior championship being run by the *Express and Star* and he will have opposition in the shape of Alan Rees (Lola), Tim Mayer (Cooper) and Brian Hart (Lotus).

This meeting, the last British one of the 1963 season of national importance, is due to commence at 11.30 a.m.

tion should run into any misfortune, where should we look for the victor? Can Mike Parkes, the reigning AUTOSPORT Champion, win the title for a second year, or will Dick Protheroe beat him? Will Mike Beckwith come out on top or will the fabulous Dick Jacobs M.G. Midgets bring success to Andrew Hedges or Alan Foster?

At 4.30 tomorrow afternoon the driver with the greatest distance behind him will win the Martini-Rossi Trophy, the race will be over and the speculation will be at an end. Whatever the result it promises to be a fascinating contest.

Class A: G.T. cars up to 1,150 c.c.		
1. Andrew Hedges (M.G. Midget) ... ..	...	42
2. Alan Foster (M.G. Midget) ... ..	...	37
3. Warwick Banks (Turner-Climax) ... ..	...	34
4. John Dickinson (Lotus 11 G.T.) ... ..	...	25
5. Chris McLaren (Marcos-Ford) ... ..	...	24
Class B: G.T. cars 1,151-1,600 c.c.		
1. Roger Nathan (Lotus Elite) ... ..	...	37
2. John Whitmore (Lotus Elan) ... ..	...	36
3. Trevor Taylor (Lotus Elan) ... ..	...	22
4. Sid Taylor (Lotus Elite) ... ..	...	21
5. Jon Derisley (Lotus Elite) ... ..	...	16
Class C: G.T. cars 1,601-2,500 c.c.		
1. Ken Mackenzie (Turner-Ford) ... ..	...	32
2. Alan Hutcheson (M.G.B.) ... ..	...	29
3. Dickie Stoop (Porsche Carrera) ... ..	...	24
4. Bill Nicholson (M.G.B.) ... ..	...	20

Sports News—continued

ALF FRANCIS RETIRES

CHIEF mechanic to the Rob Walker stable, and formerly responsible for tuning and preparing Stirling Moss's cars, Alf Francis is retiring from motor racing at the end of the year. Alf has found that his business commitments in connection with the transmission concern which he runs with Colotti is taking up more and more of his time. However, as Colotti gearboxes are used in many racing cars, Alf Francis will still be seen around the circuits, and it is likely that he and Colotti will go ahead with the projected new engine, possibly in Formula 2 guise.

IN the 1963 U.S. Manufacturers' Championship, held for F.I.A.-classified G.T. cars, in conjunction with the Drivers' Championship in sports cars, Carroll Shelby's A.C. Cobras had a runaway victory. Shelby America factory team cars amassed a total of 94 Manufacturers' Championship points against a total of 28 for Ferrari, 9 for Chevrolet and 8 for Jaguar.

PREMIER manufacturers of all types of fasteners, many of which are used in car and aircraft construction, G.K.N. Screws and Fasteners, Ltd., are sending a fully equipped, mobile exhibition caravan on a tour of European industrial centres. This is to bring G.K.N. into closer touch with their ever-increasing number of Continental customers. The venture was launched on 16th September by Sir William McFadzean, Chairman of the Export Council for Europe.

FORD Motor Company in America have announced that they will market a production sports car, built in the U.S.A., in 1964. Little information has been released on the new car other than that it will sell in the \$2,500 price range and seat four adults. Indications are that the front-end treatment will resemble Ford's recent one-off Allegro show car.

DRIVING very well indeed José Rosinski piloted his Lotus 27 to victory in last Sunday's Coupes de Paris meeting at Monthéry. He beat Jo Schlesser (Brabham), Jean Vinatier (Lotus 27) and Eric Offenstadt (Lola) on the aggregate of the two heats.

THE WINNERS, Jean Guichet and José Behra, in their GTO Ferrari near Sospel. Ribbons on the bonnet signify that the car is leading the rally both on scratch and handicap.



TOUR DE FRANCE

The Closing Stages of the Best Motoring All-Rounder in the World
By JOHN SPRINZEL Photography by GEORGE PHILLIPS

ONLY two of the six GTO Ferraris survived the 1963 Tour de France, and one of them completed the course crippled. After many exciting battles with the similar cars of Jo Schlessler/Claude le Guezec, Lorenzo Bandini/Fernand Tavano and Lucien Bianchi/Carlo Abate, the French crew Jean Guichet/José Behra won a very tough rally; only the battered Bianchi/Abate GTO remained after a week of races, hill-climbs and rallying. Jaguars also toppled the Ford Galaxie opposition in the touring car category, while the Paddy Hopkirk/Henry Liddon Mini-Cooper S, in addition to finishing third overall, won the handicap section.

AFTER the first stage had covered the Trois Epis hill-climb, two hours of the Nürburgring, and 90 minutes of Spa, the four leaderboards had settled down somewhat, and the convoy retired to Dinant—in Belgium—for a very well-deserved six hours of sleep. So far, the road section had held no drama, except for those who were already busily repairing damaged or worn motor cars.

The start of the second of the five stages came just around dawn, and took competitors to Rheims, where Shell provided the third of their banquets for the crews, with liberal doses of champagne for everyone. Stuart Turner remarked that this was the only rally in the world where drivers could get merry in the morning—secure in the knowledge that they had most of the afternoon to “sleep it off”. While each of the circuits took most of the day to accommodate the various races, there was no possibility to work on the cars, as these were firmly in *parc fermé*, and the road sections themselves were usually only one or—at most—two hours long, so that any repairs meant quite heavy road penalties.

Two hours of racing on the 8.3 kilometre Rheims circuit gave the Jopp/Baillie Galaxie

this was hardly surprising, for the other GTOs were all equally “stopped” at 8,600 r.p.m. Francolini laughingly said the Ferraris were solid, but not *that* solid! The ensuing repairs were disastrous for Schlessler, and in trying to make up time he missed two passage controls and was unfortunately retired.

On the handicap, Hopkirk was still well in the lead of the saloons, and Mauro Bianchi's Abarth Simca headed the G.T.s. The Tour has four separate classifications, one each of scratch and handicap for the G.T.s and Tourers, and all four classes carry large prize money and tremendous publicity both in the French Press, which virtually serializes the “Tour” for all of the 10 days, and on TV and cinema newsreels. One cannot find a comparable motoring event anywhere in the world where a country stops quite so completely for a motoring event, and even in the wee small hours of the morning every little crossroads throughout the route is packed with a crowd of knowledgeable spectators. Each control point is thronged with crowds, clutching their copies of *L'Equipe* (the French sporting daily paper) and they are well enough informed to give the correct degree of applause for each car, differentiating quite easily between the identical red GTO Ferraris of their popular heroes. Loudspeaker commentaries are given at controls as well as on the circuits and the commentators were skilled at raising the fever of the crowd for any praiseworthy achievement.

From the sunshine of Rheims the survivors headed north towards the maze of tiny coast roads in the Pas de Calais. Even so early in this 10-day Tour there were already only 45 G.T.s and 37 saloons remaining in the hunt. The night brought the



MONTE CARLO. Family saloons dicing round the Grand Prix circuit in the closing stages of the rally (above). The Paul Flament and Gilles Flament N.S.U. Prinz leads the Porsche Carrera of Mlles. Christiane Petit and Elaine Mondoloni and another N.S.U. Prinz. POLICE ESCORT for French champion Bernard Consten (left). Sirens blowing, they led Consten down to the control at Menton.

a five-kilometre lead over Greder's similar Ford, and Consten's Jaguar was left a further seven kilometres behind, with Alpine Rally winner Rolland pipping the Jaguar “favourite” by almost 500 metres. The really big drama here was in the GTO Ferrari convoy, where Jo Schlessler, after an early lead, stopped with a broken valve spring just before the end, and only managed third place behind Guichet and Bianchi. With the rev. counter tell-tale at 9,400 revs.,

usual fog and mist, and also spoiled the chances of Mauro Bianchi's and Teddy Pilette's Abarths when, with sleeping drivers, the navigators lost their way and travelled 40 miles in the wrong direction. In the ensuing panic to retrieve the route, Bianchi dented his car even further, and both lost over 20 minutes of road time. Road penalties are deducted from the kilometres covered in races and hills at the rate of two kilometres for the first minute and five per





INCREDIBLE Paddy Hopkirk about to Cooper his Mini past a surprised driver of an Abarth-sponsored Fiat 2300S, Karl von Kothen, at Rouen (above). **DOING IT ALL WRONG** on the St. Estere corner up the Mont Ventoux hill-climb is the little 1-litre Alpine of Frenchmen Jacques Cheinisse and Claude Leblond (top).

minute thereafter, so that this meant a very heavy loss for the two factory cars.

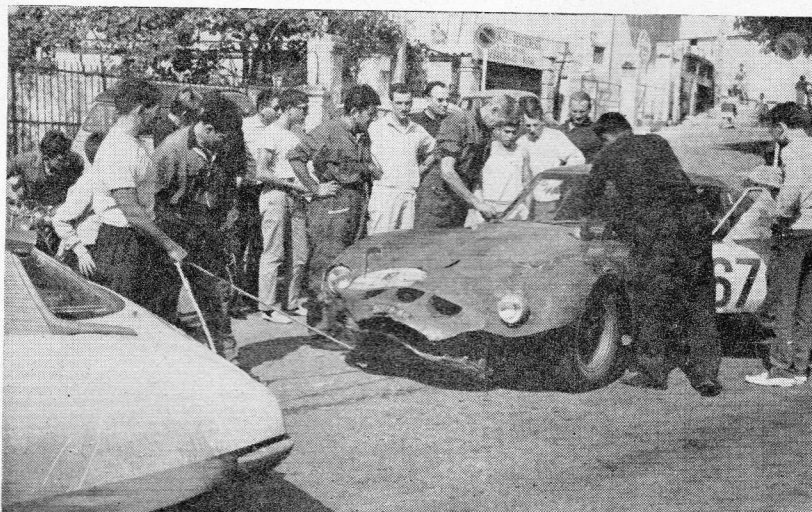
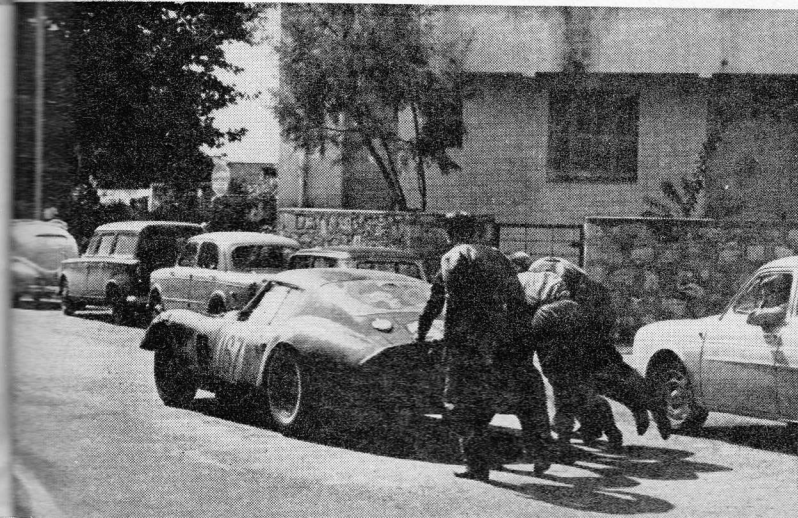
Dawn at Dieppe, with yet another Shell buffet, was a welcome change from the miserable night, and the sunshine of Rouen revived the wearying for their fourth circuit test.

The hour-long races only served to lengthen Greder's lead over Consten's Jaguar, although the sister Galaxie of Baillie and Jopp dropped time through an unscheduled pit stop when the exhaust came loose at the manifold. On handicap, Hopkirk's Mini-Cooper S further increased its already impressive lead and finished a creditable ninth on scratch among the heavy machinery. Guichet, Bianchi and Bandini

gave a further demonstration of GTO superiority leading hill-climb expert Heini Walter's older 250GT Ferrari across the finishing line just ahead of the younger Bianchi's incredibly fast Abarth-Simca. Andrew Hedges took ninth place here with the Le Mans M.G.B. and the third of the "small" cars to show well was Masoero's 1600 Giulia TI Speciale, which finished 10th. This production saloon was running in the G.T. class only because homologation papers had not yet come back from the F.I.A.

From the second night stop at Caen, two short sections led to Le Mans, where once again the crowds were out on a warm and sunny day for the two two-hour races.

DEATH RATTLES OF A MONSTER. The once beautiful Ferrari GTO of Lucien Bianchi/Carlo Abate is pushed along the road after enduring one of its many torturings (below, left). The very sorry-looking front end was modified several times (the lamp can be seen affixed to a temporary mudguard) and the car is about to be towed behind a Citroën at Menton (below, right). The car actually finished second.



Jopp tore into the lead of the Touring race and soon had well over a minute in hand over Greder, but the clouds of black smoke pouring from the Galaxie looked ominous. Greder, too, called at the pits for quarts of oil, administered by co-driver Foulgoc to the instructions of the American team manager, John Holman — famous "tweaker" of Galaxies—was in attendance for the Tour, although the British contingent were amused by the drawled American instructions which accompanied each Galaxie pit stop. "Take your time, Baillie—you're doin' a great job" was reflected in a very cutting glance from Sir Gawaine! Only 34 saloons completed the test, and poor Greder dropped right down from the leaderboard when he slid into the sand on the "warming down" lap, and took more than the few permitted minutes to complete this final lap. This brought Consten—four-time Tour winner—into second place followed by the Jaguars of Barbier and Mlle, Annie Soisbault. Hopkirk's Mini was now ninth on scratch and still leading the handicap.

The GTOs were obliged to treat Le Mans as an Economy run, and Guichet slipstreamed poor Bandini to conserve fuel for well over half the race, leaving the Italian as the only Ferrari to have to refuel! Within minutes of the end of the Le Mans race both Abarths were retired, Bianchi with gearbox bothers and Teddy Pilette with a burnt piston, so that the G.T. leaderboard now consisted of five Ferraris, two 2-litre Porsche Carreras and, amazingly, the Hedges/Sprinzel M.G.B. With the fast circuits completed, B.M.C. hopes of climbing up the list were indeed high!

The road section followed much of the Monte West of France route, and then headed even farther to the south-west with controls at Niort and Cognac, where delighted competitors were met by M. Martell himself, complete with free samples, and with Shell buffets which included barrels of oysters, peaches and champagne. What a rally this is! During the night, fog and heavy flooding made conditions decidedly tricky, even for those who had saved their free samples of brandy for afterwards, and Bianchi completely modified the front end of the GTO—with some time loss—when his brake pipe came adrift. The incredibly battered Ferrari nevertheless managed to hold onto its second place overall, behind the flying Guichet—who now led both scratch and handicap among the G.T. cars. During the same night Bandini also crashed his GTO and wrote it off completely. The Italian was unhurt, but Fernand Tavano, his French co-driver, broke his arm.

A wet and misty dawn welcomed the 25 G.T. cars and 23 saloons to the timed climbs of the Aubisque and Tourmalet in the Pyrenees, where the Hedges/Sprinzel M.G.B shook everyone completely by making B.T.D. up the misty Aubisque—knocking 32 seconds off the GTOs and Carreras and pulling up into fourth place overall on scratch. Consten, not unexpectedly, did much the same thing to the Galaxies and won both hills convincingly. Hopkirk's second overall on the 12 kilometre-long Aubisque was by now not an unexpected performance, and his handi-

who had to drive one test during the event—and an hour on the Monaco Grand Prix circuit brought the event to a conclusion, an event which must be just about the best motoring all-rounder in the world. Shell, *L'Equipe* and the Automobile Club of Nice can be as pleased as organizers can with their efforts.

RESULTS

G.T. Category: 1, Jean Guichet/José Behra (Ferrari GTO), 2,362.467 km.; 2, Lucien Bianchi/Carlo Abate (Ferrari GTO), 2,108.798 km.; 3, Gerard Spinedi/Mme. A. Spinedi (Ferrari 250GT), 2,016.246 km.; 4, Fernand Masoero/Jean Maurin (Alfa Romeo Giulia), 1,988.704 km.; 5, Martial Delalande/Roger Campuzan (Alfa Romeo Giulietta), 1,876.747 km.; 6, Rosemary Smith/Margaret Mackenzie (Sunbeam Alpine), 1,856.793 km.

Handicap Section: 1, Guichet/Behra, 2,302.467 km.; 2, Masoero/Maurin, 2,250.934 km.; 3, Jacques Cheinisse/Claude Leblond (Alpine), 2,240.657 km.

Touring Category: 1, Bernard Consten/Jack Renel (Jaguar 3.8), 2,079.148 km.; 2, Annie Soisbault/Louissete Texier (Jaguar 3.8), 1,978.669 km.; 3, Paddy Hopkirk/Henry Liddon (Morris Mini-Cooper S), 1,939.295 km.; 4, Tiny Lewis/David Pollard (Sunbeam Rapier), 1,863.752 km.; 5, Rudy Golderer/Karl von Kothen (Fiat 2300S), 1,819.861 km.; 6, Henri Perrier/Pierre Roze (Volvo), 1,765.560 km.

Handicap Section: 1, Hopkirk/Liddon, 2,165.095 km.; 2, Consten/Renel, 2,079.148 km.; 3, Lewis/Pollard, 2,025.652 km.

MINOR REPAIRS. Doug Parker works the pump during an oil change for the ill-fated M.G.B of John Sprinzel and Andrew Hedges, watched by Ray Simpson (also of Castrol). Sprinzel and Hedges (above). **FINE WINNER** of the touring category, although he was unable to do anything about the Ford Galaxies while they lasted, was the Bernard Consten/Jack Renel Jaguar 3.8, seen here at Albi (below). Jaguars have usually done well on the Tour de France and this year was certainly no exception, Mlle. Annie Soisbault adding to the Coventry's marques list of wins by gaining the *Coupe des Dames* award (bottom). Her co-driver was Louissete Texier.

cap position was well-nigh untouchable, with only the Makinen/Morrison and Aaltonen/Ambrose Cooper-Minis in sight. At Pau, where the little circuit twists and turns through the main streets of the town, Hopkirk actually led the saloons in the pouring rain, but Greder managed to accelerate by on sheer power, as the track dried out! Consten, Soisbault and Baillie were, however, unable to get by the flying Cooper, which had the crowd on its feet lap after lap with a magnificent display of sideways Coopering.

After Pau, the convoy split up for the night, with the Tourers resting at Albi while the G.T. remnants headed for Bagnerres to sleep.

The fourth stage—"only four more days to go" remarked Logan Morrison—was *real* rallying. After a wet though uneventful hour's race at Albi—complete with the inevitable banquet—the convoy headed off into the dusk and back into the Pyrenees. Only Buchet completed this night of cols and twists without loss of road time, but even he succumbed to heavy penalties with the repair of a broken clutch. Best performances were achieved by Guichet, Consten and Laurent (D.K.W. Special) who lost one minute, and by Hopkirk, Tiny Lewis (Rapier), Mrs. Petet (Porsche), Masoero (Alfa Giulia) and Pat Vanson (M.G.B) who dropped two minutes. Hedges, Chardin (Alfa) and Dion (Porsche) all crashed, but only the M.G. team ended in hospital—stitches, bruises and a very bent M.G.B, ending what had been a very promising run. The Touring leaders holed their sump and retired when the Galaxie collected an unlevel crossing, and Bianchi further dented the GTO, which now looked absolutely terrible. Even so, the morning's three tests up the Cols of Ventoux, Rousset and Chamrousse were all won by this battered GTO, and Buchet's Carrera—now repaired—came a very creditable second on Ventoux. Consten also came into his own, with three firsts, and was now as secure overall on scratch as Hopkirk on Touring handicap, and as the Jean Guichet/José Behra GTO Ferrari, which led both categories among the G.T. cars. Only 12 saloons were still in, including two of the new Fiat 2300S cars, two Jaguars, and two Mini-Cooper S-types, while the G.T.s still fielded 25 runners with Ferrari, Porsche and Alfa all well represented, and Rosemary Smith leading the "Ladies" with her Sunbeam Alpine. At Lyons, the convoy halted for its final night of rest on this 8,000-kilometre jaunt, and prepared for the last section, which included the circuit at Clermont-Ferrand. The well-known "Quatre Chemins" section of Alpine fame, the climb of the Col de Braus—which



This year's final members' meeting run at Goodwood and organized by the B.A.R.C. was a great success. It featured the final qualifying events for the Spring Grove and Brooklands Memorial trophies and, therefore, not surprisingly saw some very close racing. Mick Cave (A40) won the Spring Grove Trophy fairly comfortably from Bob Smith's bored-out Mini-Cooper with "the Doctor" in third place in the Lotus Cortina. The final scores were Cave, 17 points; Smith, 12; and Merfield, 10. Adrian Dence (Morgan) carried off the Motor Sport Brooklands Memorial Trophy. Chris Williams (Lotus 23) had been leading this competition, but he was unable to take part in the final, though his 17½ points still gave him second place to the winner's 16.

Jackie Stewart in the Ecurie Ecosse-Cooper Monaco set a very fast pace and completely vanquished the opposition which consisted of Juniors and *Formule Libre*

Curtains Down at Goodwood

Last B.A.R.C. Members' Meeting for 1963 at Goodwood Sees Very Exciting Racing

By PATRICK McNALLY

cars. The Cooper led from start to finish and averaged 96.88 m.p.h. as well as setting fastest lap of 1 min. 27.4 secs. Second home was Mike Warner in a Lotus 23, some 40 seconds behind with Rodney Banting's Brabham hard on his heels. Paddy Driver who finished fourth drove extremely well and kept up with Banting, although driving a much older machine—a Lotus 20.

The saloon car race featured the final of the Spring Grove Trophy. Doc Merfield (Lotus Cortina) led at the start closely followed by Mick Cave's A40 and the writer in the Janspeed Mini-Cooper S. Merfield and Cave pulled away from the field in their battle for leadership and eventually finished (so I am told) with only half a second between them. Farther back Bob Smith in his bored-out Cooper was battling with the Janspeed car, which he succeeded in passing at the end of Lavant Straight, only to smite the chicane and drop back to fourth place overall and third in his class. Although Merfield won the race outright, Cave won his class. These results gave Cave a clear win in the Spring Grove Trophy and put Merfield in third place behind Bob Smith.

Adrian Dence drove splendidly to snatch victory from Gordon Spice in the Marque race. Initially B. Kendall took the lead but lost it to Spice on the third lap. Spice, driving extremely well, held the lead for only one lap; Dence then passed him. All three were driving Morgan Plus 4s prepared by Chris Lawrence; Dence was, in fact, driving the actual works car loaned to him by Chris Lawrence, while Spice had his trusty steel-bodied, but very fast, car. The first three home shared the fastest lap—a time of 1 min. 42.2 secs. Yet another Morgan finished in fourth place, that of Terry Sanger, who led W. B. Unett (Alpine) over the line.

Mike Warner (Lotus 23) had a tremendous dice with Alan Deacon (Lister-Jaguar) in the sports car race. Warner led on the first lap only to be passed by Deacon on lap 2. Deacon, driving very quickly held the lead, though only just, for the 23 as often as not had its nose ahead until the last lap, when Warner pipped him at the post. The up to 1,200 c.c. class was won by Peter Gethin in a Lotus 23 from Robin McArthur's similar car.

James Manfield won the up to 1,000 c.c. sports car race in his Lotus 23 after a race-long duel with David Porter's Lotus 7 and Clive Lacey's Merlyn-Ford; less than 1½ seconds separated these cars. Lacey had led at the start but on lap 7 was overtaken by Porter, who, in turn, succumbed to Man-

field on lap 8. Brian Bennett (Turner G.T.) won the up to 1,150 c.c. G.T. section from J. Bransfield's G.S.M. Bennett also finished fourth overall and lapped in 1 min. 43.2 secs. This race saw many incidents, the most serious of which was that of Brian Smith who hit the bank at Madgwick on his 6th lap, receiving facial injuries and being taken to hospital; his car was completely wrecked.

Jackie Stewart was out again, this time driving the Ecurie Ecosse Tojeiro-Buick. As before Stewart had no opposition and won as he pleased from Peter Sutcliffe's lightweight E-type. Peter Sutcliffe might have given the Tojeiro a run for its money if his car had not been plagued with ignition bothers which had beset it in practice. Brian Hetreed and David Skales were at it again in their Aston Martin Zagatos. Hetreed leading Skales over the line to third place. Roger Nathan (Lotus Elite) won the up to 1,600 c.c. class from Bob Duggan and Adrian Chambers, also in Elites.

The last two events of the day were both handicaps. The first was won by Harry Digby in Mick Cave's A40 from Doc Merfield's Lotus Cortina and the second being won by T. N. Crisp (Daimler SP250) from Mrs. Mary Wheeler's T.V.R.

RESULTS

Formula Junior and Formule Libre Cars (10 laps)—Overall Winner: J. Stewart (Cooper-Climax Monaco). **Formula Junior:** 1, R. Banting (Brabham-Ford), 92.54 m.p.h.; 2, P. Driver (Lotus-Ford 20); 3, M. Davies (Lotus-Ford 20). **Fastest lap:** Banting, 1 m. 31.2 s., 94.74 m.p.h. **Formule Libre:** 1, J. Stewart (Cooper-Climax Monaco), 96.88 m.p.h.; 2, M. Warner (Lotus-Ford 23B); 3, D. A. Pye (Lotus-Buick 15). **Fastest lap:** Stewart, 1 m. 27.4 s., 98.86 m.p.h. **Saloon Cars (5 laps)**—Overall Winner: D. P. Merfield (Lotus-Ford Cortina). **Over 1,200 c.c.:** 1, D. P. Merfield (Lotus-Ford

Cortina), 83.40 m.p.h.; 2, M. A. Runham (Jaguar 3.8); 3, A. Baldet (Lotus-Ford Cortina). **Fastest lap:** Merfield, 1 m. 42.0 s., 84.71 m.p.h. **Up to 1,200 c.c.:** 1, M. H. Cave (Austin A40), 83.33 m.p.h.; 2, P. McNally (Morris-Cooper S); 3, R. G. Smith (Austin-Cooper). **Fastest lap:** Cave, 1 m. 42.0 s., 84.71 m.p.h. **Marque Scratch Race (5 laps):** 1, A. C. Dence (Morgan Plus 4), 82.92 m.p.h.; 2, G. G. Spice (Morgan Plus 4); 3, B. Kendall (Morgan Plus 4). **Fastest lap:** Dence, Spice and Kendall, 1 m. 42.2 s., 84.54 m.p.h. **Sports Cars (10 laps)**—Overall Winner: M. Warner (Lotus-Ford 23B). **Over 1,200 c.c.:** 1, M. Warner (Lotus-Ford 23B), 93.20 m.p.h.; 2, H. W. A. Deacon (Lister-Jaguar); 3, P. J. S. Lumsden (Lister-Jaguar). **Fastest lap:** Warner, 1 m. 31.0 s., 94.94 m.p.h. **Up to 1,200 c.c.:** 1, P. Gethin (Lotus-Ford 23), 89.02 m.p.h.; 2, R. McArthur (Lotus-Ford 23); 3, M. P. Renny (Lotus-Ford 23). **Fastest lap:** Gethin, 1 m. 35.0 s., 90.95 m.p.h. **Sports Cars up to 1,000 c.c. and Grand Touring Cars up to 1,150 c.c. (10 laps)**—Overall Winner: J. E. Manfield (Lotus-Ford 23). **Sports Cars:** 1, J. E. Manfield (Lotus-Ford 23), 87.75 m.p.h.; 2, D. B. Porter (Lotus-Ford 7); 3, C. L. Lacey (Merlyn-Ford). **Fastest lap:** Porter, 1 m. 37.0 s., 89.07 m.p.h. **Grand Touring Cars:** 1, B. Bennett (Turner-Climax G.T.), 80.93 m.p.h.; 2, J. Bransfield (G.S.M. Delta); 3, R. Buchanan-Michaelson (Fiat-Abarth 1000). **Fastest lap:** Bennett, 1 m. 43.2 s., 83.72 m.p.h. **Grand Touring Cars over 1,150 c.c. (10 laps)**—Overall Winner: J. Stewart (Tojeiro-Buick). **Over 1,600 c.c.:** 1, J. Stewart (Tojeiro-Buick), 94.06 m.p.h.; 2, P. H. Sutcliffe (Jaguar E); 3, B. D. Hetreed (Aston Martin DB4GT Zagato). **Fastest lap:** Stewart, 1 m. 30.0 s., 96.00 m.p.h. **1,151-1,600 c.c.:** 1, R. Nathan (Lotus Elite), 85.46 m.p.h.; 2, R. Duggan (Lotus Elite); 3, A. P. Chambers (Lotus Elite). **Fastest lap:** Nathan, 1 m. 38.4 s., 87.89 m.p.h. **Handicap (5 laps):** 1, H. B. Digby (Austin A40), 81.91 m.p.h.; 2, D. P. Merfield (Lotus Ford Cortina); 3, M. M. Gates (Peerless). **Fastest lap:** Merfield, 1 m. 43.2 s., 83.72 m.p.h. **Handicap (5 laps):** 1, T. N. Crisp (Daimler SP250), 80.84 m.p.h.; 2, Mrs. W. Wheeler (T.V.R.); 3, D. J. Mackay (A.C.-Bristol). **Fastest lap:** B. Hetreed (Aston Martin DB4GT Zagato), 1 m. 35.0 s., 90.95 m.p.h.



MORGANS, MORGANS and more Morgans—nearly all Lawrence Tuned (above). Impudently W. B. Unett has managed to insert his Sunbeam Alpine behind Brian Kendall and Gordon Spice and in front of Adrian Dence at the chicane on the first lap. DOC MERFIELD had the edge on Mick Cave throughout the exciting battle for supremacy in the saloon car race—they are seen close together at Woodcote (below)—but Cave won the Spring Grove Championship.



JAN HETTEMA and **Hennie Steenkamp**, of the Pretoria Motor Club, driving a Volvo 122S B18, won the Sixth Total International Rally—South Africa's premier motor rally and second to last event in the South African Rally Championship—on August 29th to 31st. Their total error for the 1,700-plus mile rally was 22 mins. 6 secs. As part of their prize for winning the rally they will be sponsored by the French Total Oil Company in next year's Monte Carlo Rally.

Steenkamp took part in this year's Monte Carlo with Ewold van Bergen, in a Datsun Bluebird. This crew came second in last year's Total Rally, but the Japanese Datsun company helped them to take part in the Monte. The experience Steenkamp picked up should prove invaluable in next year's rally. Hetteema is a former Springbok cyclist, who has met with much success in both racing and rallying, first with an Alfa Romeo and now with the Volvo.

Second place in this year's Total International Rally was filled by last year's winners, **Phil and Scamp Porter**, in a Renault Dauphine. The Porters competed in this year's Monte in a Renault R8 provided by the factory, and were doing well when they were disqualified for losing some documents. They were sponsored by Renault Africa in the Total Rally, and had an error of 28 mins. 28 secs.

Ninety-nine crews set out on the Total, from 13 starting points in Rhodesia, Central Africa and South Africa, and then had to rally to Pretoria, covering distances of about 1,000 miles. British cars made up the majority of the entries, with 38 cars, the most popular being the Anglia, with five cars. German entries were next, with 35 cars, the most popular being the Volkswagen, with 19 entries. D.K.W.-Auto Union combined had 13, while there were eight Swedish Volvos.

The cars were divided up according to capacity classes, and speed groups worked out by a formula. Navigation plays a very big part in South African rallies, and most competing cars are fitted out with all manner of calculators and distance recorders.

The cars started from their various starting points on the Wednesday evening, and then travelled almost non-stop to Rustenburg, a town about 65 miles from Pretoria. From Rustenburg, crews had their first taste of the regularity trial part of the rally, which was to come. They travelled to Pretoria by a devious route over some really punishing roads, covering about 150 miles, and this had to be done as near as possible to speed group times. Open, secret and hidden controls were used to check progress of the cars, and take their time of passing.

MAYOR OF PRETORIA, Prof. P. J. van der Walt, flags away the first car, a Volvo 122S, at the start of the second stage of the International Rally, from Pretoria. The Volvo was crewed by the Mocambique pair J. F. de Silva and A. J. de Silva Pereira.



Cars started arriving in Pretoria from about 2 on the Thursday afternoon, and all those who still wanted to continue with the rally had their cars examined and impounded until half an hour before the start of the second stage to Lourenco Marques, on the Friday evening. Thirty crews decided that due to lost time or mechanical troubles it was not worth continuing with the Rally, and transferred to the Regularity Trial, which is run as part of the Rally, but can also be entered as a separate event, for which there are special prizes.

Ewold van Bergen and Rex Wakely-Smith, who are lying second in the Rally Championship, had cruel misfortune before the start of the Rally, and transferred to the Trial. Van Bergen came second last year, while Wakely-Smith navigated Pierre Kelfkens to victory in a Volvo in the 1959 Total, with the fantastically small error of only 9 secs.

Van Bergen was travelling to the Johannesburg starting point, where he was to pick up Wakely-Smith, but the Datsun only got seven miles from Pretoria before the engine bearings burnt out. A new set was fitted and van Bergen set out again, but these bearings also burnt out. The Datsun agents then gave him a standard car, and he raced to the start, picked up Wakely-Smith, and set out—1 hr. 33 mins. late. But after a few miles they decided that they would not be able to make up the time, and retired from the Rally and entered the Trial. Meanwhile, the mechanics had stripped the faithful rally Datsun which has been used for two years of hard rallying and found the trouble was a blocked oilway in the crankshaft.

Results of the first stage were posted on the Friday morning, after officials had worked through the night, and already Hetteema and Steenkamp were well ahead, with an error of 1 min. 1 sec. Hulman and Crous (Volvo Sport) were lying second, with 1 min. 20 secs. Third were Leppan and Martin (Citroën ID19) with 1 min. 22 secs., Bosman and Menzies (Hillman Super Minx) were fourth with 1 min. 40 secs., while the Muhl brothers, Pieter and Reinhard, South African Rally champions for the past two years, were lying fifth in their Auto Union 1000S, with 1 min. 47 secs. Last year's winners, the Porters, were lying joint 10th, with an error of 3 mins. 41 secs.

The roads to Pretoria had wrought havoc with the cars, especially suspension systems and tyres. The Bosman/Menzies Super Minx, for example, had four punctures and then had a wheel, that had not been properly tightened, come off at high speed. Dented wheel rims told the story of tough going on most cars.

Soon after 6 p.m. on the Friday the cars were set off at 2 min. intervals. The first few cars were flagged away by Prof. P. J. van der Walt, the Mayor of Pretoria. The Rally start is at the Pretoria Showgrounds, and traditionally coincides with the annual Pretoria Exhibition.

From Pretoria the cars had to travel a distance of 700-odd miles to Lourenco Marques, over some atrocious roads, well up to Safari standards and all under regularity trial conditions, with a large number of control points.

The route chosen by Clerk-of-the-Course Tom Oerder, and his big team of helpers (no fewer than 17 clubs help with the complicated organization), proved very testing for both car and driver. There were the usual mishaps, but fortunately none of the rallyists were severely injured. Mechanical bothers accounted for most of the non-finishers—two-thirds of the cars were not classified as finishers.

Peter Hughes, who took his Anglia Super to second place in this year's East African Safari, and Philip Hechle, who was in the Cortina that was leading the Safari until it holed its sump, crewed a beautifully prepared Ford Zodiac in the Total, and had one of the mishaps. The Kenyan pair, who were lying eighth at the time—highly commendable as it was their first attempt at the South African type of rally—left the road in Swaziland, and although the car was almost undamaged, it was on such a steep slope that a powerful truck was needed to get it back to the road, and this cost them four hours. They finished the trip to Lourenco Marques, but arrived outside the time limit, to be classified as non-finishers. A few hours before their mishap the Kenyans had stopped to help Sy Symons and Ray Hauptfleisch, whose Volvo 122S

South African Total International Rally

Win for Hetteema/Steenkamp (Volvo)

BY ROGER HOUGHTON

had landed on its side after leaving the road.

At the end of the Rally, in Lourenco Marques on the Saturday afternoon, the crews had to take part in special tests, and although these times did not come into the final scoring, they were used to decide any ties.

Van Bergen and Wakely-Smith showed that they would have been strong contenders for victory by winning the Regularity Trial with an error of 13 mins. 9 secs., but could not be considered for the overall placings as they had withdrawn from the Rally. Second place in the Regularity Trial was filled by Thomson and Heys, of Rhodesia, in a Morris 1100, but they also could not be placed overall, as they had pulled out of the Rally and still entered the Trial.

The Debbie Bosman Trophy, for the best woman competitor, was won by June Peel, who came ninth with her husband, John, in a Morris Minor fitted with a 1,500 c.c. M.G. engine.

RESULTS

General Classification: 1, J. Hetteema/H. Steenkamp (Volvo 122S), 22 m. 6 s. error; 2, P. E. and A. W. Porter (Renault Dauphine), 28 m. 28 s.; 3, A. Beer/H. Montgomerie (Volkswagen 1500), 55 m. 9 s.; 4, F. Tucker/R. Schjolberg (Rambler Ambassador), 1 h. 38 m. 15 s.; 5, M. Human/T. Crous (Volvo Sport), 4 h. 25 m. 16 s.; 6, Leppan/Martin (Citroën ID19); 7, Lindsay/Behm (Volkswagen); 8, Palmer/Reid (Vauxhall VX4/90); 9, John and June Peel (Morris Minor); 10, Civin Broekmeyer (Volkswagen).

SCHWEPPE'S TROPHY AT RATHDRUM

Efficiently Organized Last Speed Event in 1963 Eire Calendar

By BRIAN FOLEY

LAST event of the 1963 Eire speed season was the Motor Enthusiasts' Club's Schweppe's Trophy meeting at Rathdrum, Co. Wicklow, on Saturday, 7th September. An exceptionally large crowd witnessed some hectic racing over the tiny 0.8-mile Corballis circuit. Organization was up to the usual efficient and courteous standard that we have now come to expect from the M.E.C. A very special mention must also be made of Robin Rhodes, who did an excellent job on the P.A.

The programme opened with three motorcycle races, followed by 16 car events. All the car races were over five laps, with a maximum of five cars per race. Cars were despatched from the start at 5-sec. intervals, the road width and the overall shortness of the triangular circuit not being suitable for massed start scratch racing. The first eight races were handicap affairs but, unfortunately, after the first 25 drivers had their runs heavy rain fell which completely ruined the chances of the remaining 15 in the general handicap. Michael Ivis in his 1,071 c.c. Austin-Cooper, with a handicap allowance of 50 secs., won the magnificent Schweppe's Trophy. Johnny duMoulin (1,095 c.c. Austin-Cooper) finished second off the same mark, and newcomer Bruce Ashmore (Austin-Cooper) finished third, with a handicap allowance of 71 secs. Ashmore also won the Corballis Cup for the best novice. Richie Conroy had a handicap allowance of 80 secs, and he brought his Buckler-M.G. into fourth place, and he also won the Rathdrum Development Association Cup for the best performance by an M.E.C. member. Appropriately Richie is a native of Rathdrum. Jim Gavin (Renault-Gordini) and Ronnie Noble (Austin-Cooper) finished fifth and sixth on handicap.

Although the rain stopped falling for the eight scratch races, the road never completely dried out. Fastest of all was John Pringle, who took his 2½-litre Cooper-Climax around in 53 secs., to equal the lap record set up last May by Dan McAlister. Dan was a non-starter this time, his 1½-litre Cooper-Climax being still *hors de combat* after his recent prang at Kerry. A lap in 53 secs. represents an average speed of 54.44 m.p.h. Pringle was getting just over the

"ton" at least twice on the narrow circuit. Gerry Kinnane drove very steadily to finish second to Pringle in the racing car class, and his Mark 2 Cooper-Ford was the fastest Formula Junior machine. Tommy Reid had a half-shaft break on his 1½-litre Lotus 18 during the practice that morning. Luke Duffy very sportingly offered him a drive in his Mark 2 Cooper-Ford, and Reid drove particularly well in this unfamiliar car to finish third in the racing class. Luke won the Billy Telford Memorial Trophy for the best performance on scratch by a Southern driver. Frank Keane did not get a run in the scratch class, his F.J. Lotus 18 breaking a lay-shaft in the gearbox on the starting line.

Also out of luck was Adrian O'Connell, who went extremely well in practice in his Austin A90-engined L.B. Special. He had the alarming experience of a drop arm shear off the front and he went straight on into the bushes at Rathdrum Hairpin; fortunately car and driver were undamaged. The most interesting device at Rathdrum was undoubtedly Dickie Barrett's Austin-Ford. This is a drum-braked Austin Seven, into which Barrett has somehow managed to install a Ford engine of 1,412 c.c. Drive is through the front wheels, and the radiator is in the boot. Cooling air is fed to the radiator via an outside scoop, the intake of which occupies the side window, just behind the driver. Dickie has not yet got the bugs sorted out, but when he has . . .! Mattie MacNamara, who did not race since Rathdrum last year, was out in a Lotus 11. He has fitted the very hot 1,098 c.c. Cosworth-Ford motor from his Ford Anglia to the Lotus and this forceful driver should be

worth watching next season. He finished second in his class, behind Jack Fildes who was driving Des Cullen's supercharged M.G. Midget. Bertie McElhinney won the over 1,300 c.c. sports car class in his 1500 Lotus Super Seven (Bertie may be racing a rear-engined sports-racing car next year). Saloon classes were won by Jim Gavin (Renault-Gordini), Cecil Vard (1,075 c.c. Austin-Cooper) and Dean McQuaid (1,650 c.c. Ford Anglia).



RICHARD HEELEY (M.G. Midget) and Michael Ivis (Austin-Cooper) exchange glances as they both line up for the right-handed Rathdrum hairpin. Ivis won the Schweppe's Trophy for the General Handicap.

RESULTS

General Handicap for Schweppe's Trophy: 1, Michael Ivis (Austin-Cooper), h'cap 50 s., 4 m. 18 s.; 2, Johnny du Moulin (Austin-Cooper), 50 s., 4 m. 21 s.; 3, Bruce Ashmore (Morris-Cooper), 71 s., 4 m. 22 s.; 4, Richie Conroy (Buckler-M.G.), 80 s., 4 m. 26 s.; 5, Jim Gavin (Renault-Gordini), 75 s., 4 m. 27 s.; 6, Ronnie Noble (Austin-Cooper), 53 s., 4 m. 28 s. **Saloons up to 900 c.c.:** 1, Jim Gavin (Renault-Gordini), 5 m. 53 s.; 2, Paddy Curran (Renault-Gordini), 5 m. 56 s.; 3, Adrian Elkinson (Austin Seven), 6 m. 21 s. **901-1,100 c.c.:** 1, Cecil Vard (Austin-Cooper), 5 m. 21 s.; 2, Michael Ivis (Austin-Cooper), 5 m. 28 s.; 3, Johnny du Moulin (Austin-

Cooper), 5 m. 34 s. **Over 1,100 c.c.:** 1, Dean McQuaid (Ford Anglia), 5 m. 23 s.; 2, Dickie Barrett (Austin-Ford), 5 m. 42 s.; 3, Michael Dolan (Volkswagen s/c), 6 m. 12 s. **Sports Cars up to 1,300 c.c.:** 1, Jack Fildes (M.G. Midget s/c), 5 m. 29 s.; 2, Mattie MacNamara (Lotus-Ford), 5 m. 47 s.; 3, Edmund Williams (A.-H. Sprite Mk. I), 6 m. 0.2 s. **Over 1,300 c.c.:** 1, Bertie McElhinney (Lotus Super Seven), 5 m. 10 s.; 2, Brendan Dempsey (M.G.A.), 5 m. 51 s.; 3, Bob Beattie (M.G.A.), 5 m. 59 s. **Racing Cars:** 1, John Pringle (Cooper-Climax), 4 m. 33 s.; 2, Gerry Kinnane (Cooper-Ford), 4 m. 48 s.; 3, Tommy Reid (Cooper-Ford), 4 m. 57 s.

CORRESPONDENCE

Supercharge them

I WOULD like to suggest a new formula, to come into effect in 1966. It would be for cars of a capacity of not more than 1½ litres supercharged, and 4 litres unsupercharged. That should bring down the cost of changing, because supercharging the current V8 1½-litre engines would obviously be cheaper than designing a completely new engine. In 1951, the supercharged Alfa Romeos were giving 405 b.h.p. That should be a readily accessible target nowadays.

This formula should also bring American constructors to European racing. There are already Ford, Buick and Chevrolet stock engines, and the new Ford racing version of their stock engine is said to be giving 450 b.h.p. There is also the old "Offy" four cylinders. On the European side there is the Ferrari 4-litre V12, the Maserati 4-litre V8, the Aston Martin 3.7-litre "six," and the Jaguar 3.8-litre "six."

There is no shortage of constructors for chassis, but I think this formula should have no weight limit. If the crowds aren't pleased at seeing 400 b.h.p. monsters, then nothing will please them!

May I take this opportunity to congratulate you on an excellent journal.

NICOSIA, CYPRUS.

PIERRE GEORGIADIS.

Formula Two

SO Formula Junior expires at the end of the season—good or bad? Well for the most part, bad because we have some extremely close racing between all makes of cars—especially now the Lotus 27 has broken the Brabham challenge. However, the interest seems to have died in that the cars are all powered by 100 b.h.p. plus Ford engines (bar the Ken Tyrrell Coopers). Moreover, the enormous cost of these cars, which in 1960 was around £1,000, today is near the £2,000 mark.

The expense of these cars brings me on to talk about the new Formula 2. Surely this new formula will be even more costly than

the present F.J.? The present F.J. engine with carbs and clutch will cost one about £560, compared with the "standard unit" which costs under £100, while the gearbox only costs £340. One wonders how the amateur can survive on a mere £15 starting-money (the number one team driver collects £75, plus, no doubt, the backing of a fuel company).

At the moment a graded F.1 driver collects £1,000 (roughly) in starting-money per Grand Prix—and I feel he deserves it. This is over ten times as much as that of a Formula Junior driver—yet a Grand Prix car costs roughly five times as much as a F.J. car!

To complicate matters more the C.S.I. have allowed graded drivers to compete in F.2—I wonder what percentage of F.1 drivers will participate if the present rate of starting-money is adopted?

I find it difficult to sort out what the future holds for Formula 2 and 3 cars, their only difference being a weight of 65 lbs. Now three or four years ago one could easily distinguish a F.1 car from a F.2 or the latter from a F.J. machine—this situation seems very doubtful indeed today. What's it going to be like trying to sort out F.2 cars from F.3s, both of which were originally F.J. cars?

I seriously hope the C.S.I. are not using F.2 cars as an introduction to a new 1-litre F.1 car in 1965 or 6. Can one imagine a V8 or V12, 1,000 c.c. Grand Prix car!

SOUTH CROYDON, SURREY.

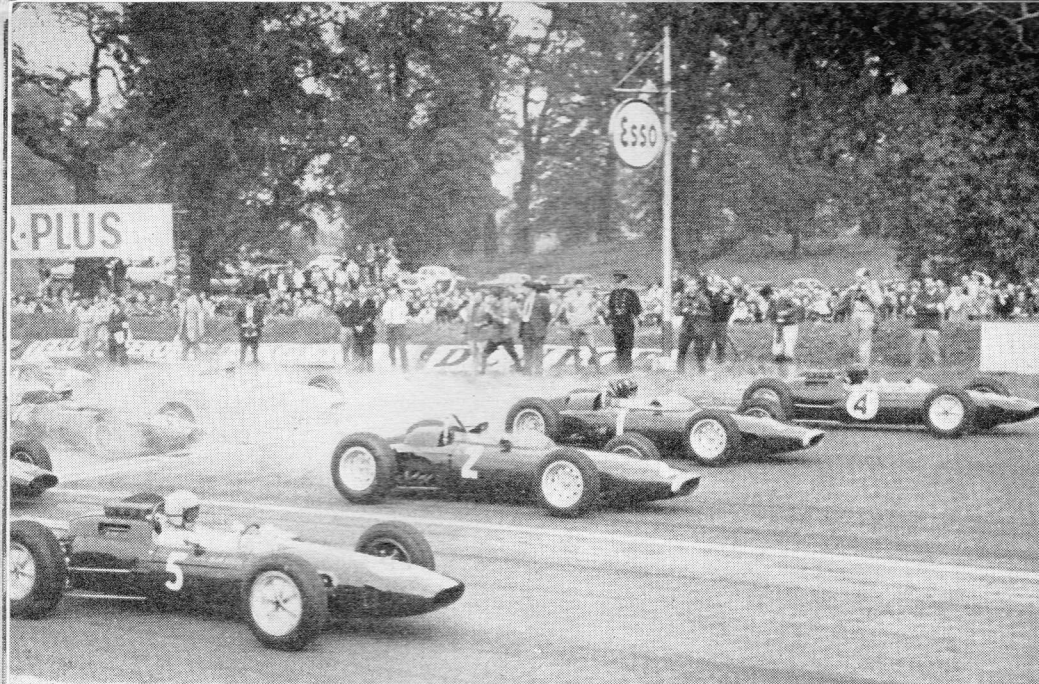
JOHN MARSH.

British Racing Green

I NOTE that this correspondence, started by a Mr. Ken Gregory, is continuing and that I am still being accused of criticising the colour of the B.R.P. cars. Will you please permit me to state again that this criticism did not come from me! It was made by Mr. Denis Jenkinson, who has not so far contributed to this correspondence.

My personal view is that no particular shade of green was ever specified, any more than German cars have to be a particular shade of white. But tradition, handed down by Napier and Bentley, suggests a dark green and presumably Mr. Jenkinson is a traditionalist.

I note that Stirling Moss states that motor racing has given him a wonderful life, many friends and a contented mind. I am not sure that I can say the same of a life devoted to motoring journalism! LWYNBARRIED HALL, NANTMEL. W. BODDY.



FORMULA 1 GETAWAY: Trevor Taylor is nearest the camera and alongside him on the first row are Richie Ginther, Graham Hill and Jim Clark, who has a very slight advantage.

driven by Jack Sears and Trevor Taylor. Dominating the practice was Dan Gurney in Alan Brown's Galaxie, who did 1 min. 52.4 secs., 1.8 secs. faster than Graham Hill in the Willment car. However, sensation was supplied by Sears and Taylor, with the remarkable times of 1 min. 58.6 secs. and 1 min. 58.8 secs. respectively. This was quicker than all the Jaguars and meant that it was an all-Ford front row on the grid.

FROM breakfast time great crowds wended their way to Britain's most attractive circuit. The Tarporley police were on their toes with excellent traffic direction; the only bottlenecks were caused by seemingly endless queues of

JIM CLARK STRIKES GOLD

World Champion Wins Formula 1 Race at Oulton Park and Sets New Circuit Record—Victories for Dan Gurney (Ford Galaxie) and Roy Salvadori (Cooper-Climax Monaco)

By GREGOR GRANT

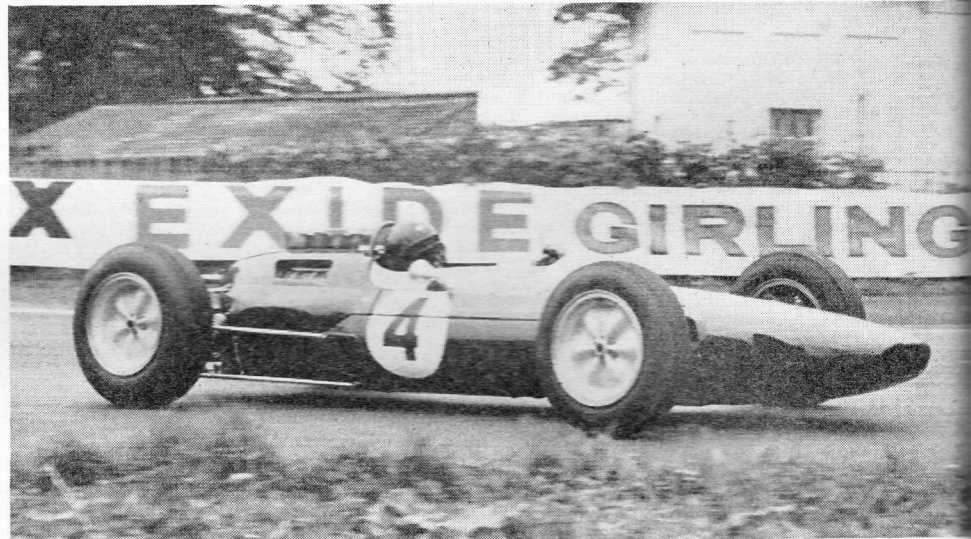
Photography by FRANCIS PENN

WATCHED by a crowd of over 60,000 Jim Clark (Lotus-Climax) won the International Gold Cup race, organized by the Mid-Cheshire M.C., and sponsored by the *Daily Express*. The new World Champion led from start to finish, averaging 98.34 m.p.h. for the 73 laps (201 miles) and setting up a circuit record with 1 min. 39.2 secs. (100.2 m.p.h.), the first official "ton" lap on the Oulton Park circuit. Second and third places were filled by the B.R.M.s of Richie Ginther and Graham Hill, with Jack Brabham (Brabham-Climax) in fourth position. The rest of the field was "doubled", including the Cooper-Climaxes of Tony Maggs and Bruce McLaren, which finished fifth and sixth, and Mike Hailwood who took seventh position with the Parnell Lola-Climax.

Roy Salvadori, in the Tommy Atkins Cooper-Climax, ran away with the sports car race with a new record average of 93.80 m.p.h., and the best-ever lap in 1 min. 43.8 secs. (97.76 m.p.h.). Into second place came Jim Clark in the Normand Lotus-Ford 23, who worked his way from eighth place after a first-lap incident, to finish just over 20 secs. behind Salvadori. The smaller category went to Paul Hawkins, in the Ian Walker Lotus, who averaged 87.97 m.p.h., and lapped in 1 min. 48.8 secs. (91.36 m.p.h.).

Alan Brown's Ford Galaxie, driven by Dan Gurney, was an easy winner in the saloon car event, from Graham Hill in the Willment Galaxie. Dan also returned a new saloon car record with 1 min. 53.2 secs. (87.80 m.p.h.). New class figures were also established by Jack Sears (Lotus Ford Cortina), with 83.11 m.p.h. Sears was actually third overall, followed by Trevor Taylor in a similar car.

BOTH Graham Hill and Richie Ginther appeared with the older-type B.R.M.s and Trevor Taylor had the new six-speed gearbox in his Lotus-Climax. Jim Hill had returned to the U.S.A. and his B.R.P. Lotus-B.R.M. was given to Mike Beckwith. With Chris Amon still on the injured list, the Parnell cars, a Lola-Climax and a Lotus-B.R.M., were driven by Mike Hailwood and Peter Revson.



IN TYPICALLY RELAXED manner the winner for the second year in succession, World Champion Jim Clark, approaches Lodge Corner in his Lotus-Climax 25. Jim led from start to finish and never put a wheel wrong.

Both Clark and Hill did 1 min. 39 secs. in practice; next best were their team-mates Taylor and Ginther, each with 1 min. 39.6 secs. So the quartet on the front row of the grid had all broken the existing circuit record.

The mysterious fuel starvation trouble which has plagued the Brabhams all season was apparently traced at last to a faulty filter. For the first time the organizers had an electrically timed section on the Knickerbocker straight. This was set up by timing specialist Jack Twyford and was over a distance of one-tenth of a mile.

In the sports car class, final qualifying round for the AUTOSPORT Championship, Frank Gardner (Brabham), Roy Salvadori (Cooper Monaco) and Jim Clark (Lotus 23) all broke the lap record in training, with times of 1 min. 41.6 secs., 1 min. 42.6 secs. and 1 min. 43 secs. respectively.

Clark decided not to drive the newly homologated Lotus Ford Cortina in the saloon car race, so these extremely potent and superbly turned out cars were

cars converging all at once on the ticket entrances. Long before the sports car race was scheduled to start at 11.30 a.m. there was every indication of a record crowd.

STARTING GRID

F. Gardner (Brabham-F.) 1 m. 41.6 s.	R. Salvadori (Cooper-C.) 1 m. 42.6 s.	J. Clark (Lotus-F.) 1 m. 43.0 s.	A. Hegbourne (Lotus-F.) 1 m. 45.8 s.
K. Greene (Lotus-F.) 1 m. 47.0 s.	J. Sutton (Lotus-F.) 1 m. 47.0 s.	A. Rees (Lotus-C.) 1 m. 47.6 s.	
R. Bloor (Lotus-F.) 1 m. 48.2 s.	G. Breakell (Lotus-F.) 1 m. 48.4 s.	C. Martyn (Elva-F.) 1 m. 48.4 s.	W. Bradley (Lotus-F.) 1 m. 48.6 s.
P. Hawkins (Lotus-F.) 1 m. 50.8 s.	C. Williams* (Lotus-F.) 1 m. 50.8 s.	R. Benson (Elva-C.) 1 m. 51.2 s.	
S. Minoprio (Elva-F.) 1 m. 51.2 s.	A. Welch (Lotus-F.) 1 m. 52.0 s.	S. Fox (Lola-C.) 1 m. 52.6 s.	M. Pendleton (Lotus-F.) 1 m. 55.2 s.
P. Dickinson (Elva-C.) 1 m. 55.2 s.	G. Whitehead (W.R.A.-F.) 1 m. 55.2 s.	W. Stein* (Lotus-F.) 2 m. 10.2 s.	
E. Paul (Elva-C.)	D. Prophet (Lotus-F.)	A. Lanfranchi (Elva-F.)	

* Non-starter.

It was Jim Clark who nipped in front at Old Hall, pressed by Julian Sutton (Lotus 23) and Frank Gardner (Brabham). Salvadori made a cautious start in the very powerful Monaco, whilst Mike Pendleton was left on the line, losing about three-quarters of a lap before he got going. At Druids, Jim Clark had the tail swing out on the Lotus, and spun; close behind, Frank Gardner took rapid avoiding action, missed his gear change and hit the bank. The yellow Brabham somersaulted, then skated along upside down with the unfortunate Australian pinned in the cockpit. He was extricated, badly bruised and cut about and the car, which Graham Hill was due to drive in Canada on 28th September, was practically wrecked. Also involved was Sutton, who restarted far behind Clark, who himself had dropped to eighth place.

Into the lead went Keith Greene (Lotus 23), but Salvadori had closed up at a tremendous rate of knots. Third was Bill Bradley in his red Lotus 23, followed by Breakell (Lotus 23) and Lanfranchi in his Elva Mk. 7

Salvadori tore into the lead on lap 2, and thereafter completely outstripped the field, driving immaculately and never seeming to hurry. Jim Clark was in a tearing hurry, moved into fifth place on lap 3, was disputing second spot with Greene on lap 4, and took the Londoner on the next lap. The latter fought hard to hold off Highbourne in the second Normand car, but was taken on the seventh tour.

Clark could do nothing about Salvadori, who, breaking the sports car lap record repeatedly, pulled out a lead of 23 secs. by 10 laps, when the race order was: 1, Salvadori; 2, Clark; 3, Highbourne; 4, Greene; 5, Bloor; 6, Sutton; 7, Bradley; 8, Breakell. At the tail end a terrific battle had developed between the Elvas of Benson and Minoprio.

Bradley had lost his brakes and had to use his gearbox to slow down. Such treatment was not calculated to improve the unit and both intermediate gears disappeared. Chris Martyn's Elva became ditched at Cascades, and Sid Fox's Lola became *hors course* at the Water Tower.

Meanwhile, Salvadori pursued his relentless way, the Cooper sounding absolutely glorious as it rocketed away from the corners. Clark and Highbourne circled a few yards apart, with Greene safely in fourth spot.

Bradley, after a courageous drive, parked his Lotus on the grass past the pits with no gears left at all. Paul Hawkins (Lotus 23), in eighth place overall, comfortably led the 1,150 c.c. section.

Salvadori eventually won by 20.2 secs. at an average speed of 93.80 m.p.h. and established a new lap record in 1 min. 43.8 secs., 95.76 m.p.h., to beat Ireland's previous figures by 0.4 sec. Clark, of course, won the 2-litre section and Hawkins the 1,100 c.c. category.

RESULTS

19 laps—50 miles

1, Roy Salvadori (Cooper-Climax Monaco), 33 m. 33.4 s., 93.80 m.p.h.; 2, Jim Clark (Lotus-Ford 23B), 33 m. 53.6 s.; 3, Tony Highbourne (Lotus-Ford 23B), 34 m. 3.8 s.; 4, Keith Greene (Lotus-Ford 23B), 34 m. 18.2 s.; 5, Julian Sutton (Lotus-Ford 23B), 34 m. 37 s.; 6, Rodney Bloor (Lotus-Ford 23B), 34 m. 37 s.; 7, Geoff Breakell (Lotus-Ford 23B), 34 m. 58.4 s.; 8, Paul Hawkins (Lotus-Ford 23*), 18 laps; 9, Robin Benson (Elva-Climax Mk. 7*), 18; 10, Steve Minoprio (Elva-Ford Mk. 7*), 18; 11, Mike Pendleton (Lotus-Climax 19), 17; 12, Bill Bradley (Lotus-Ford 23B), 15; 13, Tony Lanfranchi (Elva-Ford Mk. 7), 15; 14, Ewen Paul (Elva-Climax Mk. 7*), 15; 15, Peter Dickinson (Elva-Climax Mk. 6*), 14; 16, Sid Fox (Lola-Climax*), 11. **Fastest lap:** Salvadori, 1 m. 43.8 s., 95.76 m.p.h. (class record). **1,150 c.c.:** Hawkins, 1 m. 48.8 s., 91.36 m.p.h.

*1,150 c.c. class car.

Now it was the turn of the saloon cars, with the mighty Galaxies in the front row of the grid, side by side with the cream and green Lotus-Cortinas. The field lined up as follows:—

STARTING GRID

D. Gurney (Ford G.) 1 m. 52.4 s.	G. Hill (Ford G.) 1 m. 54.2 s.	J. Sears (Lotus C.) 1 m. 58.6 s.	T. Taylor (Lotus C.) 1 m. 58.8 s.
M. Salmon (Jaguar) 1 m. 59.8 s.	C. McLaren (Jaguar) 2 m. 1.2 s.	J. Adams (Jaguar) 2 m. 1.4 s.	
T. Mayer (Mini-C. S.) 2 m. 4.2 s.	J. Whitmore (Mini-C. S.) 2 m. 4.4 s.	E. Lewis (Mini-C. S.) 2 m. 6.0 s.	M. Young (Ford A.) 2 m. 6.4 s.
J. Handley (Mini-C. S.) 2 m. 7.8 s.	H. Ratcliffe (Mini-C. S.) 2 m. 9.4 s.	R. Jones (Mini-C. S.) 2 m. 9.8 s.	
C. Bridges* (Jaguar) 2 m. 9.8 s.	P. Middlehurst (Mini-C. S.) 2 m. 10.2 s.	M. Donegan (Ford C.) 2 m. 10.6 s.	Miss (Ford A.) 2 m. 11.8 s.
R. Broad (Mini-Cooper) 2 m. 14.4 s.	M. Caulton (Mini-Cooper) 2 m. 14.8 s.	R. Wilson (Mini-Cooper) 2 m. 17.0 s.	
T. Threlfall (Mini-C.) 2 m. 17.0 s.	Miss M. (Mini-C.) 2 m. 17.4 s.	A. Rutt (Mini-C.) 2 m. 19.4 s.	J. Brown (Mini-C.) 2 m. 25.0 s.
	R. Olthoff (Ford Cortina)	R. Salvadori (Jaguar)	

* Non-starter.

Dan Gurney made a thunderous start with rear wheels spinning madly, but Graham Hill in his gigantic bolide took it easier and was out-accelerated by Sears and Taylor, and Adams's Jaguar. However, on Knickerbocker straight, Hill boomed past the trio in the Willment device, to take second place.

The unfortunate Whitmore had his Cooper-Mini S become mixed up with a gaggle of cars at Druids, there was a considerable amount of bumping and he emerged with a flat tyre, having punctured it on someone's wheel nuts. This put paid to his chances of the saloon car championship and his prospective duel with Sears.

Gurney was completely master of the race, using the immense acceleration of his drum-braked monster to the limit, with a conspicuous absence of wheel-winding and tearaway cornering—in fact, the perfect example of a polished performer. Less familiar with the Galaxie, Graham Hill was not exactly hanging around, but gradually fell back to be pursued by the incredible Lotus-Cortinas of Sears and Taylor, which had changed positions.

From the back row of the grid Salvadori had the unenviable job of trying to

STARTLING PERFORMERS in the saloon car race were the two Lotus Cortinas, which have been recently homologated as touring cars. Trevor Taylor and Jack Sears leave Lodge Corner close together in the opening stages. Even Jaguars had to give best to these incredible devices and only the Ford Galaxies remained unconquered!



get up with the big American cars—so much so that he had a spectacular spin at Old Hall, losing many places before recovering. Gurney, looking very much at ease, set up a new touring car record with 1 min. 53.2 secs., 87.80 m.p.h. Leading the Jaguars was Mike Salmon who had edged past Adams. Mike Young's Anglia led the 1,300 c.c. category, but only just, from Edward Lewis's Cooper-Mini S. Highest-placed push-rod Cortina was Bob Olthoff's Willment car.

Sears, in third place, was averaging nearly 82 m.p.h., and Trevor Taylor seemed content to stay in his slipstream. Gurney gradually overwhelmed the rest of the field, and when he crossed the line at the end he was 31 secs. in front of Hill, and the only others on the same lap were Sears, Taylor and Salmon. Lewis, in a tremendous struggle with Young, pipped the white Anglia by one-tenth of a second and it looked to be a dead-heat from the Press Box. New class records were set up by Sears with 1 min. 59.6 secs., and, of course, Gurney.

RESULTS

19 laps—50 miles

1, Dan Gurney (Ford Galaxie), 36 m. 34.2 s., 86.07 m.p.h.; 2, Graham Hill (Ford Galaxie), 37 m. 5.2 s.; 3, Jack Sears (Ford Cortina-Lotus*), 38 m. 38.2 s.; 4, Trevor Taylor (Ford Cortina-Lotus*), 38 m. 38.4 s.; 5, Mike Salmon (Jaguar 3.8), 38 m. 44 s.; 6, John Adams (Jaguar 3.8), 18 laps; 7, Roy Salvadori (Jaguar 3.8), 18; 8, Bob Olthoff (Ford Cortina G.T.*), 18; 9, Chris McLaren (Jaguar 3.8), 18; 10, Mick Donegan (Ford Cortina G.T.*), 18; 11, Edward Lewis (Morris Mini-Cooper S†), 18; 12, Mike Young (Ford Anglia†), 18; 13, Tim Mayer (Morris Mini-Cooper S†), 18; 14, John Handley (Morris Mini-Cooper S†), 17; 15, Rev. Rupert Jones (Morris Mini-Cooper S†), 17; 16, Harry Ratcliffe (Morris Mini-Cooper S†), 17; 17, Phil Middlehurst (Austin Mini-Cooper S†), 17; 18, Anita Taylor (Ford Anglia†), 17; 19, Ralph Broad (Austin Mini-Cooper†), 17; 20, Tom Threlfall (Morris Mini-Cooper†), 17; 21, M. E. Caulton (Morris Mini-Cooper†), 17; 22, R. M. Wilson (Morris Mini-Cooper†), 16; 23, J. Brown (Austin Mini-Cooper†), 14. **Fastest lap:** Gurney, 1 m. 53.2 s., 87.80 m.p.h. (class record). **2,000 c.c.:** Sears, 1 m. 59.6 s., 83.11 m.p.h. (class record). **1,300 c.c.:** Young, 2 m. 4.6 s., 79.77 m.p.h.

*2,000 c.c. class. †1,300 c.c. class.

Then it was the turn of the Formula 1 machines and as they lined up on the grid there was a true Grand Prix atmosphere. Entrants were there in force and one saw Sir Alfred Owen making one of his rare appearances at a race meeting. It was a Lotus and B.R.M. front row, and the grid was as shown overleaf.

Down went the flag and Richie Ginther made a copy-book start, but at Old Hall Jim Clark nipped in front of the pack, tailed by Ginther, Hill, Ireland,

Taylor, Brabham and McLaren. Dan Gurney's Brabham was pushed to the pits and the leaders had come through to complete the first lap before he entered the fray.

Ginther stayed all the way with Clark, and Jack Brabham rocketed in front of the Cooper-Climaxes of McLaren and Maggs to take sixth place behind Taylor. Bonnier had also come well up, having overtaken Hailwood and Anderson in their Lolas.

By lap 3 Clark had managed to put 1.2 secs. between his Lotus and Ginther's B.R.M. with Graham Hill about the same behind his team-mate. Brabham took Taylor and set his sights on Ireland. Bob Anderson dropped back and came in to the pits with gear-change problems. Settember's Scirocco was banging and spluttering and he too came into his pit.

Brabham made a terrific spurt to pass Ireland with Taylor and McLaren fighting it out behind, just ahead of the duelling Maggs and Bonnier. By five laps Jim Clark had increased his lead to nearly 2 secs., with the two B.R.M.s holding station behind and the struggling quartet headed by Brabham gradually dropping back from Hill. Farther back, Siffert was pressing Hailwood and Beckwith, Raby and Burgess were having a set-to.

It was noticeable that Clark's Lotus-Climax had the edge on every other car when it came to accelerating out of the bends. However, the B.R.M.s would close up on Knickerbocker straight only to fall behind again as Jim steamed up Clay Hill towards Druids. Late-starter Gurney was going like the hammers and had quickly caught and passed several of the back-markers.

Ginther was making a great fight of it and once again got very close to the Lotus, whilst Hill had lost some ground. Jo Bonnier, worried about falling oil pressure, came in to the pits to investigate; Anderson abandoned with gearbox troubles and Settember called it a day with deranged timing gears.

Jim Clark decided to try to shake off the tenacious Ginther, putting in a lap of 1 min. 40.6 secs. (98.80 m.p.h.), to raise the race average to 97.5 m.p.h. This put the B.R.M. about 4½ secs. behind, but on lap 12 Richie had pulled back 1 sec. Bonnier pitted again and the blue Cooper-Climax was wheeled away. Masten Gregory stopped with a clattering engine on his Lotus-B.R.M., whilst Trevor Taylor, struggling with the new-type gearbox, developed dreadful

STARTING GRID

4 J. Clark (Lotus-Cl.) 1 m. 39.0 s.	G. Hill (B.R.M.) 1 m. 39.0 s.	2 R. Ginther (B.R.M.) 1 m. 39.6 s.	5 T. Taylor (Lotus-Cl.) 1 m. 39.6 s.
8 I. Ireland (Lotus-B.R.M.) 1 m. 40.0 s.	12 T. Maggs (Cooper-Cl.) 1 m. 41.4 s.	11 B. McLaren (Cooper-Cl.) 1 m. 41.6 s.	
20 J. Bonnier (Cooper-Cl.) 1 m. 42.0 s.	19 M. Hailwood (Lola-Cl.) 1 m. 43.2 s.	22 R. Anderson (Lola-Cl.) 1 m. 43.4 s.	15 J. Brabham (Brabham-Cl.) 1 m. 43.4 s.
7 J. Siffert (Lotus-B.R.M.) 1 m. 44.4 s.	10 I. Raby (Gilby-B.R.M.) 1 m. 45.2 s.	17 M. Gregory (Lotus-B.R.M.) 1 m. 45.4 s.	
18 P. Revson (Lotus-B.R.M.) 1 m. 46.0 s.	16 D. Gurney (Brabham-Cl.) 1 m. 46.4 s.	9 M. Beckwith (Lotus-B.R.M.) 1 m. 46.4 s.	23 I. Burgess (Scirocco-B.R.M.) 1 m. 47.2 s.
21 B. Collomb (Lotus-Cl.) 1 m. 47.4 s.	3 C. G. de Beaufort (Porsche) 1 m. 48.6 s.	14 A. Pilette (Lotus-Cl.) 1 m. 49.8 s.	
	24 T. Settember (Scirocco-B.R.M.) 1 m. 51.6 s.		

noises in the final drive, rather indicative of a stripped crown wheel. Clark had, by now, doubled Gregory, Pilette, Collomb, de Beaufort and, of course, Gurney. On lap 14, Burgess and Revson had been added to the list.

Dan Gurney's great effort to get back into the race proper ended when clouds of smoke poured from the rear-end and the Brabham-Climax was pushed to the dead vehicle park. Team-mate Jack, however, was going great guns, having a thrilling tussle with Ireland's Lotus-B.R.M. Both had got away from McLaren and Maggs, and Hailwood, driving with admirable restraint, had managed to hold and finally get away from Siffert.

SOME INTERESTING SPEEDS

Selected Figures over the Timed Section at Oulton Park

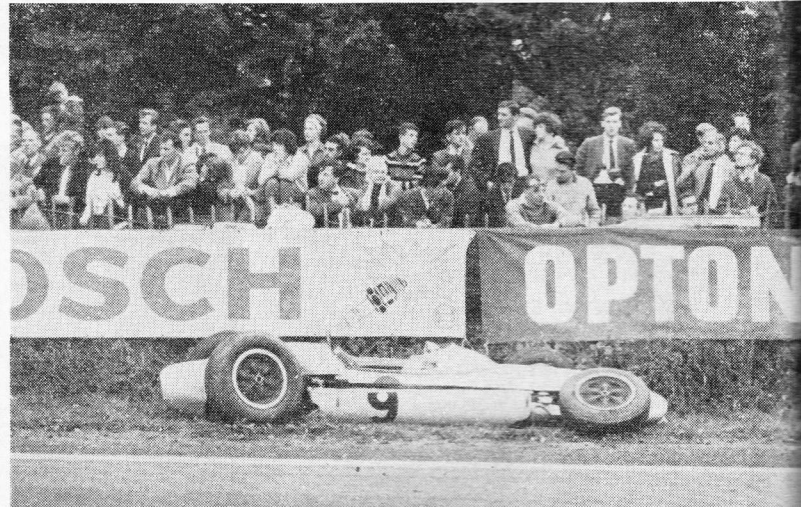
Saloon Cars

Graham Hill (Galaxie), 118.8 m.p.h.
Dan Gurney (Galaxie), 117.2
Mike Salmon and John Adams (Jaguars), 112.
Jack Sears (Lotus-Cortina), 112.
Bob Olthoff (Cortina G.T.), 106.4
Mike Young (Anglia), 100.6.
Tim Mayer (Cooper-Mini S), 98.

Sports Cars

Roy Salvadori (Cooper Monaco), 129.5 m.p.h.
Julian Sutton (Lotus 23), 128.7.
Jim Clark (Lotus 23), 129.5.
Jim Clark (Elva Mk. 7), 118.4.
Robin Benson (Elva Mk. 7), 118.4.
Paul Hawkins (1100 Lotus 23), 117.2.
Tony Lanfranchi (Elva Mk. 7), 118.8.
Bill Bradley (Lotus 23), 128.2.

BRITISH RACING PARTNERSHIP fortunes were at a low ebb at Oulton Park, both Lotus-B.R.M.s retiring. Innes Ireland stands watching mechanics looking at the B.R.M. engine which subsided under astronomical revs (left). John Bolster also has a look-see for the B.B.C. Mike Beckwith, having his first Formula 1 drive, found difficulty in selecting gears and then found two at once just before Old Hall Corner. The Lotus-B.R.M. spun into the ditch and lost a wheel in the process (right).



CHAMPIONSHIP SETTLED

Peter Westbury Clinches Hill-Climb Championship With New Record at Dyrham Park in his Felday-Daimler : Boshier-Jones Second

By TONY BEX

PETER WESTBURY'S mercurial rise to the top of the hill-climb tree was crowned when he became the new R.A.C. Hill-Climb Champion after a magnificent last round in the championship series at Dyrham Park, on Saturday. It was a story-book victory, for Westbury had a desperate race against the clock to replace a crown wheel and pinion on the Felday-Daimler. Typically, his championship rivals not only rushed to his aid but agreed to delay the vital last round until the end of the meeting so that the work might be completed. A second championship was also resolved when Josh Randles retained his sports car title for the second year running. Finally there were new records galore topped by a devastating 31.60 secs. for the hill by Westbury, and a choice selection of incidents.

WITH so much at stake in the championship—the issue lay between Westbury, Tony Marsh and, with an outside chance, Peter Boshier-Jones—an electric atmosphere hung over the whole meeting, skilfully transferred to the vast crowd by the excellent commentary of Doug Chalmers.

With the Felday's c.w.p. restored to working order (trouble struck on the second class run), Westbury made a terrific record-breaking 31.60 secs. first ascent. Boshier-Jones clinched second place in 32.01 secs (also under the hill record but he had gone faster to win the racing car class). Tony Marsh wound up the Marsh Special (still sounding fluffy) in 32.19 secs. for third spot and he was followed by Ray Fielding in a smooth, unhurried-looking 32.25 secs. in the Lotus 21 with the Cooper-Daimler of David Good fifth in 32.72 secs. The real threat to Westbury's chances of victory came from Boshier-Jones. The latter was running after Westbury, who tried so hard on his second run that he lost the Felday completely at the Hairpin. Alas for Bosh, this corner was also his undoing, for he missed a gear and was unable to better his first climb.

Although a little overshadowed by all this excitement the classes were just as closely fought out. Saloons up to 1,150 c.c. produced the usual Mini variants including a quartet of S-types. Class record holder Ron Fry (Austin-Cooper S) beat his previous best with a second climb of 39.69 secs., but it was still not fast enough to beat T. Williams' single ascent of 39.51 secs. with his hot Morris-Cooper.

Amie Lefevre opened the up to 1,150 c.c. sports and G.T. class by breaking Roy Ashford's record in 39.03 secs., but Ashford was having none of this and he hurled up his well-known red Midget in 38.24 secs. and then 38.02 secs. Smart (Elite) efficiently tied up the Sports and G.T.

class, 1,600 c.c., his single time of 37.40 secs. beating the old record.

Ian Swift (Morgan Super Sports) provided a shock in the up to 2,500 c.c. class by conquering Ray Meredith, the Bristol club driver turning in a grand 37.52 secs., well under his own class record. Meredith, very industrious in his Morgan cockpit, was unable to better his first run of 37.90 secs. Ron Fry successfully defended Ferrari prestige with his Berlinetta after a challenge by the E-type Jaguar of V. J. Crapnell. Crapnell was faster on the first runs, but Fry then recorded 36.62 secs. to beat Farquharson's long-standing class time.

Tony van Moyland was in cracking form in his well-known Cooper-Climax and he broke Tony Kilburn's sports-racing record for cars up to 1,150 c.c. with a fine second ascent of 35.89 secs. J. F. Barnes, unfamiliar in a Mk. 7 Elva, was a good second with Brian Newsome (Lotus 7) third.

The over 1,150 c.c. class resolved the sports car championship when Graeme Austin (Emeryson) failed to better Josh Randles' first run of 32.40 secs. In any event Josh (his Cooper now Climax-engined again) went even faster with a new record-breaking time of 34.19 secs. Third was Peter Meldrum (Lotus Super Seven) with Farquharson (Allard "Butch") a brave fourth in 36.84 secs.

First by a three-second margin, Wally Cuff (Cooper twin) was the dominating figure amongst the up to 1,000 c.c. Racing Car runners and his fastest ascent of 34.54 secs. took a very close look at Austen May's Lotus 18 record.

With 24 entries the open racing class was a pretty fabulous affair; only space prevents a detailed account. Racing was so close that even the 33.87 secs. turned in by Agnes Mickel with the ex-Owen Cooper-Climax was only good for eighth place. The class

was won in blasting style by Boshier Jones with a second climb of 31.74 secs., well under Westbury's hill record of 32.08 secs. Westbury held second place after the first runs in 32.64 secs., but Marsh improved to 32.19 secs. while Fielding took third spot with a second try at 32.49 secs. Westbury's single good run gave him fourth and David Good was fifth in 32.91 secs.

Other highlights were Tony Griffiths, who finally got down to 33.11 secs. (championship time) with the ex-Scragg B.R.M., a great 35.49 secs. turned in by Martin Morris's E.R.A., almost pipping Keith Moore's Fairley, the consistency of the Mickels (although husband Gray had a full-blooded spin at high speed in the championship), and Lord Douglas Doune's magnificent straight eight ex-Bira, ex-Whitney Straight Maserati. Finally John Macklin had a daddy of a crash at Neptune corner when he took his Cooper-Buick flying through the bales and wedged it against a tree on its side. Both driver and car escaped damage.

The meeting ended fittingly with Westbury making a climb of honour with the Felday. To the organizers, Bristol M.G. and L.C.C., a word of praise for tip-top organization.

RESULTS

B.T.D.: P. Westbury (Felday-Daimler), 31.60s. **Saloons, up to 1,150 c.c.:** 1. T. Williams (Mini-Cooper), 39.51 s. (record); 2. R. Fry (Mini-Cooper S), 39.69 s.; 3. G. J. Mabbs (Mini-Cooper S), 40.22 s. **Sports and G.T. Up to 1,150 c.c.:** 1. R. Ashford (M.G. Midget), 38.02 s. (record); 2. A. F. Lefevre (M.G. Midget), 39.03 s.; 3. C. R. M. Boote (Morris-Cooper), 39.06 s. **Up to 1,600 c.c.:** 1. R. C. J. Smart (Lotus Elite), 37.40 s. (record); 2. F. C. Merrill (Lotus Elan), 39.70 s.; 2. T. Pascoe (Porsche), 40.45 s. **1,601-2,500 c.c.:** 1. I. D. Swift (Morgan Super Sports), 37.52 s. (record); 2. R. E. Meredith (Morgan Plus 4), 37.90 s.; 3. J. D. Palmer (Morgan Plus 4), 40.83 s. **Over 2,500 c.c.:** 1. R. Fry (Ferrari 250GT), 36.62 s. (record); 2. V. J. Crapnell (Jaguar E), 36.97 s.; 3. W. B. Croot (Allard J2R), 38.27 s. **Sports-racing. Up to 1,150 c.c.:** 1. A. H. van Moyland (Cooper-Climax), 35.89 s. (record); 2. J. F. Barnes (Elva Mk. 7), 36.43 s.; 3. B. J. Newsome (Lotus 7), 37.00 s. **Over 1,150 c.c.:** 1. J. Randles (Cooper-Climax Monaco), 34.19 s. (record); 2. G. Austin (Emeryson-Climax), 35.23 s.; 3. P. H. Meldrum (Lotus Super 7), 36.79 s. **Racing cars. Up to 1,000 c.c.:** 1. W. Cuff (Cooper J.A.P.), 34.54 s.; 2. T. Jones (Envoy-Ford), 37.25 s.; 3. F. P. Hill (Cooper-Vincent), 39.11 s. **Over 1,000 c.c.:** 1. P. Boshier-Jones (Lotus-Climax), 31.74 s. (record); 2. A. E. Marsh (Marsh-Climax), 32.19 s.; 3. R. Fielding (Lotus-Climax 21), 32.49 s. **Hill-Climb Championship:** 1. P. Westbury (Felday-Daimler), 31.60 s. (new hill record); 2. P. Boshier-Jones (Lotus-Climax 22), 32.01 s.; 3. A. E. Marsh (Marsh-Climax), 32.19 s.; 4. R. Fielding (Lotus-Climax 21), 32.25 s.; 5. D. R. Good (Cooper-Daimler), 32.72 s.; 6. A. B. Griffiths (B.R.M.), 33.11 s.; 7. Miss P. Burt (Cooper-Climax), 34.08 s.; 8. Mrs. A. Mickel (Cooper-Climax), 34.23 s.; 9. J. Randles (Cooper-Climax Monaco), 34.55 s.; 10. R. G. Mickel (Cooper-Climax), 35.73 s.

OULTON PARK

—continued

astronomical r.p.m. He retired immediately, and one believes that the official reason for his withdrawal was the understatement of the year, i.e., "into the pits with no oil pressure. Retired."

Ginther began to lap even faster than he had done earlier and was taking about a second a lap from Clark. Jim got the message and on his 60th lap established yet another record, this time with 1 min. 39.2 secs., 100.2 m.p.h. Towards the end Clark eased up ever so slightly, but Ginther never got under 22 secs. behind. Siffert stopped at Lodge Corner, four tours from the end.

Then it was all over; Jim Clark, having driven with machine-like precision, took the chequered flag, followed home by Ginther, Hill and Brabham, the only four to complete the 73 laps.

It was interesting to note that, on the timed tenth, the fastest car in the race was Ginther's B.R.M., with a speed of 139 m.p.h. Other interesting speeds were: Hill, 137.8 m.p.h.; Clark, 136



ROY SALVADORI scored a fine win in the sports car race, easily defeating the Lotus 23 opposition in his 2.7-litre Climax-powered Cooper Monaco.

m.p.h.; Ireland, 138.4 m.p.h.; Brabham, 134.6 m.p.h.; McLaren, 134.6 m.p.h.; and Hailwood, 129.5 m.p.h.

After the presentation of laurel wreath and trophies to Jim Clark, he, Chapman

and Gurney set off to catch a plane to U.S.A. to race at Trenton, N.J. Unfortunately Jim's engine developed an oil leak when he was leading and Dan also abandoned, leaving A. J. Foyt to win.

Altogether an admirable meeting, notable for the complete absence of "bull", a friendly atmosphere and efficient organization—and this includes the Press service, which reflected great credit on Messrs. Wild and Bloor. Rex Foster has certainly found an ideal menu to please the patrons in Formula 1, saloon car and sports-racing events.

RESULTS

73 laps—201 miles
1. Jim Clark (Lotus-Climax), 2 h. 2 m. 58.6 s., 98.34 m.p.h. (race record).
2. Richie Ginther (B.R.M.), 2 h. 3 m. 21.2 s.
3. Graham Hill (B.R.M.), 2 h. 3 m. 26.8 s.
4. Jack Brabham (Brabham-Climax), 2 h. 3 m. 50.6 s.
5. Tony Maags (Cooper-Climax), 72 laps.
6. Bruce McLaren (Cooper-Climax), 72.
7. Mike Hailwood (Lola-Climax), 70.
8. Ian Burgess (Scirocco-B.R.M.), 69.
9. Peter Revson (Lotus-B.R.M.), 69.
10. C. G. de Beaufort (Porsche "4"), 67.
11. Jo Siffert (Lotus-B.R.M.), 66; 12. André Pilette (Lotus-Climax "4"), 63; 13. Innes Ireland (Lotus-B.R.M.), 56; 14. Bernard Collomb (Lotus-Climax), 46. **Fastest lap:** Clark, 1 m. 39.2 s., 100.2 m.p.h. (circuit record).

THE long run of Elfin successes in major Formula Junior events in Australia came to an end at Warwick Farm, Sydney, on Sunday, 8th September, when Leo Geoghegan took his Lotus 22 to a comfortable 45.1 secs. win in the Australian Formula Junior Championship. Second in the 76.5-mile race was Greg Cusack, driving the Scuderia Veloce's new Brabham-Ford. These two cars, sporting the newest, most powerful F.J. motors in the country, were too fast for the opposition and the Total Team car driven by Geoghegan lapped every other driver except Cusack. The Elfins were just not powerful enough to stay with the leaders, Jack Hunnam finally filling third place in his Elfin, after New Zealander Jim Palmer, cruising along in third place a little more than 30 secs. behind the leader, lost a wheel on lap 14. Palmer was driving Scuderia Veloce's Elfin. Third Scuderia Veloce entry, David Walker (Brabham), finished fourth after dropping to 12th due to a pit stop.

A.A.R.C. secretary Geoff Sykes had brought together the best field ever seen in a Formula Junior event in Australia. Geoff McClelland, David Walker and Greg Cusack

with the accelerator pedal linkage and only managed a comparatively sedate 1 min. 44.7 secs, still good enough for the front row. In practice for the *Formule Libre* event, only 0.4 sec. separated Bib Stillwell, David McKay and Lex Davison, who put his big Cooper in the middle of the front row of the grid between the two 2.7 Brabhams with a time of 1 min. 39.7 secs. Greg Cusack put in a creditable 1 min. 41.0 secs. in Scuderia Veloce's 2.5 Cooper.

Despite glorious spring weather, a relatively small crowd of 15,000 arrived on Sunday. The Formula Junior Championship was sixth on the programme.

Geoghegan (Lotus 22) led from the flag closely followed by Jim Palmer (Elfin), with Greg Cusack making a slow start from the outside of the front row. The Scuderia Birchwood Lotus 20 had to be push started, and was liable to be disqualified at any moment, while Kingsley Hibbard spun his Rennmax at the Western Crossing, and caused some confusion in the bunched field. David Walker came slowly into the pits to have a loose exhaust removed and lost 30 seconds for the stop. Cusack was moving up rapidly, despite the misfortune of having his goggles smashed by a stone, and after

two laps lay third. Palmer was hanging on to Geoghegan, but only just, as the Lotus pilot began to assault the lap record. Cusack was catching Palmer, and beat Geoghegan's lap record in the process. He moved past Palmer on the straight on the sixth lap, and started closing on Geoghegan. Smith and Hunnam (Elfins) and Lionel Ayers (Lotus 20) were battling for fifth place, but on lap seven Hunnam moved ahead, and then slowly pulled away. David Walker lay 12th. After nine laps Geoghegan further reduced the lap record to 1 min. 41.4 secs., Cusack promptly doing 1 min. 41.2. During the 14th lap Palmer, 33.5 secs. behind Geoghegan, lost a wheel on the approach to the Hume straight, when the Elfin's right hand rear hub fractured. The car came to a halt without further mishap.

To add to Scuderia Veloce's troubles, Cusack spun off just before the Causeway, losing 26 seconds, and now lay 31 seconds behind the leading Lotus. The engine went slightly off tune, and Cusack had to be content to sit back and hold his position. Only Cusack and Hunnam were on the same lap as Geoghegan by lap 20, and two laps later Geoghegan passed Hunnam. Walker was gradually catching McClelland's earlier model Brabham, which was sounding rough, and finally passed him into seventh place on lap 25.

With four laps to go Geoghegan lay 48 secs. ahead of Cusack, and apart from Walker, closing on Hibbard's Rennmax, the race was a procession. Hunnam lay third, a long way in front of Smith's Elfin, then came Hibbard, going well in his first major event in a single-seater, followed by Walker and, some distance back, Lionel Ayers. On the final lap, Smith lost a secure fourth place by spinning, and thereby elevating David Walker, now past Hibbard, into that position. The final position was therefore Lotus (Geoghegan), Brabham (Cusack) and Elfin (Hunnam) an exact reversal of the 1962 race, when Matich (Elfin) won from Youl (Brabham) and Geoghegan (Lotus). Hunnam collected a special prize for the first Australian-built car to finish.

The supporting events provided some excitement, especially those for Touring cars. The under 2,000 c.c. "A" division race was won by Harry Firth, in a Ford Motor Company-entered Cortina, but the Cortina with the big reputation was led for five of the six laps of its New South Wales track debut by a Mini-Cooper from Queensland, driven by John French. French expired in a cloud of smoke on the last lap. Bob Jane collected one win each for his Jaguar 3.8 and E-type.

Bib Stillwell (2.7 Repco-Brabham-Climax) held off David McKay's similar car for seven laps of the 10-lap racing car event, before McKay spun on an oil slick at Creek Corner. Lex Davison found his Cooper jammed in first gear after the start, and immediately dropped out of the running, but was back in the race after four laps, and set fastest lap of the day, at 1 min. 39.3 secs. McKay finished second to Stillwell, with Greg Cusack third in the Cooper. Stillwell took another first in his 2.7 Cooper Monaco, but he finished only 0.6 sec. ahead of Ian Geoghegan's Total Team Lotus 23. The 1,500 c.c. Lotus was never more than a few yards behind the Cooper, and at one stage got close enough to (accidentally) nudge it in the rear.

JUNIORS DOWN-UNDER

Leo Geoghegan Wins Australian Formula Junior Championship

BY PETER BAKALOR



LEO GEOGHEGAN, the eventual winner, takes the lead at the second corner with Jim Palmer alongside in an Elfin. Hibbard's Rennmax, farther back, blocks the track as he spins.

were down to drive Brabhams, the latter's being a brand-new, right up-to-date Cosworth-powered car. Charlie Smith, Jim Palmer and Jack Hunnam were the contenders for Elfin, Palmer's being the successful ex-Cusack car, while Hunnam's was the only one fitted with disc brakes. Hunnam had gained himself a tremendous reputation in Victoria, and much was expected from him. East Coast Lotus distributor Leo Geoghegan was the most formidable of the many Lotus entries, and his much-used 22 was strongly favoured by many. Holder of the Formula Junior title, Frank Matich, just back from Europe, was on hand to see the race but did not compete.

Practice produced few surprises, Geoghegan beating his own F.J. lap record by 0.7 sec., and Jim Palmer quickly settling down in the Elfin, recording next fastest lap at 1 min. 43.8 secs., 1.7 secs. slower than Geoghegan. Cusack was having trouble

St. Vincent's Trophy Race to Lex Davison

By ANDREW MacGREGOR

THE St. Vincent's Trophy Race, the second event by this title, run in aid of one of Melbourne's leading hospitals, was held at Calder Raceway near Melbourne on 1st September. Practice held on the previous day produced some fast times, with Bib Stillwell in his Repco-Brabham-Climax finally securing pole position on the grid for the race, with a time of 42 secs. for the one-mile circuit. Next fastest were John Youl in the ex-Brabham Cooper, and Lex Davison in the Cooper which Bruce McLaren used during the last Australasian season. Other entries of note were Tony Osbourne, having his first race in his recently acquired ex-Davison, ex-Bowmaker 2.7-litre Cooper, and Pat Hawthorn in the huge 3-litre, ex-Davison Aston Martin, which was driven so well by Lex at Brands Hatch in the Guards Trophy of 1961.

When the flag dropped there was a terrific rush towards the first corner, and when the cars emerged on the other side it was Lex Davison's Cooper which was showing the way round, and for the rest of the 25 laps this was to be the pattern, with Stillwell in second place and Youl third. "Davo's" mechanic Allan Ashton has at last, it seems, found the answer to the Brabham of Stillwell, for it was obvious on this occasion that the Cooper was developing more power. In fact, so fast did the leading trio go that after 20 laps they lapped fourth place man Tony Osbourne.

In the Formula Junior race Ian Geoghegan, driving his Lotus 22, ended the run of victories which have been enjoyed by the marquee Elfin in recent events by beating Jack Hunnam (Elfin) after a fierce tussle which had the capacity crowd on its feet.

CLUB NEWS

By ROBERT GRANT

THE North Midland M.C. will co-promote with the Sheffield and Hallamshire M.C., Rotherham and D.M.C., Peveril M.C. and the Doncaster and D.M.C. a closed autocross meeting at Rotherham on 6th October. Regs. and entry form available from Paul S. Eggleston, 2 Westcliffe, Mountenoy Road, Moorgate, Rotherham. . . . Regulations for the **Kemet M.C.'s** "Towcester Cup" Rally to be held on 12th-13th October are now available from G. W. H. Lewis, Corner Ways, Wood Burcote, Towcester, Northants. This rally starts and finishes in Towcester and is designed to appeal to those who prefer the straightforward type of event, with no special stages. The organizers have been very careful to exclude anything that could be remotely construed as a car wrecker. The invited clubs are the Coventry and Warwickshire M.C., Dowty M.C., Godiva C.C., Mini Se7en C., Northampton and D.C.C., Oxford M.C., Rugby M.C., Sporting Owner D.C., Taurus M.C. and the Weedon E.C.C. Closing date for entries is 3rd October. . . . The **East Surrey M.C.** are holding a closed sprint meeting at Brands Hatch on 22nd October. Closing date for entries is 2nd October and forms are available from T. S. Ebutt, 67 Beverley Road, Whyteleaf, Surrey.

The **Tunbridge Wells M.C.** are promoting the 13th Annual Wells Night Rally on 12th-13th October. It is a restricted event and is open to the B.A.R.C., London M.C., Ashford (Kent) M.C., Folkestone and East Kent M.C., Maidstone and Mid-Kent M.C., Seven-Fifty M.C. and the Rochester, Chatham and D.M.C. The course will be approximately 120-130 miles, divided in special sections, and secret checks may be established to ensure compliance with the route. Regs. and entry forms are available from Miss A. Rudland, Dawn View, 95 Yew Tree Road, Southborough, Tunbridge Wells, Kent, before 7th October. . . . The **Eastern Counties M.C.** will hold Inter-Area Team driving tests on 20th October on the Felixstowe seafront. The event is restricted to area teams belonging to one of the clubs in that Area Association. Area teams will comprise four cars (two saloons and two sports cars or specials); however, specials will carry a 5 per cent. handicap on their total penalty marks. Entries must be returned by 9th October to M. R. Sharp, Conrods, St. George's Road, Old Felixstowe, Suffolk. . . . The **Pembrokeshire M.C.** are promoting the Harrison-Allen Rally on 12th-13th October; the event is of restricted status and is a qualifier for the Welsh Rally Championship. Invited clubs are the Aberdare M.C., B.A.R.C., Carmarthen M.C., Bridgend A.C., Hagley and D.L.C.C., Newport C.C., South Wales A.C., Steel Co. of Wales M.C., Swansea M.C., Teify Valley M.C. and entrants for the Welsh Rally Championship. Regs. from S. Wilson, Manchester House, Cardigan, not later than 5th October. . . . The **M.G.C.C.** (Midland Centre) are holding a sprint meeting on 6th October at Church Lawford Airfield, Rugby. Practice will start at 11 a.m. and the competition itself at 3 p.m. Regs. are obtainable from P. F. Hingley, Lane Cottage, Wyre Forest, near Kidderminster. . . . The **Hastings, St. Leonards and East Sussex C.C.** are co-promoting the 9th Annual Bodiam Hill-Climb on 19th October. It is a restricted event and is open to the B.R.S.C.C., B.A.R.C., Brighton and Hove M.C., Folkestone and East Kent C.C., Sevenoaks and D.M.C., Sussex C.C., Tunbridge Wells M.C., Maidstone and Mid-Kent M.C., Seven-Fifty M.C. and the Eastbourne and D.M.C. There are 12 classes including those for 750, 1172 and racing cars. However, it should be noted that since the return road is a public road all cars (except racing cars) must comply with the laws relating to vehicles used on the public highway. Entries close on 7th October and forms are available from A. G. Bird, High View, Battery Hill, Fairlight, Hastings, Sussex. . . . The **Hants and Berks M.C.'s** closed October Rally will

COMING ATTRACTIONS

FOREIGN EVENTS

28th September. CANADIAN GRAND PRIX, Mosport Park, Canada (S.).
29th September. PACIFIC RACEWAYS, U.S.A. (S., F.J.).
EIFEL CUP, Nürburgring, Germany (F.J.).
4th-5th October. GENEVA RALLY.
6th October. AMERICAN GRAND PRIX, Watkins Glen, U.S.A. (F1).
COUPE DU SALON, Monthéry, France (F.J., S., G.T., T.).
TYROL PRIX, Austria (F.J., S., G.T., T.).

BRITISH EVENTS

28th September. Snetterton M.R.C. National Race Meeting, Snetterton, near Thetford, Norfolk. Starts 11.30 a.m.
B.A.R.C. Race Meeting, Aintree, near Liverpool, Lincs. Starts 2 p.m.
Lanes and Cheshire C.C. and Mid-Cheshire M.C. Five-Hour Relay Race, Oulton Park, near Tarporley, Cheshire. Starts 1 p.m.
North Staffs M.C. Race Meeting, Silverstone, near Towcester, Northants. Starts 12.30 p.m.
Burnham-on-Sea M.C. Speed Trials, Sea Front, Weston-super-Mare, Somerset. Starts 10.30 a.m.
28th-29th September. Airedale and Pennine M.C.C. White Horse Rally. Starts Appleby of Bradford, Ltd., Canal Road, Bradford, Yorks. at 11.30 p.m.
Hants and Berks M.C. Night Navigation Rally. Starts Rowstock Corner Garage, Harwell, Hants. at 9.30 p.m.
East Anglian M.C. Clacton Rally. Starts G. S. Last, Ltd., Middleborough, Colchester, Essex, at 10 p.m.
Leicestershire C.C., Loughborough C.C. and Soar Valley M.C. Lonsdale Trophy Rally. Starts Brayshaw and Carr's Garage, Loughborough Road, Leicester, at 11 p.m.

Eastbourne and D.M.C. Rally of the Downs. Starts *The Post Boy*, Lamberhurst, Kent, at 10.30 p.m.
Vickers-Armstrongs (Hurn) C.C. and West Hants and Dorset C.C. September Rally. Starts Hurn Airport, Hants, at 8.50 p.m.
Maidstone and Mid-Kent M.C. and Rochester, Chatham and D.M.C. Windows Navigation Rally. Starts St. Michael's Garage, Tenterden, Kent, at 8 p.m.
29th September. Winfield Joint Committee Race Meeting, Charterhall, near Berwick-on-Tweed, near Greenlaw, Berwickshire.
B.A.R.C. (Yorkshire Centre) Hill-Climb, Stockton Farm, Harewood, near Leeds, Yorks.
Taunton M.C. Hill-Climb, St. Audries Bay, Somerset.
B.A.R.C. (S.E. Centre) and Circle C.C. Sprint, Brands Hatch, near Farningham, Kent. Starts 1.15 p.m.
Hagley and D.L.C.C. Sprint, Chateau Impney, near Droitwich, Worcs.
Oxford M.C. Sprint, Chipping Norton Aerodrome, Oxon, at 2 p.m.
Allard O.C., Herts County A. and Ae. C., North London E.C.C. and Triumph Sports O.A. Sprint, Eelmore Plain, near Farnborough, Hants. Starts 2 p.m.
North Midland M.C. Sprint, Church Lawford, near Rugby, Warwickshire.
Liverpool M.C. "Burns" Autocross, Starts Station Road, Thurston, near Wirral, Cheshire, at 1.15 p.m.
Huddersfield M.C. Production Car Trial. Starts George Inn, Denby, near Denby Dale, Yorks, at 11 a.m.
Seven-Fifty M.C. AUTOSPORT Driving Tests Championship Meeting. Starts Stanford Hall, Stanford-on-Avon, near Rugby, Warwickshire, at 11 a.m.—CANCELLED.

be run on 19th-20th October with the start at Chobham Common. Closing date for entries is 16th October and they should be sent to M. Smith, 11 Meadow Way, Blackwater, Camberley, Surrey. . . . The **Caernarvonshire and Anglesey M.C.** are promoting a closed to Club rally, the Bradite Trophy Rally, on 19th October. The rally will cover approximately 100 miles of main, secondary and unclassified roads. Entries again close on

16th October and are available from Miss H. Nicholson, Glan Neigr, Rhosweigr, Anglesey. . . . The **Harrow C.C., Falcon M.C., Sporting VW C., American D.C., Sevenoaks and D.M.C.** and the **Craven M.C.** are co-promoting the closed Dryden Cup Trial on 20th October at Knatts Valley, near Sevenoaks. Entries close on 14th October and should be sent to P. Noad, 27 Greenhill, Wembley Park, Middlesex.

FAULTY WATCHES SPOIL A GOOD GODIVA

A Well-Deserved Win for Alan and Shiela Taylor (Austin-Cooper)

THE Godiva Trophy Rally never presents itself as being the most novel, most highly organized, or biggest entered in the business, but year by year manages to come up with a rally which is by no means a "run of the mill" event—usually by changes in area, and type of sections involved. On 14th-15th September an entry of 77 cars was treated to a typical mixture from the more twisted members of the Godiva Car Club, and after a perfectly dry night's rallying in North Wales, Alan and Shiela Taylor were announced as winners with penalties amounting to no fewer than 76 minutes, from Tony Fisher with 87 minutes—these two being the *only* cars without fails. It should at once be said that much of this penalty was due to the misbehaviour of several clocks (held by the marshals) which appeared to extract the same tithes from everyone, and these sections were therefore allowed to remain in the results.

Not the most popular measure in this event is the Coventry start, as a 90 mile run-in section is always needed to bring the convoy to the battle ground, but navigators were kept busy plotting the references of 60 controls, and a multitude of "out of bounds" and "silence" areas. By the time the Central Control at Llangollen was reached every navigator was equipped with what amounted to a marked set of maps for the rally.

To make up for the run in, the heat was well and truly on from the very centre of Llangollen, and at once the first white road ascent due north of the town gave a good idea of conditions to be expected—this Godiva was certainly not designed for fainthearts—as quite a few of the roads were—rather dubiously marked on some maps—though some work has been done on Welsh roads in the last 12 months. A very tricky section from the Berwyn Halt area involved the use of an unmarked slip road to achieve the correct approach to the control, and this caught nearly everyone, with the exception of Reg McBride

(of course) and the Taylors, before the long rough ascent past Bank Farm was tackled preparatory to circling Llansantffraid and approaching this village from the south. South of the village there is a little white track across the stream which indicated the only feasible way into Control 6, but although the adjoining householders had been contacted for approval (and had given it), only the first few cars—notably Tony Fisher, the Taylors and Brian Harper's new Lotus Elan—got through without trouble, after which one family blocked the road and offered considerable violence to all the other hopefuls who tried to get by. More than one car was attacked by a local wielding an axe, and Norman Harvey's Mini-Cooper S has a very sore head after this. Others to suffer were Phil Simister in his Cortina G.T., Tony Costello in his ex-Harper Rapier, and several others. Some crews, notably McBride and Frank Grange, dashed away and came in the "long way round", but this wholesale loss of time was to mean that they approached the dreaded 30 minute barrier too closely, and McBride incurred his only fail (a little unwisely perhaps) within the next hour—costing him at least one place and possibly the rally. About 10 braves did eventually find the marshal and so the stewards elected to leave the section untouched, though this no doubt put a damper on the proceedings for the next few sections. It was, however, the only public demonstration against what was a well arranged rally.

All the well-known white tracks round Chirk Castle and Glyntrain were used before the route led over a newly discovered bit of navigable grass through 160299 and away to the d-lights of the Trawsfynydd ranges. At this point after two hours hard motoring, the Taylors had already incurred 26 penalties, and few indeed were the cars who had visited all points up to then.

(Continued overleaf)

Chiltern, Circle and Harrow C.C.s BRANDS HATCH SPRINT



BACK ON THE CIRCUITS, albeit in a sprint, John Bekaert hustles his B18 Volvo 122 around Paddock Bend.

THE ultra-high-speed members of the sprinting fraternity, capable of flying laps of Brands Hatch at around the 60-second mark, were otherwise engaged on 15th September. In their absence, competition for B.T.D. at the restricted meeting held by Chiltern, Circle and Harrow Clubs was as close as it could be, and the result was left in doubt until nearly the end of the event. Extra interest was thus added to a fine day's sport during which a full entry of 75 cars was handled with considerable slickness. Glorious sunny weather completed the enjoyment.

The class for small saloons, limited to cars up to 950 c.c. so as to exclude Mini-Coopers, looked like being a B.M.C. benefit, with 10 Minis and a double-entered Minor 1000. Best of these was the Down-tuned Minivan of A. K. Baker, a versatile machine with a long sporting record, which returned 2 mins. 34.4 secs. on its first run, but this was not quick enough, and the class was taken by the new Simca 1000 which was driven at Brands a couple of weeks ago by Peter Pilsworth. Conducted on this occasion by the Sales Promotion Manager of Simcas, T. C. Odhams, the 1000 recorded 2 mins. 32.6 secs.

The next saloon car class, from 951 to 1,200 c.c., gave the 10-inch-wheelers a chance of revenge and here the battle lay between the Coopers of Gerry Marshall and B. Ross. The latter, which was bored out to 1,132 c.c., won by a second in 2 mins. 20.0 secs., with the Mini-Cooper S of W. McGovern third in 2 mins. 24.8 secs. D. Thorne's Cosworth-tuned 1,200 c.c. Cortina managed 2 mins. 27.6 secs. in its owner's hands and 2 mins. 32.0 secs. when driven by D. Hendry, both times being second runs, the re-setting of rear shock absorbers having effected an improvement in road-holding.

An even quicker Ford was the 105E Anglia of C. W. Tudge, which, with lightened body and potent 1,475 c.c. engine, took the 1,201-2,000 c.c. saloon car class by a margin of 14 seconds from John Bekaert's 122S Volvo. Tudge's two runs occupied 2 mins. 20.0 secs. and 2 mins. 19.6 secs. respectively. A private battle between the old and the new owner of a 1.5 Riley was narrowly resolved in favour of the latter, M. Brown, with 2 mins. 42.2 secs.

Only two cars contested the over 2,000 c.c. saloon class, both Jaguar 3.4s. M. Sharp was easily the quicker, getting down to 2 mins. 19.0 secs. on his second run.

Classification was slightly different for the open cars, the first group being for those up to 1,100 c.c. As expected, this class was composed mainly of Sprites, including the very rapid Speedwell G.T. of Roger Bunting. On his first outing Bunting set 2 mins. 15.2 secs., which looked like staying as B.T.D. until it was later beaten by Nick Downie (T.V.R.) and John Sharp (M.G.A.) in class G. Bunting's second run, therefore, was important, but luck was

against him. Going well on his last lap, he was flagged down at Druids to avoid a gyrating Spitfire and was offered a re-run, during which Bunting himself lost it at about the same point and spun to a halt. He had thus to be satisfied with the class win, with the Lotus 11 of G. Delaney as runner-up in 2 mins. 17.2 secs., a time recorded on both runs.

Class F, for open cars from 1,101 c.c.-1,600 c.c., was an interesting group of 14 cars of 10 different types. As expected, it was won by the well-prepared Ginetta G5 of D. Stares, who is making a habit of winning this class these days. His 2 mins. 19.4 secs. is believed to be a personal best, and it needed to be, for he was strongly challenged by both A. Scott (Elva Courier) and D. Whittington (Lotus Mk. 8). Scott, after a very slow first run, got down to 2 mins. 20.4 secs., a time which Whittington equalled first go. Whittington would probably have beaten Stares but for a heart-stopping series of slides coming down from Druids. His effort in keeping it on the island from what looked like an impossible angle was most creditable and occupied him nearly all the way from Druids to Bottom Bend. Alas, mechanical trouble intervened on Whittington's second run.

Now came the ding-dong scrap for B.T.D. between the 1,622 c.c. T.V.R. of Nick Downie and the M.G.B.-engined M.G.A. of John Sharp. The pair were running in the same heat of the 1,601-2,500 c.c. class and first time out Sharp had the edge by a fifth of a second with 2 mins. 13.6 secs. They were both quicker on their second runs, but this time it was Downie who stopped the watch first, although only by the same small margin of one-fifth of a second. His 2 mins. 13.0 secs. remained as B.T.D., leaving the class win to Sharp. J. Tucker had a moment when his Morgan Plus 4 shed a wheel, complete with brake drum, coming out of Clearways, but the car was brought to a halt safely.

Class H for anything not covered by the other classification produced a small but fine collection of five motor cars, and some very close competition. R. Joseph, in a Turner-Climax, was quickest with 2 mins. 20.0 secs., but G. Allfrey drove his Healey 3000 extremely well to return 2 mins. 20.4 secs. Of the others, John Bekaert circulated the family XK 150 in 2 mins. 25.0 secs. and both J. Meighan (E-type) and M. Bridgland

Godiva Rally—continued

The ranges and the hills immediately north of Dolgellau were combed conscientiously, as used both on the 1962 Godiva and this year's *Birmingham Post*, before the scattered survivors came tearing in to the petrol stop at Dolgun, many of them nearly 30 minutes late. Very well placed at this point were Tony Cox/John Davenport (Mini-Cooper), but their fine run was to be stopped before daybreak with suspension trouble when lying in the first three.

The really new section of the rally was the next batch of controls on the Harlech coast, which was depleted by one glorious section when a landowner reversed his permission during the week before the event. The roads hereabouts are among the narrowest and twistiest in the country, and one section in particular through 116/610308 may become a classic among classics—having hairpin upon hairpin, very narrow twisty loose surfaces, and all the time rising and falling in the best "circus traditions." Of the many who did not reach this area, the Wilson/Hopwood Anglia shed its exhaust system, Brian Culcheth's Mini-Cooper succumbed to troubles necessitating a tow back to civilization and Gerald Bloom's Mini-Cooper just retired without trace! One impossible hairpin in this region has a gate at each leg of the corner, but even so some of the faster Mini-Coopers managed to clean the section!

The final group of sections was spread around Llanrwst and Betws-y-Coed, and were well known to many, but penalties continued to mount as the route led across the Gwydyr forest and in the hills on both sides of the A5, where a lot of very short dashes on doubtful surfaces gave the final

(Healey 3000) recorded 2 mins. 25.4 secs. An informative P.A. helped to make the meeting a success—it is surprising how many "lay" spectators attend these sprints at Brands, especially when the weather is so glorious. RON AMBROSE.

RESULTS

B.T.D.: V. Downie (T.V.R. Grantura), 2 m. 13.0 s. **Class Winners:** T. C. Odhams (Simca 1000), 2 m. 32.6 s.; B. M. Ross (Mini-Cooper), 2 m. 20.0 s.; C. W. Tudge (Anglia), 2 m. 19.6 s.; M. Sharp (Jaguar 3.4), 2 m. 19.0 s.; R. Bunting (Speedwell G.T.), 2 m. 15.2 s.; D. Stares (Ginetta G5), 2 m. 19.4 s.; J. Sharp (M.G.A.), 2 m. 13.2 s.; R. Joseph (Turner-Climax), 2 m. 20.0 s.

SOUTHPORT M.C.
CHORLEY M.C.
LIVERPOOL M.C.
PRESTON A.C.
ST. HELENS & WIGAN C.C.
WEST LANCS M.C.

AUTOCROSS

THE Southport M.C.'s Autocross was staged at Ken House Farm, Scarisbrick, Southport, on 8th September. The competition was co-promoted with Chorley M.C., Liverpool M.C., Preston A.C., St. Helens & Wigan C.C. and West Lancs M.C. All the land in the area is marshy and due to 48 hours of heavy rainfall prior to the event, there were grave doubts as to whether the competition would take place; however, Sunday morning dawned bright with a drying wind and practising was able to commence two hours late. There were 40 entries, and it soon became evident that there was to be keen competition amongst the Minis, the sports and the lady entrants.

In the competition proper each entrant had two timed runs of three laps each in an anti-clockwise direction, the total length of each run being in the region of 1,700 yards. In virtually every case it was the times on the first run which decided the first placings.

The event had been a thoroughly well organized affair, both competitors and the large crowd of spectators being kept informed of developments via a running commentary. N. F. MURGATROYD.

RESULTS

B.T.D.: J. Charnock (Lotus Super 7), 113 s. **Index of Performance:** T. Walsh (Volkswagen), 128.6 s. **Ladies' Award:** Mrs. R. Liprot (M.G.), 121.8 s. **Class Winners:** G. Woods (Mini), 119.0 s.; S. Howitt (Mini-Cooper), 115.0 s.; W. Hill (Triumph Herald), 141.2 s.; G. Entwistle (Sunbeam Rapier), 137.4 s.; J. Akers (T.V.R.), 115.2 s.

disillusion to tired crews and cars before the short run out to the finish at the Hand Hotel, Llangollen. Among cars which had been in residence was Brian Harper's new Elan, which had shed its gear lever in a moment of crisis, when faced with an abandoned Army lorry in a narrow lane.

Because of the sometimes astronomical penalties the results were rather delayed, but by 9 a.m. the winners and first six had been firmly established to their satisfaction. The general opinion seemed to be that this had been a fabulously designed route, but that some improvement in the timekeeping qualities would be needed for the first Godiva National in 1964. To all those who will be entering again I think it would be generally agreed that much the same route could suffice for a little time to come!

The winning team of Alan and Shiela Taylor have been poised for such a success for some time, and I forecast that this will now become a regular habit. Another dark horse bet might be Friswell in his new Cooper S, and it looks as if the Mini-Cooper S may yet have the legs of the Ford products which have usually swept the board this year.

GRAHAM ROBSON.

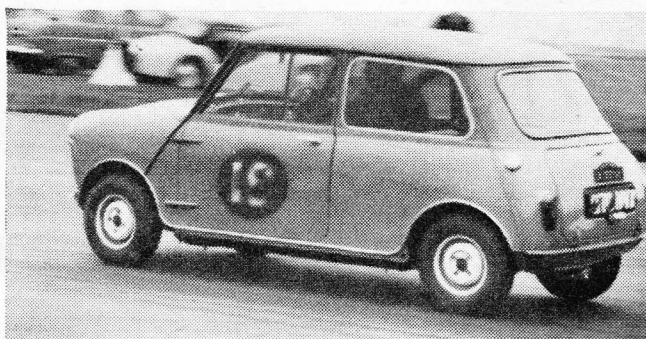
RESULTS

1. A. Taylor/Mrs. S. Taylor (Mini-Cooper), 76 mins.; 2. A. T. Fisher/J. Brown (Mini-Cooper S), 87; 3. R. McBride/D. Barrow (Ford Anglia 1500), 1 f. 79; 4. D. Friswell/N. Nelder (Mini-Cooper S), 1 f. 87; 5. P. Simister/B. Potts (Ford Cortina G.T.), 3 f. 86; 6. D. H. Ray/S. Grey (Allardette), 4 f. 92; 7. A. T. Lobb/B. Lockyear (Ford Cortina G.T.), 5 f. 181; 8. C. Twidford/L. Chilvers (A.H. Sprite), 7 f. 76; 9. J. Stentford/J. Chitty (Mini-Cooper), 7 f. 85; 10. R. Martin Hurst/X (Mini-Cooper S), 7 f. 93. **Best Team:** Fords: P. Simister, R. McBride and D. H. Ray.

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SUNBAC RAGLEY PARK HILL-CLIMB

SUNBAC returned to Ragley Park on 14th September, after an absence of twelve months, and found perhaps the best conditions ever experienced at this venue. The sun shone brilliantly, and the course, although newly resurfaced after the deprecations of last winter, proved to be faster than expected. Or perhaps it was the enormous power of Bryan Eccles's Cooper-Chevrolet which made it seem as fast as ever?

However, a new course record of 23.09 secs. was set up by Eccles in a run which looked to be a winner all the way. Commentator Austen May forecast a record on seeing the near perfect start made by Eccles, and when he was seen to take Oak Tree Bend on a perfect line his splendid time was a foregone conclusion.

Most other times were a little down on last year, and the general opinion of the course was that the complete resurfacing had moved all the minor features and gradients of the road to different places. Nevertheless a very full entry had an excellent day's sport, and particularly good times were registered by Ian McLaughlin in his 2,196 c.c. Clever Special (24.74 secs.), George Ward's Jaguar 3.8 (28.80 secs.), Bill Nicholson in his very fast M.G.B. (26.95 secs.), Ray Terry, 1,460 c.c. Lotus-Climax 7, (25.22 secs.) and Mike Hatton's 1100 Cooper (24.54 secs.).

A needle match looked like developing between Bill Nicholson (M.G.B.) and Bob

Rose (Lotus Elite) until it was found that Nicholson's M.G. was now homologated, and he was therefore moved to a different class. This, however, may not have been known to these two competitors at the time, and it certainly resulted in some very fine climbs indeed from them.

Perhaps the best effort of the day was put up by J. R. Field, who during practice in his 3,922 c.c. Clanger Dragster broke his rear axle. Nothing daunted, Field visited local breakers' yards, found an axle that would fit, dismantled it from the scrap car, and mounted it in the dragster, just in time to complete his timed runs. His best time, of 27.71 secs., made with Field swinging out like a pendulum at the back of the car, was an impressive sight indeed.

Everybody was pleased to see SUNBAC back at Ragley and this meeting will ensure the continued popularity of the Hill in 1964.

H. WILSON.

RESULTS

B.T.D.: B. Eccles (Cooper-Chevrolet), 23.09 s. **Saloon Cars up to 1,600 c.c. (excluding Cooper-Minis, Ford Cortina G.T., Lotus Cortina and Vauxhall VX4/90):** 1, W. L. Clifton (Sunbeam Rapier), 31.43 s.; 2, A. A. May (Austin Mini), 32.08 s.; 3, E. S. Sapcote (M.G. 1100), 33.25 s. **Over 1,600 c.c.:** 1, G. S. H. Ward (Jaguar 3.8), 28.80 s.; 2, N. Hunt (Jaguar 3.8), 29.00 s.; 3, R. C. Fowler (Jaguar 3.8), 30.02 s. **Production Open and Closed Cars up to 1,600 c.c.:** 1, P. S. Tempest (Austin-Cooper), 29.78 s.; 2, S. W. Sapcote (Austin-Healey Sprite), 30.41 s.; 3, P. A. B. Wright (Ginetta G4), 30.53 s. **Over 1,600 c.c.:** 1, W. Nicholson (M.G.B.), 26.95 s.; 2, E. M. Ludlow (Jaguar E), 27.34 s.; 3, S. A. Cracknell (Jaguar E), 28.03 s. **Modified Production Cars up to 2,000 c.c.:** 1, R. Rose (Lotus Elite), 26.55 s.; 2, R. Eccles (Austin-Healey Sprite), 28.40 s.; 3,

R. Gibbons (M.G. Midget), 32.28 s. **Sports Cars up to 1,500 c.c.:** 1, R. M. Terry (Lotus-Climax 7), 25.22 s.; 2, B. A. Reardon-Smith (Lotus Super 7), 27.34 s.; 3, R. Eccles (Austin-Healey Sprite), and D. W. Firkins (Lotus-Ford 7), 28.40 s. **Over 1,500 c.c.:** 1, G. F. Tatham (Lister-Jaguar), 29.48 s.; 2, S. Perry (Frazier-Nash Le Mans), 30.13 s. **Racing cars up to 720 c.c.:** 1, W. D. Adams (Cooper-Norton), 26.26 s.; 2, R. J. Vaughan (Elton-Triumph), 28.14 s.; 3, E. J. Brabin (J.B.S.-J.A.P.), 28.68 s. **Formule Libre:** 1, M. Hatton (Cooper-J.A.P.), 24.54 s.; 2, I. B. McLaughlin (Clever Special), 24.74 s.; 3, J. R. Field (Clanger Special), 27.71 s.

SOUTH OF SCOTLAND C.C. AYRSHIRE RALLY

14th-15th September

RESULTS

1, L. A. F. Kerr/J. Bryden (Mini-Cooper), 1,130 marks lost; 2, H. Wilson/R. Wilson (Sunbeam Rapier), 1,460; 3, W. Syer/J. Syer (M.G.A.), 3,780; 4, A. J. Jasper/P. Thomson (Saab), 4,180; 5, W. D. Wilson/X (Morris 1100), 4,320; 6, T. Paton/B. C. Coyle (Mini-Cooper), 4,990; 7, D. Black/A. Munn (Renault R8), 5,250; 8, J. Y. McDonald/G. Lees (Vauxhall VX4/90), 6,330; 9, F. Inglis/A. Cameron (Mini-Cooper S), 7,730; 10, A. A. Wilson/X (Sunbeam Rapier), 8,360.

OXFORD M.C. AUTOCROSS

1st September

RESULTS

B.T.D.: J. Granville (Austin-Cooper), 2 m. 54.0 s. **Class Winners:** G. A. Brown (Morris Mini-Minor), 3 m. 14.6 s.; D. Minchin (Morris-Cooper), 2 m. 58.0 s.; J. Maleham (Volkswagen), 3 m. 5.2 s.; R. Nurdin (Ford Cortina), 3 m. 24.2 s.; M. Sowden (Ford Cortina G.T.), 2 m. 58.8 s.; P. W. Bennis (Austin-Healey Sprite), 3 m. 9.2 s.; K. Argyle (Triumph TR3), 3 m. 9.6 s.

Craven Motor Club's HAWTHORN RALLY

DAVID STREET, who had a large rock hurled through his windscreen on the 1962 Hawthorn Rally, celebrated the anniversary of the assault by winning the 1963 version of the Craven Motor Club's premier rally. Driving his well-known Vitesse, David, navigated by Ken Coombs, completed the 225-mile route with a loss of two road minutes. Sad to say, the Hawthorn again ran into trouble with irate natives, despite the most careful and proper public liaison before the event. Tony Maslen, running number 22, was halted by one such character, yanked out of his car and punched about the face, and three other competitors had their windscreens broken by the same person. It remains to be seen what action, if any, will be taken, and what effect, again if any, such action will have. Maslen, clean at the time—he ultimately finished second in his G.T. Cortina—did not stay at the scene any longer than he had to, and whether the villain can now be identified seems doubtful. The point at which the assault took place was near the north-eastern T-junction in 4463, and similar, though less unlawful, protests were also reported at three other places on the route.

At the start, from the Cattle Market in Reading, speculation among the sixty-one crews dwelt upon the identity of the marked map which was to be issued en route. Some cars were carrying as many as 11 of the surrounding sheets, but, in fact, organizer Ken Hussey had a neat little surprise for navigators, for the marked map, when it finally appeared, was 168, the sheet upon which they were then currently working! The entire route thus fell on this map and the other one specified, 167. The trick was effective, and more than one navigator was forced into making errors. One of the difficulties of working with a marked map is the absence of one's own grid markings and this can, and did, lead to misplotting in several cases.

Pressure was also applied by the printing of the references of supplementary controls on the back of certain time cards. The existence of an extra control was always obvious from the route cards, of which there were five, covering in all 141 controls, but extra-quick plotting ability was essential to keep a car moving. Several well-placed crews spoiled their chances by omitting one of the earliest of these additional controls, number 14, altogether, despite the extra hint offered by the distance/time proportion. After a 34 minute run-in, rallying got under

way near Brimpton, to the north of 168, although the pace remained gentle until control 11. Between 10 (which was a supplementary issued at nine) and 11, a very obscure white road junction, not quite as map, led to many a clean sheet being lost, but otherwise, there was little to trouble experienced crews until the marked map, which was issued in Great Pen Wood. For those unaffected by the incident involving the aggressive strong-arm methods, the pace immediately quickened and the north-west corner of 168 came in for the full treatment, with 39 controls in just over an hour and a half. There was the usual proportion of white roads, but the criticism of rough stuff, levelled at other rallies run in the area recently, could not be made against the Hawthorn.

Supper and refuelling followed, just west of Andover, and here it was learned that five crews were still clean—Roberts and Smith (Herald), Bishop and Lockyer (TR4), King and Yoward (Allardette), Powell/Knowles (Mini-Cooper) and Maslen/Pettie (G.T. Cortina).

Next came the first of the two special stages—a blind around Thruxton Airfield. The runways are so wide that the system of route-marking left something to be desired and Maurice Reeves/Jimmy Gray, among other experienced crews, lost needless time searching for the next direction indicator. Fastest here was John Dorton's Morris 1100, 30 seconds over the bogey of 94 seconds. Penalties were in the ratio of one per second, as opposed to ten per minute on the road, a fair enough balance, although Powell and Knowles, three down on the road, dropped a couple of places through losing sight of the indicators on the first stage.

Dorton did it again on the second stage, which followed shortly, near Bulford Camp. This was a longer more easily defined test and Dorton was 32 seconds down on the bogey of 122 seconds.

There followed a little rough stuff, although with extra time allowed. This was across Andover Clump, and recent tank activities had left the surface less than smooth. A guarded reference on the route card to this being private land gave an indication that this little bit might come out at a shade over a thirty average. A return was then made to the marked 168 for a further thrash around the north-west part of the sheet, over much the same terrain as before supper. There were forebodings that further incidents might occur, but

happily these were unfounded, although Ted Cowell and Jack Shears had quite a moment (so did the marshals concerned). Seeing a group of people waving torches in the middle of the road, the Herald driver decided against stopping, and succeeded in scattering the officials manning an undisclosed passage control. They were quite understanding, and even gave Jack the necessary proof of passage. Other marshals were a little less co-operative to the extent that a couple of them were right off plot, and since one of them carried cards giving the location of a route check, this, and the control itself, had to be scrubbed, to the chagrin of those several crews who came across it by accident. Gordon King and Tony Yoward, going well in their first effort as a team, lost their exhaust system, but effective repairs were speedily made and the Allardette pressed on to a fine sixth place.

It was inevitable that the Hawthorn, finishing in Newbury, should go to Saver-nake. It did, to some purpose. There were 22 controls shown on the marked 24-inch-to-the-mile map issued at control 117 and although only 13 were actually manned, the forest proved to be as effective as ever as a means of sorting out the good from the very good crews. Even here, some last-minute re-routing was necessary through outside interference. The Cowell/Shears Herald is one of the cars thought to have cleaned the forest.

At breakfast in Newbury, there was a goodly number of finishers, with the penalties nicely graduated, indication enough that the Hawthorn had succeeded in sorting out a good quality A.C.S.M.C. Championship entry. Grumbles were few and there was much amusement when a crew who had better remain nameless confessed to having caught themselves out by successfully "shouting up" at a subsequently scrubbed control, with the inevitable loss of two minutes when the next alert marshal caught up with them.

The organization was good and the route generally excellent, but in view of the strong anti-rally feelings which are becoming more and more serious, sheet 168 should be used carefully and sparingly in the immediate future.

RON AMBROSE.

RESULTS

1, D. Street/K. Coombes (Triumph Vitesse), 20 (plus 79 stage pens.); 2, A. Maslen/A. Pettie (Ford Cortina G.T.), 30 (+75); 3, M. Bishop/D. Lockyer (Triumph TR4), 40 (+79); 4, D. Witts/R. Foster (Mini-Cooper), 50 (+91); 5, G. Powell/R. Knowles (Mini-Cooper), 30 (+113); 6, G. King/A. Yoward (Allardette), 80 (+78).



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MIXED BAG in the G.T. race: A. Mackintosh (Triumph Spitfire) leads G. M. Gray (Jaguar XK 120) and K. Kaye (Lotus Elite) round one, of Rufforth's curves.



Lanfranchi and Bennett Star at Rufforth

Sun Shines at Final Rufforth Meeting of the Year

By FRANCIS PENN

THE Northern Section of the B.R.S.C.C. held their final meeting of 1963 on Saturday, 14th September. Rufforth was the venue and once again the sun shone, the weather being glorious. The meeting, attended by a large crowd of spectators, attracted an entry of over 130 competitors, who made up a programme of three ten- and three sixteen-lap races.

Superbly organized, starting smack on time and finishing early, each and every event provided a thrill to the finish. If two drivers are worthy of star billing, they are Tony Lanfranchi (Elva Mk. 7) and Derek Bennett (Lotus Elite) who between them accounted for four of the six races—this in the face of very heavy opposition.

Commencing with Grand Touring cars over ten laps with classes up to 1,150 c.c. and to 2,000 c.c., this one provided an easy victory for Derek Bennett's Lotus Elite, which took the flag some sixteen seconds ahead of Cecil Booth's Frazer-Nash and Frank Radford's Lotus Elite. This followed the disappearance of Chris Meek's Elva Courier on the eighth lap when in third spot. The smaller cars were led home by Mike Brandon (Marcos G.T.), who was sixth overall, from J. F. Wilson (Ginetta-Ford) and Peter Smith (Speedwell G.T.). This event saw the only bad crash of the day when P. Dobbs lost his Rochdale Olympic at Boundary Curve, to roll end over end: the car was damaged, but luckily not so the driver.

Next came sports cars over a similar distance; a right good scrap it was, too, be-

tween J. B. Fletcher's 1,340 c.c. Lotus 7, David Wragg's Mallock U2 and P. J. Finney's Beacon U2, who interchanged the lead no fewer than four times! Up to the last lap it looked like the order as stated, but, over the line, for no apparent reason, the first named was third! One consolation: Fletcher did take the larger capacity class, being the only finisher!

Event 3, over sixteen laps, was for Formula Junior and sports-racing cars and it provided a most exciting finish! By lap eleven, Tony Lanfranchi had built up a lead of seventeen seconds from Greg Wood (Cooper Monaco) who was being rapidly chased by first M. F. Budge (Cooper-Ford) and then Bill Belcher (North Star-Ford), when suddenly the Elva went on to three "pots" only! All Lanfranchi could do was to sit there and tour, while Wood took off some three seconds a lap, until the last when Lanfranchi crossed the line—throwing his hands up—to take the flag by under three seconds! Belcher took Budge for third spot nearly on the line.

The next event was over sixteen laps, this time for Grand Touring and Sports Cars and again Derek Bennett in the Lotus Elite was miles an hour too fast for the U2s of P. J. Finney and David Wragg, so much so that he had twenty-eight seconds in hand at the flag. Brian Waddilove, whose day it was not, had held third spot since the start to the thirteenth lap, but he blew his E-type up with a loud bang almost on the line!

Event 5 brought out the closed cars over ten laps with classes up to 850 c.c., 1,600

c.c. and unlimited. Overall it was Greg Wood (Jaguar 3.8) and Harry Ratcliffe (Mini-Cooper S), these two taking their respective classes, from N. Hodkin (Mini-Cooper), with the Rev. Rupert Jones (Mini-Cooper S), in fourth place. The babies were led home by R. V. Mason from H. Fargus.

Last, but certainly not least, came *Formule Libre* over 16 laps and despite the presence of the ex-Ray Fielding B.R.M. in the hands of Brian Waddilove it was all Tony Lanfranchi in his Elva, who, with a twenty-two second lead on the twelfth, toured home to easy victory. For second spot a magnificent scrap was in being, between Greg Wood (Cooper Monaco) and Geoff Breakell (Lotus 23), who circulated as if tied together till the last lap when, entering Runway Curve only some four hundred yards from victory, the Cooper Monaco hit a drum, slid, but recovered a shade too late—Breakell was through to second place! The B.R.M. went out on its sixth tour with a non-disengaging clutch.

RESULTS

Grand Touring Cars up to 2,000 c.c. Overall Winner: A. D. Bennett (Lotus Elite). **Up to 1,150 c.c. Class 1:** M. Brandon (Marcos-Ford); 2, J. F. Wilson (Ginetta-Ford G4); 3, P. J. Smith (Speedwell G.T.). **1,151-2,000 c.c. Class:** 1, A. D. Bennett (Lotus Elite), 67.85 m.p.h.; 2, E. C. Booth (Frazer-Nash Le Mans); 3, F. Radford (Lotus Elite). **Fastest lap:** Bennett, 1 m. 27.6 secs., 69.86 m.p.h. **Sports Cars up to 1,500 c.c. (10 laps). Overall Winner:** D. L. Wragg (Mallock U2). **Up to 1,200 c.c. Class:** 1, D. L. Wragg (Mallock U2), 68.00 m.p.h.; 2, P. J. Finney (Beacon U2); 3, I. A. B. Harris (Lotus 7). **1,201-1,500 c.c. Class:** J. B. Fletcher (Lotus Super 7). **Fastest lap:** Fletcher, 1 m. 27.8 s., 69.71 m.p.h. **Formula Junior and Sports-Racing Cars (16 laps). Overall Winner:** A. Lanfranchi (Elva-Ford Mk. 7). **F.J. Class:** 1, A. P. Belcher (North Star-Ford); 2, M. F. Budge (Cooper-Ford); 3, R. G. Turnbull (Cooper-Ford). **Sports-Racing Car Class:** 1, A. Lanfranchi (Elva-Ford Mk. 7), 72.59 m.p.h.; 2, G. Wood (Cooper-Climax Monaco); 3, J. Mackay (Shannon Lotus-Climax). **Fastest lap:** Lanfranchi, 1 m. 20.2 s., 76.31 m.p.h. **G.T. and Sports Cars (16 laps):** 1, A. D. Bennett (Lotus Elite), 69.39 m.p.h.; 2, P. J. Finney (Beacon U2); 3, D. L. Wragg (Mallock U2). **Fastest lap:** Bennett, 1 m. 26.4 s., 70.83 m.p.h. **Saloon Cars (10 laps). Overall Winner:** G. Wood (Jaguar 3.8). **Up to 850 c.c. Class:** 1, R. V. Mason (Mini); 2, H. Fargus (Mini). **851-1,600 c.c. Class:** 1, H. W. Ratcliffe (Mini-Cooper S); 2, N. Hodkin (Mini-Cooper); 3, Rev. R. Jones (Mini-Cooper S). **Fastest lap:** Ratcliffe, 1 m. 33.8 s., 65.25 m.p.h. **Over 1,600 c.c. Class:** 1, G. Wood (Jaguar 3.8); 2, K. W. Tuskind (Volvo 1800). **Formule Libre (16 laps):** 1, A. Lanfranchi (Elva-Ford Mk. 7), 75.35 m.p.h.; 2, G. H. Breakell (Lotus-Ford 23); 3, G. Wood (Cooper-Climax Monaco). **Fastest lap:** Lanfranchi, 1 m. 19.4 s., 77.08 m.p.h.

WEST OF ENGLAND M.C.

AUTOCROSS

THE West of England Motor Club held their annual autocross on Sunday, 8th September, at Poltimore, near Exeter. For once we had real summer weather and a fine fast course of about 1,000 yards in a billiard-table-smooth field. Only one corner cut up all day and that only very slightly. All this combined to make an extremely well run and enjoyable event if one forgets the shambles after the runs proper when the organizers wanted to run a handicap event and the competitors wanted a relay race. The organizers ran their handicap—which resulted in most of the B.T.R.D.A. contenders refusing to run and going home.

Class 1 was the usual Mini battle with Charlie Bock trying to upset the appletart in his Saab. Ted Crocker returned to winning form again, to beat David Rowe just, but only after Peter, his younger brother, had shaken him somewhat by being faster in practice. Class 2 brought out all the Mini-Coopers and the season-long duel between Peter Vann and Peter Purdy was renewed. Peter Vann won by the same second that has separated them both all season. Their wives then were let loose and once again the Vann family was first—per-

haps their little dog has something to do with this! Peter Vann won the class, but Bill Clemens didn't give either of the Peters much rest all afternoon as did John Featherstone in his very noisy Cooper.

The third class had Geoff Snow and his Vitess in it and thus it was a win for him, but Ken White used a large new Riley 4/72 to great effect to chase him really hard.

Class 6 was the really exciting one due to the tremendous dice between Tony Taylor in his M.G.A and Bob Knapman in his Alpine. They were never more than mere feet apart and several times side by side. Gerry Bristow won the class in his new Midget, with Tony just beating Bob.

The last class had the fast machinery. Sid Davey won with his Lotus 7, G.T. Cortina-engined, as it really suited the course. Tony Carter chased him very hard in his Lotus-B.M.C. 7, but didn't quite have the necessary power to get on level terms. Sid recorded B.T.D. with Tony second best. And so ended a thoroughly enjoyable event except for the aforementioned handicap fiasco.

RICHARD SPEAKMAN.

RESULTS

B.T.D.: S. G. Davey (Lotus 7). **Class Winners:** E. Crocker (Mini), P. Vann (Mini-Cooper), G. Snow (Vitess), K. Ross (M.G. Midget), G. Bristow (M.G. Midget), A. Carter (Lotus 7).

Huddersfield M.C.

DRIVING TESTS

RECIPE—take a hot, sunny afternoon, a strip of concrete 180 yards x 40 yards, 28 drivers each with a beautifully prepared car, and a series of 10 driving tests. Result—a large crowd is entertained to an immaculate display by some of Britain's best drivers, 11 of whom were chasing points in the Flather Star Championship.

Don Harris with his D.M.F.2 Special and Derek Smith (Austin-Cooper) drew repeated rounds of applause from the crowd, spinning their cars round pylons, over lines and into boxes with deceptive ease, to take first and second places overall.

It was nice to see Denis Flather at the meeting: he is obviously keen to see that his son, Michael, is brought up in the proper manner, but the noise of the Fairthorpe's fan blades catching on a cross-member caused a little heart-stopping until the latter was located!

GORDON R. MELLOR.

RESULTS

1, D. Harris (D.M.F.), 361.19 marks lost; 2, D. B. Smith (Austin-Cooper); 3, I. Mantle (Morris-Cooper S). **Award Winners:** D. B. Smith; J. B. Staves; W. T. Meredith; L. J. Hunt; I. Mantle.

BOOKSHELF

An Occasional Feature of Books on Motoring

NEW BOOKS

CARS OF THE WORLD, by J. D. Scheel. Illustrated by Verner Hancke. Translated by D. Cook-Radmore. Methuen & Co., Ltd. Price 30s.

IF ever there was a short cut to motoring history, this is it. The first chapter goes right back to China and Father Verbiest. It covers, with excellent illustrations, Cugnot's *Fardier*, the steam vehicles of Trevithick, Pecqueur, Hancock and Bollée. Approaching internal combustion, we see the work of de Rivaz, Lenoir, and Delamare-Deboutteville. Then came Daimler, Benz, and the glories of Panhard et Levassor.

Development is followed, with suitable illustrations, through Ford, Bugatti, the twin-cam Henry engine, and Lord Nuffield. Passing rapidly through both wars, we find ourselves back in the present day, which is not bad work for one chapter. Phew!

The rest of the book is taken up with histories, superbly illustrated in colour, giving details of each country's automobile production. For example, we start with Austria, and the work of the famous engineers Ferdinand Porsche, Hans Ledwincka, and Edmund Rumpler. Cars illustrated are the Marcus (1875?), Austro-Daimler (1918), Puch (1910) (1907-14), Steyr (1922) (1929), Gräf und Stift (1925), Denzel (1959), Steyr-Puch (1960), Lohner-Porsche (1900), Austro-Daimler "Sascha" (1922), Steyr (1936) and Porsche (1948). All the other car-producing nations are covered with complete thoroughness, and the standard of accuracy is unusually high.

I wish to recommend this book very highly indeed, and it is unbelievably good value for a mere thirty bob.

AMERICAN ROAD RACING, by John C. Rueter. W. H. Allen. Price 42s.

IN Edwardian times, road racing was popular and successful in America, the great Continental teams making the long journey to race in the Vanderbilt Cup and Savannah events. It is curious that, after the first war, only track racing remained, and by the end of the 1920s there was scarcely an American who had even seen a sports car.

Then, in the 1930s, the Automobile Racing Club of America was formed, and John C. Rueter has written this book to commemorate those years. It all started with the efforts of the three Collier brothers, who had a tiny circuit in the grounds of the family mansion and raced with their teenage friends on specials equivalent to crude, home-made karts. This developed into the racing of such low-powered sports cars as J2 Midgets on earth-surfaced circuits bulldozed out of fields.

All this youthful fun resulted in the formation of a proper club, and permission was even obtained to close public roads, which sent race averages up from 35 to 50 m.p.h. The thing developed, and by the time that the second war put the club out of business ex-Grand Prix machinery was being imported by these enthusiastic amateurs.

The photographs show that uncontrolled spectators stood along the edges

of the narrow roads with no protection at all. Yet no serious accidents took place. This may seem rather an expensive book, covering no races of importance, but it was worth recording these pioneer days, which have led to the present revival of American interest and even to a World Champion from the U.S.A.

FIRST AND FASTEST. Edited by Richard Hough. George Allen and Unwin, Ltd. Price 21s.

THIS is a collection of articles by well-known authors. It ranges from Charles Jarrott's oft-quoted epic on the 1903 Paris-Madrid race, through the 1930 Le Mans by Dr. J. D. Benjafield, and that unforgettable piece by "Jenks" on the Mille Miglia, to the Land Speed Record, by Sammy Davis.

Such anthologies are becoming quite popular, and this collection, being non-technical, would be a suitable present for a boy. The authenticity of the work of such authors is of course guaranteed, and though there are only nine illustrations this is a pleasant volume, which should be packed in the luggage of many schoolboys.

WHICH? CAR SUPPLEMENTS, 1962 Consumers' Association. Price 20s.

THIS book is a reprint of the car tests published by *Which?* in 1962. In some respects the testing seems rather amateurish, and from the comments one deduces that the drivers are not exactly of Grand Prix calibre. Yet there is some extremely useful material here because the tests are based on 10,000 miles of driving in the case of every car.

The reports on all the things that were wrong on delivery, and on all the troubles that occurred afterwards, make sobering reading.

JOHN V. BOLSTER.

BOOKS AVAILABLE*

The Thoroughbred Motor Car 1930-1940 by David Scott-Moncrieff. Detailed technical and historical essays on British, Continental and American Marques, including Aston Martin, Bentley, Rolls-Royce, Alfa Romeo, etc. 280 pages. 31s. 6d.

Competition Driving by Paul Frère. Covers all facets of fast driving, learning a circuit, racing starts, cut off points, avoiding action, etc. 150 pages. 19s.

Racing Car Pocket Book by Denis Jenkinson. Ferrari, Lotus, Cooper, Bugatti, Delage, Alfa Romeo are amongst scores of designs discussed in this concise pocket-sized encyclopedia. 255 pages. 10s.

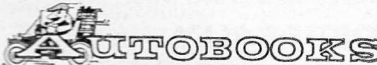
All But My Life by Stirling Moss. The frank and uninhibited story of the complex and compelling personality that is Stirling Moss. 239 pages. 26s. 3d.

Bugatti le Pur-Sang des Automobiles by H. G. Conway. One of the most detailed books ever written on one marque. All models are fully described both historically and technically. This book also includes a study of the man Bugatti as an engineer, designer and inventor. 450 pages. 86s.

A Pictorial Survey of Racing Cars 1919-1939 by T. A. S. O. Mathieson. A unique study of those golden years of motor racing between the wars. This book deals with all major and many minor marques, there are over 300 illustrations many of which have hitherto never been published. 224 pages. 64s. 6d.

The Design and Tuning of Competition Engines (New Advanced) by P. Smith. A completely revised and re-written edition of this famous book, now brought up to date. Included is information on B.M.C. Minis, Ford 105E and Jaguar E-types, etc. 350 pages. 47s. 6d.

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BRITISH RACING DRIVERS' CLUB SILVER JUBILEE BOOK

BRITISH RACING DRIVERS' CLUB SILVER JUBILEE BOOK. This book published on the occasion of the Silver Jubilee of the B.R.D.C. is a limited edition of 2,500 copies, each copy numbered. To date this unique book has only been available to members of the club. However, AUTOBOOKS can now, by special arrangements, offer 250 copies only of this superb book for sale to the motoring enthusiast at large. Below are a selection of the headings of the articles contained in this book: THE BENTLEYS AT LE MANS, by D. J. D. Dangerfield. SOME THOUGHTS ON GRAND PRIX RACING, by Lord Brabazon of Tara. BRITISH CARS IN THE MILLE MIGLIA, by Count Lurani. ON DRIVING IN THE MILLE MIGLIA, by M. Falkner. THE BROOKLANDS LAP RECORD AND THE WORLD'S LAND SPEED RECORD, by John Cobb. MOTOR RACING WITH MGs, by K. Evans. THE STORY OF E.R.A., by H. W. Cook, as told to S. C. H. Davis. SPECIALS by John Bolster. MOTOR RACING AS I SEE IT, by Stirling Moss. RACING CAR DESIGN, 1925-1951, by A. G. D. Clease. TUNING A SPORTS CAR, by R. R. Jackson. RACE ORGANISATION, by Desmond Scannell. A very high quality book bound in half leather containing 215 pages, 10 ins. by 8 ins. and 60 full-page and half-page plates.

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SURREY SPORTING M.C.**SORTIE RALLY**

THE Surrey Sporting M.C.'s annual Sortie Rally, held on the 7th-8th September, was a qualifying event in the A.S.E.M.C. championship and despite local competition from the September Sojourn and Regis rallies there was a good field of 59 at the start.

The 180-mile route on maps 181, 168 and 169 started at the Royal Huts Hotel at Hindhead and the first car, the Mini-Cooper S of Reeves and Gray, was away at 11 p.m.

The very first route check gave many people trouble, but after that the route was good straightforward stuff heading up towards Reading. Most of the checks were at 4-5 minute intervals with the odd 1 minute thrown in for good measure and nearly all were manned. South of Reading the route headed west to a fifteen minute halt for petrol on the A343 south of Newbury.

After this halt the character of the route changed abruptly leaving the yellow roads and taking in long lengths of very doubtful white. Similar sections followed thick and fast (more thick than fast) as the route went west and south of Andover to the halfway halt on the A34 north of Winchester.

The field had thinned out considerably by this time and only 26 cars were left in the hunt. The leading car at this stage was D. R. Harris's Mini-Cooper S closely followed by P. W. Ward (Vitesse) and M. W. Reeves (Mini-Cooper S). The Riley 1.5 of Rush and Noble had broken the clutch pipeline on a rock and Littler and Greenwood (Speedwell A35) were forced to retire with a broken clutch linkage.

The second half started off with a long white through 483363 and then headed towards sheet 181. By this time the crews were so conditioned to using the most dubious white roads on the map that many started to take unnecessary short cuts along what are normally considered "non-goers". The route was cleverly designed and in many cases there was a perfectly good but not so obvious way round.

Once on 181 the route turned south

WELSH COUNTIES C.C.**BARRY A.C.****AUTOCROSS**

SOME years have passed since the Welsh Counties Car Club last staged an autocross, largely due to difficulties in finding a suitable venue; their recent co-promotion with Barry Automobile Club was, therefore, something by way of an experiment. Certainly neither club anticipated that the event would be such an extravagant success; with an entry, for a closed status event, well in excess of 50, the organizers found that the narrow approach roads to their new site at Parc Coed Machen Farm, near Cardiff, literally blocked by enthusiastic spectators, who turned up in their thousands. The new course is almost half a mile in length, and resembles nothing so much as a miniature Brands Hatch on grass; the weather remained fine and dry throughout the day but, even so, the surface cut up a little as entrants, running in pairs, made two runs each of three laps.

Predictably, B.T.D. went to Norman Harvey who, with his Mini-Cooper S, made a characteristically determined run, being matched, on his second attempt, with Allan King, driving the ex-Bill Bengry Championship Volkswagen. From the start King took the lead, but found himself very hard pressed, and eventually passed after one lap, by Harvey, who completed his excursion in 2 mins. 4.05 secs., while King got round in 2 mins. 5.17 secs., to win his class and establish second B.T.D., subject to protest, and A. W. Chappell's Morris 1100 went really muck-spreading to the tune of 2 mins. 6.40 secs. for second in the class.

Comparisons, it is said, are odious, which

round Petersfield and as daylight came the speeds were reduced to avoid any dicing. The last moments of darkness were taken up with three one minute sections between 780180 and 793188 just to make sure no one fell asleep.

The finish was back at Hindhead and a good breakfast was provided. There were many tales of hardship and bad luck but the best was probably the complaint of

makes for difficulties when trying to single out individuals for mention; however, the organizers devised, on the spot, a special memento award for the most exciting paired run, which went to Alan Ford in his "big" Healey and Malcolm Crompton in his little one, a situation which speaks for itself; Dennis Parsons brought out his venerable chain-gang Frazer-Nash and returned 2 mins. 9.01 secs. but was unable to wrest the class award from Gordon Kitsell's Downton Sprite, which did 2 mins. 7 secs. John Owen's Skoda Octavia retired sans clutch and avec a shocking misfire, Miss Glenda Bell drove P. Jones's Morris Mini to take the ladies' award in 2 mins. 24.11 secs., while Jones himself enjoyed a protracted dice with Andrew Reynolds (Austin Mini), who eventually finished second in his class in 2 mins. 16.08 secs. When the day drew finally to its close, it seemed likely to be the precursor of a highly successful series.

HOWARD BILEY.

RESULTS

B.T.D.: N. Harvey (Mini-Cooper S), 2 m. 4.05 s. **Ladies' Award:** Miss G. Bell (Mini-Minor), 2 m. 24.11 s. **Touring, up to 1,100 c.c.:** 1, P. Fountain (Morris 1100), 2 m. 13.10 s.; 2, A. Reynolds (Austin Mini), 2 m. 16.08 s. **1,101-1,300 c.c.:** 1, A. King (Volkswagen), 2 m. 5.17 s.; 2, A. W. Chappell (Morris 1100), 2 m. 6.40 s. **1,301-2,000 c.c.:** 1, D. Jewell (Austin Mini), 2 m. 36.37 s.; 2, R. Williams (Ford 1172), 2 m. 57.20 s. **Over 2,000 c.c.:** 1, D. Egford (Triumph Herald), 2 m. 19.40 s.; 2, L. Bennett (Ford 1172), 2 m. 32.07 s. **Sports up to 1,300 c.c.:** 1, Dr. Prentice (Fairthorpe), 2 m. 15.80 s.; 2, W. Atkinson (Sunbeam Rapier), 2 m. 17.80 s. **1,301-2,000 c.c.:** 1, R. Bertallani (Sprite), 2 m. 9.08 s.; 2, W. Smith-Jaynes (Fairthorpe), 2 m. 11.40 s. **Over 2,000 c.c.:** 1, G. Kitsell (Sprite), 2 m. 7.00 s.; 2, D. Parsons (Frazer-Nash), 2 m. 9.01 s. **Specials and four-wheel-drive vehicles:** 1, P. Hall (Special), 2 m. 38.54 s.; 2, J. Dunn (Special), 2 m. 39.21 s.

the Army entrant who had hurt his knee —on the roof!

R. C. AYERS.

RESULTS

Outright Winner: Ward/Herwin (Triumph Vitesse), 14 pts. **Four-seater cars:** 1, Harris/McCabe (Mini-Cooper S), 19; 2, Bouldon/Taylor (Vauxhall Cresta), 49. **Two-seater cars:** 1, Skelton/Coomber (A.-H. Sprite), 621. **Four-wheel drive vehicles:** 1, Scowen/Ayers (Champ), 43; 2, Pearce/Minto (Land-Rover), 69. **Team award:** 1, Scowen/Ayers and Cielow/Brown (Champs), 11,194.

SNETTERTON

Saturday Sept. 28th

See the New World Champion JIM CLARK

also Roy Salvadori, Jack Sears, Richie Ginther, Bob Olthoff, Sir John Whitmore and a full international field in a day's exciting racing.

1.30 p.m. "Autosport" Three Hour Race.

11.30 a.m. Formula Junior Race.

5.00 p.m. Slip-Molyslip Saloon Car Race.

Admission 7/6d. Children 2/6d.

Course-side car park 30/- including all occupants.

SNETTERTON CIRCUIT

9 miles east of Thetford on the A.11 London to Norwich road.

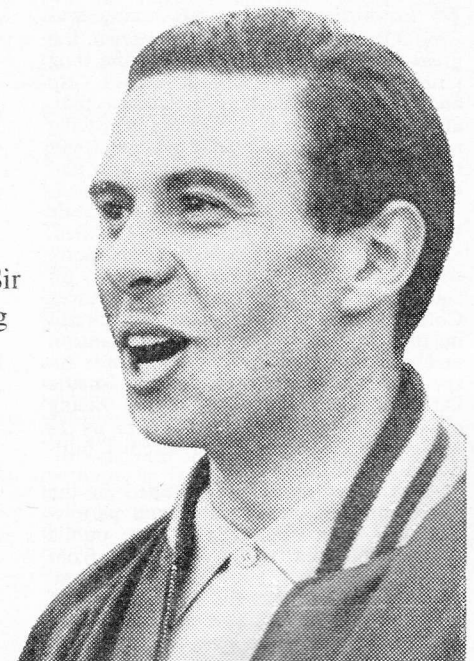


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AUTOSPORT

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USED CARS FOR SALE

A.C.

A.C. ACE, 1955, blue, recently reconditioned, 50,000 miles. Offers over £375.—Winstanley, Nottingham 211476 evenings, 43002 daytime.

1961 A.C. 2.6 sports 2-seater, one owner, low mileage and in excellent condition throughout. Very reasonably priced at 1995.—Guildford 67784 or 4048.

1956 A.C. ACECA, overdrive, heater, Xs. £525.—Phone: Leicester 823827.

ALFA ROMEO

1959 GIULIETTA Sprint, red, radio, seat covers, excellent condition. £675.—Northwood Service Station, Pinner Road, Northwood. Tel.: Northwood 23291.

THOMSON & TAYLOR (BROOKLANDS), LTD., spares and service for all Alfa Romeo cars.—Portsmouth Road, Cobham 2848-9.

1958 GIULIETTA Sprint Veloce, red, radio, rear seat conversion, new tyres, excellent mechanical condition. This car must be sold, hence price of £645.—Bridge Garage, Marsh Road, Pinner. Tel.: PINner 1560.

ALLARD

£200 O.N.O. 1951 K2 sports, Twin carb. V8, mint throughout.—Box 9216.

ALVIS

ALVIS 3-litre, 1953. Good mechanical condition. Very clean. £180.—Four Ashes Garage, Dorrige, Warks. Knowle 2033.

ALVIS TA14, 1948. Mechanical condition very good. Body fair. £65.—Four Ashes Garage, Dorrige, Warks. Knowle 2033.

ASTON MARTIN

FOR SALE: Aston Martin DB2/4 Mk. 1, 1956 model. Blue. A perfect example. Maintained regardless of cost. £650.—Gillott and Dring, Ltd., Thames Street, Bulwell, Nottingham. Tel.: Nottingham 271120.

AUSTIN

AUSTIN Cambridge Nippy, Taxed, M.O.T., reconditioned engine, f.a., k/p's, g/b, rad. £60 o.n.o.—(Northwood) NT 23064.

1959 A40, Speedwell head, 2 SUs, CS2 camshaft, 3-branch mani, 8 in. rears, Xs, belts, recent overhaul, bills to show. £375, will haggle.—Rowsby, 191 Carlinghow Lane, Batley, Yorks.

AUSTIN-HEALEY

THE HEALEY CENTRE offer

M.G. Midget, heater, tonneau, four months old, 3,000 miles, blue £535

Sprite, Nov. 1959. Heater, Sebring bonnet, hard top, tonneau, carpets, etc., white with black interior £325

Specialist Tuning Service, Parts and Sales exclusively for Austin-Healeys.

Open all day Saturday.

17 Winchester Road, Swiss Cottage, N.W.3.
Tel.: PRImrose 9741.

AUSTIN-HEALEY 100-4. Completely reconditioned. New gearbox, overdrive, "X" tyres, suspension. Resprayed red/black. Trial welcomed. Company car forces sale. £265.—Phone: DERwent 6838.

AUSTIN-HEALEY 100/4, 1955. In exceptionally good and clean condition. £275.—Four Ashes Garage, Dorrige, Warks. Knowle 2033.

AUSTIN-HEALEY 3000. Primrose with black interior, overdrive, wire wheels, heater. £550.—R. E. D. Were, Emberbrook 2143.

G.T. SPRITE, Speedwell top, Sebring bonnet, FJ motor, Mk. II c/r box, all suspension mods. Offers.—Phone: Hillside 1173.

HEALEY, 1954 100/4, good body and engine, undersealed, £220.—Tel.: PYR 2479 (near Manchester).

SEBRING Sprite 1,000 c.c. B.M.C. junior engine. Lightweight coupé body and fibreglass bonnet. Immaculately finished in Connaught green. This car is fully prepared for racing and is not used on the road. Spares include ZF diff., four wheels, numerous tyres, etc. Has done 1,58 secs. at Snetterton.—For further details: PARK 0331. J. Anstead, 43 Holland Park Mews, London, W.11.

1962 SPRITE, red, Shorrock supercharger. Power brakes. Anti-roll bar, RSSs, 25,000 miles. £475.—Phone: Murray, Bexleyheath 1422 day; Cy 22173 evening.

1961 SPRITE (Mark D), ivory, Speedwell streamline fibre-glass bonnet, hard top, many extras, low mileage, carefully maintained. £445.—Bayswater 1552.

A.-H. Sprite. Red with blue upholstery. Fitted carpets, heater, roll bar. Immaculate condition. £335.—John Sprinzel Racing, Ltd., 32 Lancaster Mews, London, W.2. Tel.: PADddington 2108/0171.

1959 SERIES Austin-Healey Sprite, red, low mileage, very smart. £325.—Bray Motors, Ltd., 180 West End Lane, N.W.6. HAMPstead 6490.

1957 AUSTIN-HEALEY BN4, modified and fitted BN6 engine with overdrive, disc brakes all round, wire wheels, soft and hard tops, immaculate. £445.—Bray Motors, Ltd., 180 West End Lane, N.W.6. HAMPstead 6490.

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AUTO UNION 1000S. Bargain. £400. 29,000 miles. Used as second car. Excellent condition.—Fruit Farm, Bramley. Phone: 2219.

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BERKELEY G.T. 500 c.c. Rare two-seater coupé, with fabulous three-cylinder triple-carbed engine, all independent suspension, front-wheel drive Monocoque construction, w/r wheel, rev. counter, temp. gauge, etc., c/r gearbox, 85 m.p.h., 45-60 m.p.g. Mileage 3,000. £250 or with additional brand new racing engine and gearbox, £295.—519 Aldborough Road, Ilford, Essex.

BORGWARD

BROUGHTON MOTORS. All spares in stock, service facilities.—Colnbrook By-pass, Brands Hill, Slough. Colnbrook 2708.

CITROEN

ID 19, LATE 1960, French model, right-hand drive, low mileage, radio, etc., condition as new. £545.—PERivale 0256 or ACORn 6120.

CONTINENTAL CARS

WANTED all makes. Cash, generous exchange, or sold on owner's behalf. Want cars—will travel.—Tarrant & Frazer, 70 Chalk Farm Road, N.W.1. GULliver 0224 (Freelance/Trade invited to introduce, sell, s.o.r., buy).

COOPER

EX F3 converted to Junior for sale. Less engine. Ideal for F3 next season. Spare wheel, tyres, van-type trailer. £150.—C.P.O. Bywater, H.M.S. Heron, Yeovilton, Somerset.
URGENTLY wanted, Cooper Monaco without engine and gearbox, must be in 100 per cent. condition, not pranged. Replies in confidence.—Box 9224.

D.K.W.

NERUS ENGINEERING COMPANY, Rye, Sussex, have in stock a quantity of new D.K.W. 1,000 c.c. engines, crankshaft assemblies, flywheels, dynamos, exhaust manifolds, etc., etc., which are available at one-third normal cost. These parts are obtainable in standard form. Write or phone stating requirements.—Rye 3296.

ELVA

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

1800 SPYDER. Arden tuned, stage six with trailer, £450. Also 4.7-litre Chevy engine. Three 15 ins. wire wheels. Three F.1 Lotus wheels. Offers.—Cunningham, 31 Eaton Mews South, S.W.1. Phone: Maidwell 208.

FACEL VEGA

1961 MODEL Facel Vega Facellia, red, black top, radio, low mileage. Fabulous, £1,245.—Berkeley Square Garages, Ltd., Berkeley Square, London, W.1. GROsvenor 4343.

FAIRTHORPE

FAIRTHORPE Atom Major G.T. saloon, 1959 Triumph Herald 948 c.c. engine with special h/c head, camshaft, twin SU carbs, etc. Whole car bodily and mechanically in excellent condition. £250.—Pendower Cars, Takeley, Essex. Tel.: 359.

FIAT

DONALD VINCE recommends: 1963 (June) Fiat 1500 saloon. White, blue trim, 4,000 miles, absolutely perfect. £840. 1963 (May) Fiat 2300 station wagon. Blue, maroon trim, 5,000 miles, perfect. £1,250.—210 Brigstock Road, Thornton Heath. Phone 2384.

Continued overleaf

AUSTIN  AUSTIN-HEALEY

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PARADE MOTORS
(MITCHAM) LIMITED

1961 M.G. Midget. Red with red upholstery. £435

1960 M.G.A 1600. Red/red. In superb condition. £485

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1959 M.G.A 1600. Wire wheels, heater, tonneau, luggage carrier and other extras. £425

1956 M.G.A 1500. White, black upholstery. Sliding screens, heater and other extras. £335

1953 M.G. T.D. Cream and red. Tonneau. Extras. £275

1953 M.G. T.D. Black and beige. Heater, spotlamps. Another specimen example. £285

1946 M.G. T.C. Black and red. In excellent order. £155

1960 Austin-Healey Sprite. White/red interior. Superb condition. £345

1959 Austin-Healey Sprite. Red/red. In excellent condition. £315

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

MAYFAIR GARAGES LTD.—Send for our current list of used Fiats.—Bishopsbridge Road, W.2, Ambassador 1061.

61 FIAT 600D, sun roof, excellent cond., extras. £310.—Lishman, Berwick St. James, nr. Salisbury, Wilts, Stapleford 269.

FORD

ANGLIA, 1962. Choice of several low mileage clean cars from £435. Also 1961 Herald 948 c.c. £385.—Allard Motor Co. VANdyke 2333.

ZEPHYR 1960 (April) disc brakes fitted, luggage rack, 33,000 miles, red with duo-grey upholstery. Any reasonable part exchange. £575.—Harris-Mayes & Co. (Watford) Ltd., Ace of Herts Garage, St. Albans Road, Watford.


FORMULA JUNIOR

MIDLAND RACING PARTNERSHIP offer 1963 works Lola Formula Junior, with or without engine, or engine to purchaser's requirements. Enquiries to: David Baker, Midland Racing Partnership, 75 Bilston Road, Wolverhampton. Telephone 27782.

COOPER F.J. Mk. II. Immaculate condition. Ready to race. £560. Offers?—Shifnal (Salop) 641.

G.S.M.

GUS GAMBLE'S Delta (7th, Class A, AUTOSPORT Championship) as raced. With many spares including three sets of tyres. Trailer to suit. £550 the lot or might separate.—Tadworth (Surrey) 3545.



CARS OF DISTINCTION

Mark II

1963 Jaguar 3.8 Automatic Saloon, finished in opalescent dark blue with red upholstery, fitted with several extras, including push-button fully transistorised radio. **Only 6,000 miles. £1,465**

1963 Jaguar 3.4 Overdrive Saloon, finished in opalescent silver grey with light blue upholstery, fitted with reclining seats, and push-button radio. **4,100 miles only. £1,445**

1962 Jaguar 2.4 Overdrive Saloon, finished in Imperial maroon with beige upholstery, and fitted with several extras, including radio, seat belts, fire extinguisher, special horns, wing mirrors and badge bar. **11,000 miles only. £1,150**

Mark X

1963 Jaguar Mark X Automatic Saloon, finished in golden sand with red upholstery, fitted with push-button fully transistorised radio, seat belts and wing mirrors. **8,700 miles only. £1,895**

Daimler 2½ Litre V8 Saloon

Temporarily sold out, but one expected by the time this advertisement appears.

"E" Types

1962 Jaguar "E" type, hard and soft tops, finished in opalescent bronze with beige upholstery, sand hood and black hard top, fitted with all the latest Jaguar modifications, the latest type push-button fully transistorised radio and Jaguar seat belts. **1,400 miles only. £1,665**

1962 Jaguar "E" type Fixed Head Coupe, finished in opalescent silver grey with red upholstery, fitted with numerous extras, including special reclining seats, push-button radio and chrome wire wheels. **9,000 miles only. £1,565**

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

The Jaguar Division of
H. R. Owen, Ltd.,
South Kensington,
London, S.W.7.

For Jaguar service
H. R. Owen (Services) Ltd.,
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Hammersmith,
London, W.6,
Riverside 8831.

All Proud Members of the Swain Group.

G.T. CARS

EVAD G.T. I.F.R.S. F.J. Ford motor, Webers, Alfin brakes, close ratio gears, Birdcage-type chassis. Motor rebuilt. Ready to race. Bargain offers.—Langham 9468.

JAGUAR

October 1962

JAGUAR 3.8

Extras and modifications too numerous to list. Jaguar Competitions/Coombs prepared. Genuine 15,000 miles.

What offers?

Bridges, 2a Hazlemere Road, Ashton, Preston, Lancs. Tel.: Preston 89583.

FOR SALE: XK 150, F.H. coupé. Sherwood green. Late 1959. Special equipment. £495. Wanted: 1962, 3.4 Mk. II.—Gillott and Dring, Ltd., Thames Street, Bulwell, Nottingham. Tel.: Nottingham 271120.

JAGUAR E-type, 1961, convertible. Property titled gentleman. Never used competition. Excellent condition. £1,150.—Four Ashes Garage, Dorridge, Warks. Knowle 2033.

RACING E-Type Jaguar. Prepared regardless of cost. Race proven with numerous successes. Business commitments force sale. £1,950 o.n.o.—Box 9226.

XK 120. A real banger, red, M.O.T., good tyres. Nearest £125.—Solihull 5955.

XK 150, 1958, F.H.C. Pearl grey. All extras. Bills, 40,000 miles. Owner abroad until November.—Inspection at following address: Reeve Haye, Compton Bishop, Axbridge, Somerset, or in London. Reasonable offers.

3.4 1959 series, 32,000 miles, manual with overdrive, chrome wire wheels, disc brakes, 2 in. SUs, HR steering, Servais exhausts. White with red leather unmarked. An exceptional car being sold privately. £635.—Phone: Little Chalfont (Bucks) 2390.

1961 3.8-litre being dismantled for spares. Engine £85, gearbox with overdrive £30, disc brakes £40.—A. B. Price Ltd., Hardwick House, Studley, Warwickshire. Studley 2121.

1960 3.8 JAGUAR, ex-Michael Pendleton. All usual mods., as raced this season, £1,100.—Paul Emery Cars, 2 Aspenlea Road, Fulham, W.6.

1959 JAGUAR 3.4 immaculate, 21,000 miles, chrome wire wheels. £270 extras, best in country. £715. Terms.—431 Upminster Road, Rainham 2136, Essex.

1957 JAGUAR 3.4. Recently overhauled and resprayed. £320.—Rugby 2121, Ext. 516 (daytime).

£999 NOV. 1961 Jaguar 3.8 Mk. II, overdrive, wire wheels, Pirelli Cintura tyres, reclining seats, dark opalescent blue with grey upholstery, excellent condition, 18,000 miles.—Tel.: Northampton 51269 or Towcester 568 (evenings).

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AURELIA B.12, 1956. Small mileage, faultless mechanically and bodily, reasonable offers or exchange with cash adjustment for new or near new M.G., Morris or Austin 1100.—Rev. Lewis, The Vicarage, Daresbury, via Warrington. Tel.: Moore 348.

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LEA-FRANCIS, 1948. M.O.T. tested, good running order. £65.—5 Vanderbilt Road, Earlsfield, S.W.18.

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One of the quickest and best-handling Elites ever. Officially timed at Brands, 59 secs., Snetterton 1 min. 49 secs., Silverstone 1 min. 11 secs., Goodwood 1 min. 38 secs. Completely lightened body with streamlined front end, Borrani wheels, Stage V engine, etc. Hardly used this season owing to business commitments. **£925**

Will sell without engine if required.

M. B. Johnson, 14 Chalcot Gardens, Englands Lane, London, N.W.3. Phone: PRImrose 1998.

BREAKING damaged 1962 Elite, Stage 3, ZF box, etc., most parts except shell.—Box 9221.

CHRIS WILLIAMS' Lotus 23 available from next week. See page 375 AUTOSPORT, Sept. 13th.—Tel.: Horsham 2927.

ELITE, July 1962, special equipment, ZF gearbox, white, never raced, owner deceased. £900.—Mazzetti, 1-3 Park Road, Folkestone 75583.

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LOTUS 7, 1960, 1172, Aquaplane head, close ratio gears, good tyres, full weather equipment, full tonneau cover. £275.—Dall, 293 Longstone Road, Iver Heath, Bucks. Iver 1225 after 6 p.m.

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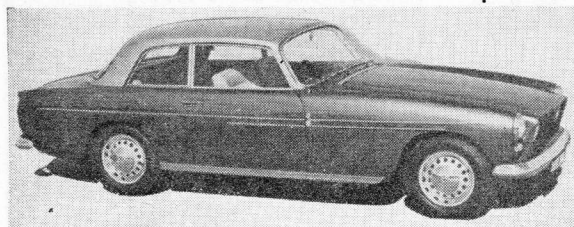
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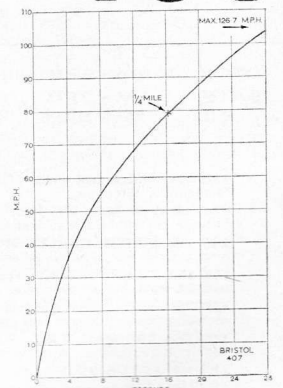
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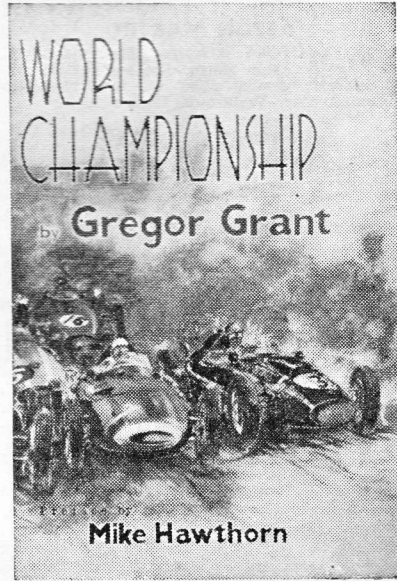
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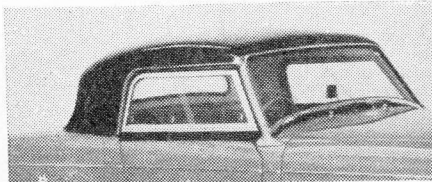
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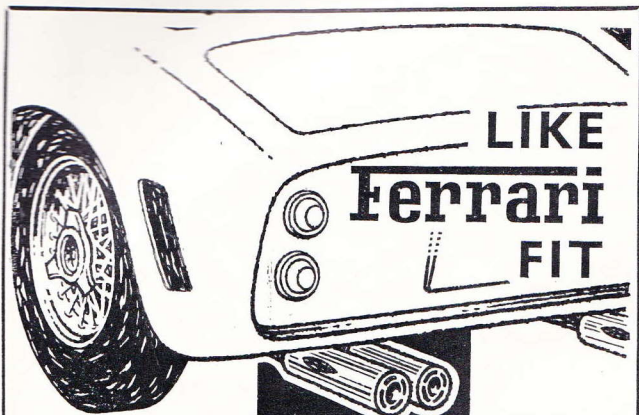
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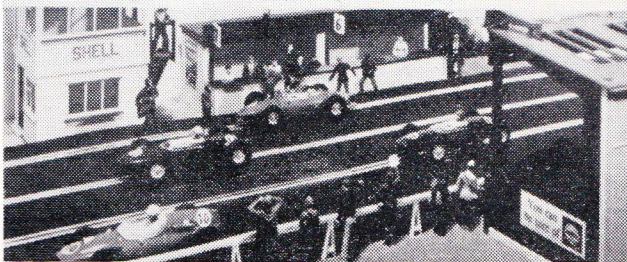
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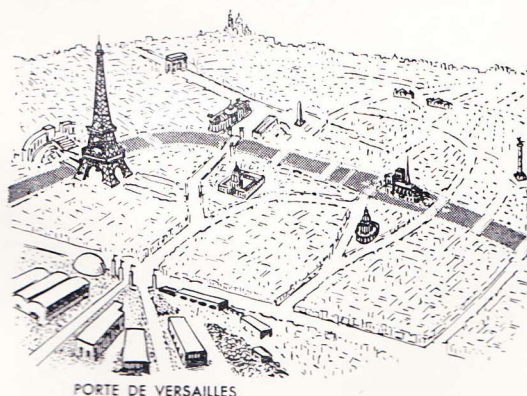
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