

THE MORRIS 1100

AUTOSPORT

AUGUST 17, 1962

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BRITAIN'S MOTOR SPORTING WEEKLY

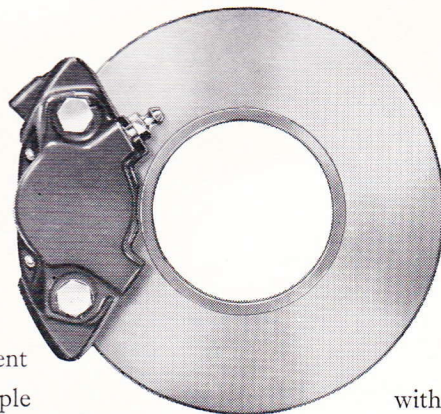
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AUTOSPORT

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Vol. 25 No. 7

August 17, 1962

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THEO PAGE

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Advertisement Manager NORMAN H. BIGSBY

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EDITORIAL

A SENSATIONAL AUTOMOBILE

WITH the introduction of the Mini series, B.M.C. brought a new conception of small-capacity motor cars to the market. From these immensely popular machines sprang the Cooper editions, originally planned for a production of about 25 a week, and now currently coming off the assembly lines at the rate of 700 a week. Now comes the even more revolutionary ADO 16, which is a variation of the Mini theme as regards transverse engine and front-drive, but has a most remarkable suspension system, setting a new standard in comfort and roadholding on a passenger car. Common Market, or no Common Market, this new Morris will assuredly shake rival manufacturers, and must be regarded as a winner from the word "go". It is no secret that, when the car was introduced to Morris dealers, every representative got to his feet and cheered when the prices were announced. AUTOSPORT deals mainly with high-performance cars and, like the original Mini, there is little doubt that the ADO 16 will receive the attention of this country's skilful tuners, and that B.M.C. will assuredly create a more sporting version which ought to be something really worth while, considering the fantastic roadholding available with the "Hydrolastic" suspension. Designer Alec Issigonis came to the industry after being concerned with his famous Lightweight Special. He realizes full well the advantages of a competition background, and his absorption with suspension problems, particularly in the application of rubber units, has led to the adoption of a system which at once makes all other designs obsolescent. The idea of incorporating a self-damping layout has often been described as Utopian, but Mr. Issigonis and his team of technicians have certainly evolved a suspension which is not only a tremendous step forward in the field of automobile technology, but at once provides the answer to the question of supplying a motor vehicle suitable for all world markets.

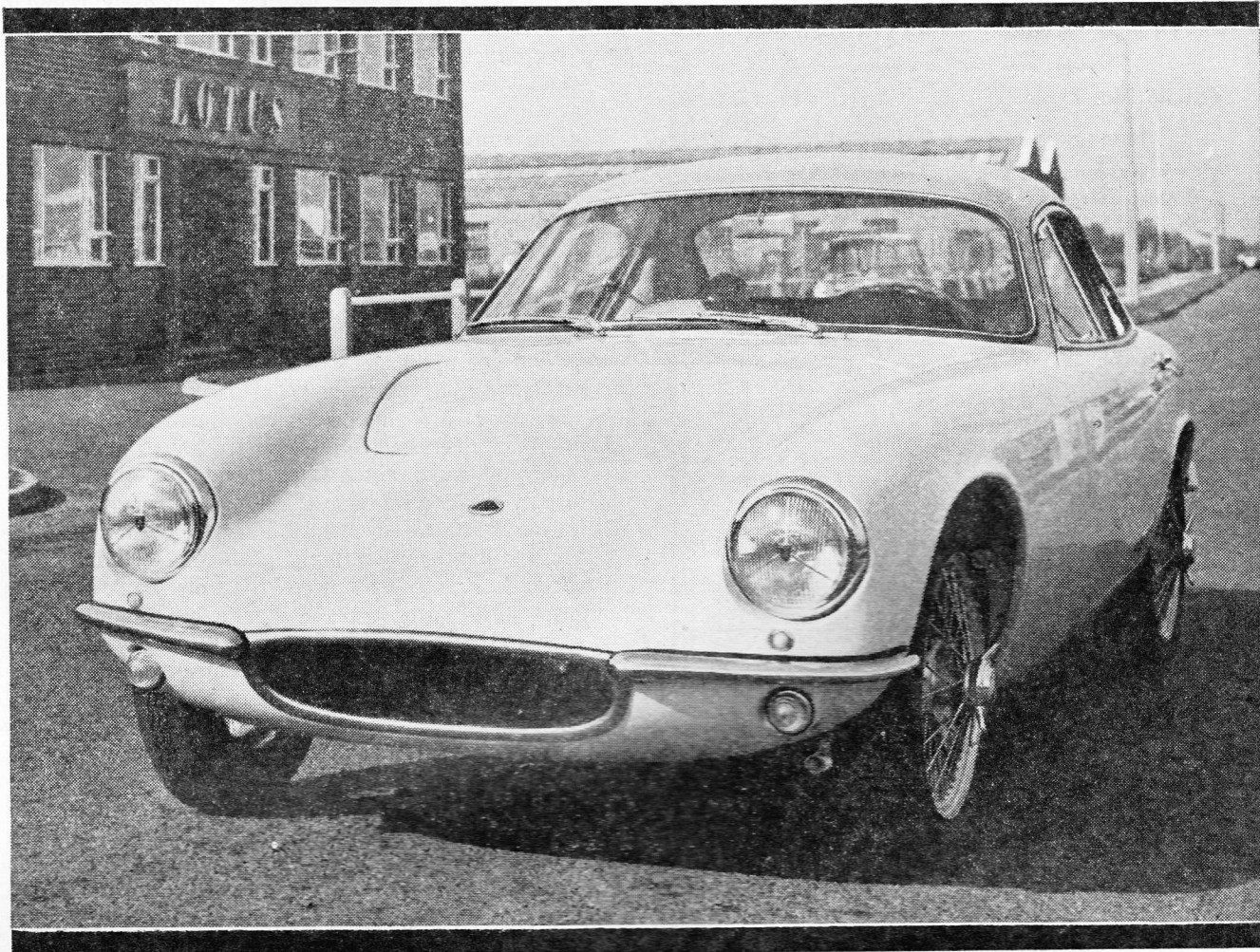
THE TOURIST TROPHY

THIS week-end sees the assembly of the "international circus" at Goodwood for the 1962 edition of the oldest motor race in the world still being run—the Tourist Trophy. Of recent years, however, the event has tended to lose some of the glamour formerly associated with what has been, in the past, a truly great motor race. There are no official Ferrari entries this year, but nevertheless several examples of the blood-red Maranello machines will appear on the circuit from other entrants. Among the principal favourites for outright success are, of course, the GTO Ferraris to be driven by Mike Parkes and John Surtees, with strong opposition from Jim Clark's Aston Martin—backed up by a similar machine in the hands of Graham Warner, who drove the car once before, last Easter.

OUR COVER PICTURE

AUTOSPORT goes gay again this week, with a fine full-colour picture by George Phillips of the sensational new Morris 1100, fully described in this issue by Gregor Grant and Technical Editor John Bolster.

SUPER 95



The latest expression of the Lotus theme, the SUPER 95 is specifically designed for peak road performance. More power with the 95 b.h.p. Coventry Climax O.H.C. engine, even more stopping power from the new 4-wheel servo assisted disc brakes and greater flexibility from the all synchromesh close ratio gearbox. These and many other new refinements combine to present the finest and fastest light G.T. car in the world. When purchased in component form, the SUPER 95 can be assembled for £1,595. Why not telephone the Factory Sales Department, at Waltham Cross 26181, and arrange a demonstration run.

COPENHAGEN GRAND PRIX

THE entry list for the Copenhagen Grand Prix meeting, at the Roskilde Ring on 25th-26th August, looks more like that of a British International meeting. Principal entries in the Formula 1 event are Jack Brabham (Brabham), Graham Hill (Rob Walker V8 Lotus), John Surtees and Roy Salvadori (Lolas), Innes Ireland and Masten Gregory (U.D.T.-Laystall Lotuses), Ian Burgess (Cooper), Carel Godin de Beaufort (Porsche), Jay Chamberlain (Lotus), Wolfgang Seidel (Lotus-B.R.M.) and Gary Hocking (4-cyl. Lotus). Formula Junior contestants include Tony Maggs and John Love (Tyrrell Coopers), Gavin Youl and Frank Gardner (Brabhams), Bob Hicks (Caravelle), Dave Riley (Cooper), David Hitches (Lola) and Mike Anthony (Gemini).

Christabel Carlisle's red Mini-Cooper should provide a few shocks in the saloon car event, as should the Ford Anglias of Joe Hicks and Mike Ghazala. Tony Lanfranchi (Elva) and Jim Mackay (Shannon-Lotus) are amongst the sports car entrants, the latter being last year's winner.



Pictured here is the new "Nudge Bar", made by Excelsior Motors, fitted to a Mini-Minor. Made of heavy gauge tubular steel, it protects the front wings from scratches when manoeuvring in and out of tight spaces. Also it prevents many of the minor dents and scratches that occur by careless and thoughtless parking, especially by bigger cars. Lamps and badges can be fitted and special mounting brackets are available. Price of the "Nudge Bar" which fits all versions of the Mini is £9 15s.

SYRACUSE GRAND PRIX

THAT elusive event, the Syracuse Grand Prix, might, repeat might, now be held on 4th October. It was originally scheduled for 19th March, put forward to 11th March, afterwards arranged for 1st May as it clashed with an Australian event and then "postponed".

JOHN DAVY CHAMPIONSHIP

IN spite of retiring early on in the August Bank Holiday qualifying event, John Fenning retains his lead in the Brands Hatch John Davy Formula Junior Championship. However, John Rhodes and Tony Maggs are hot on the heels of the Lotus 20 driver, so the issue will not be sorted out until the last qualifying round on Boxing Day. The leading positions are as follows:

- 1. John Fenning (Lotus-Ford 20) ... 14
- 2. John Rhodes (Auser-Ford T4) ... 8
- 3. Tony Maggs (Cooper-Austin Mk. 3) ... 8
- 4. Brian Berrow-Johnson (Lotus-Ford 20) ... 6
- 5. Frank Gardner (Brabham-Ford) ... 6
- 6. Peter Arundell (Lotus-Ford 22) ... 6
- 7. Ken Simmons (Alexis-Ford Mk. 3) ... 4
- 8. Mike Spence (Lotus-Ford 22) ... 4

PIT & PADDOCK

THE Inter-Europa Trophy Race originally scheduled to be run at the Italian Grand Prix meeting when this event was due to take place on 2nd September has been postponed to sometime in October. The Italian Grand Prix, now, of course, to be held on 16th September, will be preceded by a Formula Junior race instead.

SOUTH AFRICAN NOTES

THE Rand Winter Trophy for Formula 1 cars has been won by Ernie Pieterse, whose victory in the two-heat event clinches the South African Championship for him in spite of the fact that there are more races left in the series.

Mounted on identical cars (i.e., Lotus 21s with six-speed Colotti gearboxes) Pieterse and the current champion, Syd van der Vyver, fought a terrific battle for 23 1/2 of the 24 laps of the first heat, breaking the lap record set by Jo Bonnier in the Rand Grand Prix no fewer than seven times. On the last corner of the last lap they came into collision with a slower car—van der Vyver had his right front wheel torn off and Pieterse damaged his radiator but was able to finish.

The second heat saw Pieterse, who had sealed his radiator, run out an easy winner from Doug Serrurier (L.D.S.-Alfa). Overall placings were: 1. Pieterse; 2. Neville Lederle (1 1/2-litre Lotus 20); 3. Peter De Klerk (Alfa Special). The latter driver lost second position in the second heat when he braked too late at the end of the main straight and shot off the road, just managing to pull up short of the fence.

W. R. SKINNER.

THE B.R.S.C.C. hold their second race meeting at Cadwell Park this Sunday and have received an even better entry than last May. The main event is the Charles Wilkinson Trophy race for Formula Junior cars, the leading entries being John Mastin, Melvyn Long, Keith Francis, John Romanes and Geoff Breakell (Lotuses) and Charles Crichton-Stuart, Jack Taylor and Alan Rollinson (Coopers). Jimmy Blumer, Roy Pierpoint, Joe Hicks, Rodney Bloor, Tony Lanfranchi, Jack Oliver, Gordon Jones, Edward Lewis, John Aley and Anita Taylor are amongst the other entrants.

EUROPEAN HILL-CLIMB CHAMPIONSHIP

THE leading positions in the European Hill-Climb Championship prior to the Swiss Ollon-Villars event on 26th August are as follows:

- 1. Lodovico Scarfiotti (Ferrari 196SP) ... Pts. 36
- 2. Heini Walter (Porsche 4-cyl. and 8-cyl.) 33
- 3. Sepp Greger (Porsche 4-cyl.) ... 19
- 4. Hermann Müller (Porsche 4-cyl.) ... 10
- 5. Harry Zweifel (Lotus-Maserati 19) ... 7
- 6. Charles Vögele (Lotus-Climax 19) ... 5
- 7. Herbert Müller (Porsche 4-cyl.) ... 5
- 8. Odoardo Govoni (Maserati Tipo 60) ... 4
- 9. Edgar Barth (Porsche 8-cyl.) ... 3

AFTER his accident at Oulton Park in July, it was feared that Alan Wershat might be out of 1172 racing for a while. However, he is now recovered and was racing as well as ever at Silverstone last Saturday.

WORLD CHAMPIONSHIPS

IN our last week's issue, Richie Ginther's 4 points were inadvertently omitted from the table. Placings from there on should read:—

- 9. Ginther ... 4 pts.
- Bandini ... 4 "
- Rodriguez ... 4 "
- 12. Baghetti ... 3 "
- Brabham ... 3 "
- 14. de Beaufort ... 2 "
- Bonnier ... 2 "

There is a misconception that in the Formula 1 Constructors' Championship the winning make receives 8 points. This is not so: according to Article 4, Page 196 of the R.A.C. Motor Sport Year Book, 1962, scoring is similar to that adopted in the drivers' championship, i.e., 9-6-4-3-2-1. This year, the best five placings will count. In last week's issue the points awarded to Porsche and Ferrari were incorrect. The proper placings are:—

- 1. B.R.M. ... 32 pts. (31) Best 5.
- 2. Lotus ... 27 " (27)
- 3. Cooper-Climax ... 23 " (23)
- 4. Lola ... 19 " (19)
- 5. Porsche ... 16 " (16)
- 6. Ferrari ... 15 " (15)

Many readers also wish to know why Lotus and Lola are not given as Lotus-Climax and Lola-Climax respectively. The answer is that, unlike Cooper-Climax, they are entered in the Championship without engine make being specified.

DESIGNED specifically to encourage the club racing driver, the Second Annual Clubmen's Championship meeting to be held on the Grand Prix Silverstone circuit on 6th October includes races for Historic and Vintage racing cars, Formula Junior cars, touring cars, 750 and 1172 Formulae cars and combined G.T. and production sports cars in the eight-event programme. The meeting is to be organized by the Seven-Fifty Motor Club, the Aston Martin Owners' Club and the Eight Clubs and tickets can be booked in advance from the B.R.D.C., 9 Down Street, London, W.1. "All-in" car tickets are 10s. each.

1963 INTERNATIONAL MEETINGS

THE draft British International calendar for the 1963 season, which will be placed before the C.S.I., is as follows:

- 30th March. Snetterton M.R.C., Snetterton.
- 15th April. B.A.R.C., Goodwood.
- 20th April. B.A.R.C., Aintree.
- 4th May. B.R.D.C., Silverstone.
- 3rd June. B.A.R.C., Crystal Palace.
- 22nd June. B.R.S.C.C., Brands Hatch.
- 29th June. B.R.S.C.C., Mallory Park.
- 20th July. B.R.D.C., Silverstone (British G.P.).
- 5th August. B.R.S.C.C., Brands Hatch.
- 17th August. B.A.R.C., Goodwood (R.A.C. T.T.).
- 14th September. B.R.S.C.C., Brands Hatch.
- 21st September. Mid-Cheshire M.C., Oulton Park.

CLIVE YOUNG, Oakwood Court, Givons Road, Leatherhead, Surrey, would like to hear from an entrant who requires a co-driver (expenses shared) for the Brands Hatch six hours saloon car race. He had planned to enter himself but his Morris 1000 would not stay upright if brought back to Group 2 specification!

DAVID WICKENS, the chairman of Southern Counties Car Auctions, Ltd., offers the use of their premises at any of the many car auction centres of Southern Counties as rally headquarters or control points for any "approved".

Surtees gets the Madgwick

27th TT is his first on 4 wheels. Until today, TT for John Surtees meant the Manx classic on two wheels where he won a string of victories. But this Saturday, John has his first go at Britain's oldest car race – the R.A.C. TT at Goodwood, 27th in a series that began in 1905. Madgwick Corner will see Surtees' G.T. Ferrari well in the running – with Super Shell in the tank and Shell X-100 oil in the sump.

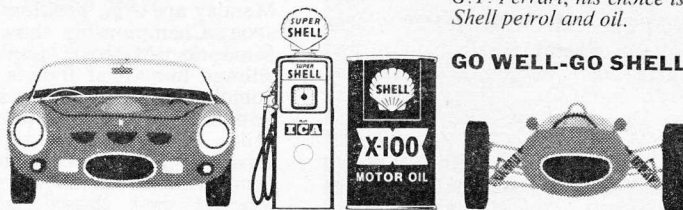
John Surtees believes in 'first time out' success. He first raced a car only two years ago. Then, by just three seconds, he came second to Jim Clark in the Formula Junior event at Goodwood. In April this year he scooped the all-time lap record at Goodwood at 105.37 mph in a Lola-Climax. Again, of course, on Shell fuel and oil. John never uses any other. So, on previous form, Goodwood and success go together for



touch with Shell

Surtees. And there are great precedents for first-time winners in the R.A.C. TT, too. Caracciola, Nuvolari and Moss all took the first prize in their maiden TT races. If you follow omens, John is the man to watch on Saturday. Surtees himself prefers to put his faith in Shell petrol and oil—like so many of the top racing drivers and racing-car constructors. You can't do better than follow their example.

Whether Surtees is driving a Formula 1 Lola or a G.T. Ferrari, his choice is Shell petrol and oil.



GO WELL-GO SHELL



SPORTS NEWS

PECO CHAMPIONSHIP

THE Peco Championship for Grand Touring cars at Brands Hatch has only one more qualifying round, the Boxing Day meeting. Roy Salvadori (Aston Martin DB4GT Zagato and Ferrari 250GTO) leads with 15 points from Bill Shaw (Lotus Elite) and Innes Ireland (Ferrari 250GTO) who have 13 points, and Roger Nathan (Lotus Elite) and Ken Baker (Jaguar "E") who have 11 points.

WHAT'S all this about a Japanese Grand Prix in November?

THE Albi Grand Prix on 9th September will now be for Formula Junior instead of Formula 1 cars. It appears that the change of the date of the Italian Grand Prix has something to do with this.

THE Lancashire and Cheshire Motor Club will be holding a restricted race meeting at Oulton Park on 15th September. Race secretary S. M. Farrell can be contacted at 19B School Lane, Sale, Cheshire.

RALEIGH INDUSTRIES, LTD., are now in production with the Brooks Inertia Reel Harness, which is based on the principles of the Teleflex Aircrew Harness used by the R.A.F. and many leading airlines. Car versions will be available in several sizes.

THE first semi-automatic wheel-balancing machines to be used in a British car factory came into operation at Fords recently. Every Ford car will now have all five wheels balanced to a fraction of an ounce by this machine, called a "Micro-poise".

THE Nottingham Sports Car Club's second *Formule Libre* Summer Dance will be held at the Sherwood Rooms, Nottingham, on 22nd August. It starts at 8 p.m. and double tickets cost 7s. 6d. and are obtainable from the club offices at Clumber Chambers, Thorland Street, Nottingham. Five interesting cars will be on display.

THIS Sunday, the West Essex Car Club are holding their Astley Trophy race meeting at Snetterton. The club have certainly obtained one of the best Formula Junior entry lists yet seen and John Fenning, John Hine and Bill Bradley head the drivers of over 40 cars which will compete in two heats and a final. Jim Russell's school has entered a full class of Juniors—no fewer than 25!

A REPORT from Italy states that John Surtees will join Scuderia Serenisima for 1963 to race the new Formula 1 machine. Well—let's wait and see!

MILLE MIGLIA TO RETURN?

IT is possible that the Mille Miglia will return in modified form on 5th May, 1963. The suggestion is that it will again start from Brescia and go to Florence, using autostrada and also several laps of the circuit of Magello (65 kilometres). It would be possible to close the roads in the Magello section. The route would also take in Mastre, Ravenna and Roman Baths, turning at Brescia across the Autostrada del Sole. A decision will be made by October.

"AUTOSPORT" CHAMPIONSHIP

NOW that the three qualifying rounds at Brands Hatch, Aintree and Malory Park on August Bank Holiday Monday are over, positions in the AUTOSPORT Championship show that Stephen Minoprio (Marcos), despite not being allowed to start at Brands Hatch due to homologation difficulties, still keeps the lead although he has to share it with Mike Parkes (Ferrari 250GTO) who gained nine points following his win in the G.T. race. Both drivers have won four of their classes in four of the qualifying rounds while third equal are Innes Ireland (Lotus 19) and Mike Beckwith (Lotus 23) who have been placed first three times and second once in their classes.

There are two rounds remaining, Oulton Park and Crystal Palace, both of which are on 1st September. Therefore, Minoprio and Parkes, if they score class wins at either of these meetings, will score maximum points as only the five best performances are used for scoring purposes in the qualifying rounds.

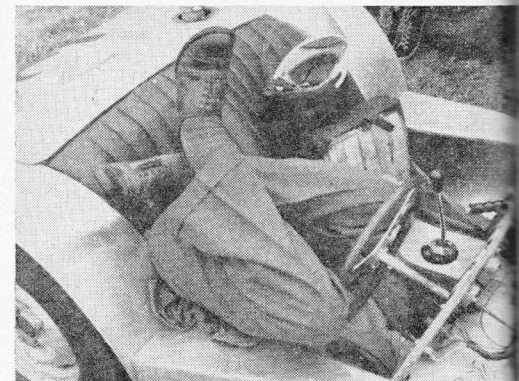
1. Stephen Minoprio (Marcos-Ford) ...	36	A	4
2. Mike Parkes (Ferrari 250GTO) ...	36	D	4
3. Mike Beckwith (Lotus-Ford 23) ...	33	E	4
4. Innes Ireland (Lotus-Climax 19) ...	33	F	4
5. Jimmy Blumer (Cooper-C. Monaco) ...	30	F	4
6. Pat Fergusson (Turner-Climax) ...	28	B	4
7. Grahame John (Marcos-Ford) ...	27	A	3
8. Chris Lawrence (Morgan Plus 4) ...	27	C	4
9. Paul Hawkins (Lotus-Ford 23) ...	27	E	3
10. John Nicholson (Lola-Climax) ...	24	E	5
11. Roy Pierpoint (Lotus-Climax 15) ...	24	F	3
12. Dick Protheroe (Jaguar E) ...	22	D	3
13. Rodney Bloor (Lotus-Ford 23) ...	21	E	4
14. John Coundley (Lister-Jaguar) ...	20	F	5
15. Brian Bennett (Turner-B.M.C.) ...	19	A	3
16. Chris Summers (T.V.R. Grantura) ...	18	C	2
17. Dick Stoop (Porsche Carrera) ...	18	C	2
18. Peter Sutcliffe (Jaguar D) ...	18	F	5
19. Andrew Hedges (M.G. Midget) ...	15	A	2
20. John Whitmore (Lotus Elite) ...	15	B	2
21. H. W. A. Deacon (Jaguar XK 120) ...	15	E	2
22. Chris Spender (Lotus-Climax 11) ...	15	E	2
23. David Rees (Marcos-Ford) ...	14	A	3
24. Clive Hunt (Lotus Elite) ...	14	B	3
25. John Wagstaff (Lotus Elite) ...	13	B	2
26. Les Leston (Lotus Elite) ...	13	B	2
27. Innes Ireland (Ferrari 250GTO) ...	13	D	2
28. John Mitchell (Jaguar E) ...	13	D	2
29. John Seabrook (Turner-B.M.C.) ...	12	A	2
30. Alan Foster (M.G. Midget) ...	12	A	2
31. Robin Sturgess (Jaguar E) ...	12	D	2
32. Bob Duggan (Morgan Plus 4) ...	11	C	2
33. Keith Holland (G.S.M. Delta) ...	10	A	2
34. Peter Jopp (Lotus Elite) ...	10	B	3
35. John Rodgers (A.C. Ace-Bristol) ...	10	C	2
36. Philip Arnold (Morgan Plus 4) ...	10	C	2
37. Graham Hill (Jaguar E) ...	10	D	2
38. Trevor Taylor (Lotus Elite) ...	9	B	1
39. Bill Shaw (Lotus Elite) ...	9	B	1
40. Tom Threlfall (Lotus Elite) ...	9	B	1
41. Derek Alderson (Lotus Elite) ...	9	B	1
42. Paddy Gaston (A.-H. Sprite s/c) ...	9	C	1
43. Bob Olthoff (M.G.A. Twin-Cam) ...	9	C	1
44. Bill Nicholson (Sunbeam Alpine) ...	9	C	1
45. Tom Entwistle (T.V.R. Grantura) ...	9	C	1
46. Jack Lambert (Jaguar E) ...	9	D	1
47. Doug Graham (Lotus-Climax 15) ...	9	E	1
48. Laurie Keens (Lotus-Ford 23) ...	9	E	1
49. Dizzy Addicott (Elva-Climax Mk. 6) ...	9	E	1
50. Graham Hill (Lotus-Climax 19) ...	9	F	1
51. Mike Parkes (Ferrari 246SP) ...	9	F	1
52. Roger Nathan (Lotus Elite) ...	8	B	2
53. Brian Smallthwaite (Lotus Elite) ...	8	B	2
54. Dennis Morgan (T.V.R. Grantura) ...	8	C	2
55. Lord Clydesdale (Lola-Climax) ...	8	E	2
56. Eric Woolley (Turner-B.M.C.) ...	6	A	1
57. Mike Reid (A.-H. Sebring Sprite) ...	6	A	2
58. Tom Weber (Marcos-Ford) ...	6	A	2
59. Jack Oliver (Marcos-Ford) ...	6	A	2
60. Mike Johnson (Lotus Elite) ...	6	B	1
61. Julian Sutton (Lotus Elite) ...	6	B	1
62. Neil Dangerfield (Triumph TR4) ...	6	C	1
63. Christabel Carlisle (M.G.A. 1600) ...	6	C	1
64. R. Redgrave (Sunbeam Alpine) ...	6	C	1
65. Paul Kelly (Elva Courier) ...	6	C	1
66. Chris Kerrison (Ferrari 250GT) ...	6	D	1
67. Masten Gregory (Ferrari 250GTO) ...	6	D	1
68. Roy Salvadori (Aston M. DB4GTZ) ...	6	D	1
69. Roy Salvadori (Ferrari 250GTO) ...	6	D	1
70. David Hobbs (Jaguar E) ...	6	D	2
71. John Surtees (Ferrari 250GTO) ...	6	D	2
72. Brenda Dickinson (Lola-Climax) ...	6	E	1
73. Paddy Gaston (Elva-Climax Mk. 6) ...	6	E	1
74. Tony Hegbourne (Lola-Climax) ...	6	E	1
75. Mike Spence (Lotus-Ford 23) ...	6	E	1
76. Syd Fox (Lola-Climax) ...	6	E	1
77. Peter Boshier-Jones (Lotus-Clim. 23) ...	6	E	2
78. Bill de Selincourt (Lister-Jaguar) ...	6	F	1
79. Mike Pendleton (Lister-Jaguar) ...	6	F	1

80. John McKechnie (Morgan 4/4) ...	4	A	1
81. Clive Baker (Austin-Healey Sprite) ...	4	A	1
82. Ian Harrison-Hansley (Lotus Elite) ...	4	B	1
83. Jon Derisley (Lotus Elite) ...	4	B	1
84. Robin Benson (Porsche Carrera) ...	4	C	1
85. Keith Aitchison (T.V.R. Grantura) ...	4	C	1
86. B. Coombes (T.V.R. Grantura) ...	4	C	1
87. R. B. Beck (Jaguar XK) ...	4	D	1
88. R. W. Waters (Lola-Climax) ...	4	E	1
89. Tony Kilburn (Lotus-Climax 11) ...	4	E	1
90. Bill Moss (Elva-Climax Mk. 6) ...	4	E	1
91. Chris Ashmore (Elva-Climax Mk. 6) ...	4	E	1
92. Bob Hicks (Lotus-Ford 23) ...	4	E	1
93. James Boothby (Jaguar D) ...	4	F	1
94. Bruce Halford (Lister-Jaguar) ...	4	F	1
95. Chris McLaren (Marcos-Ford) ...	2	A	1
96. George Palmer (G.S.M. Delta) ...	2	A	1
97. Sidney Taylor (Lotus Elite) ...	2	B	1
98. Brian Hetred (Lotus Elite) ...	2	B	1
99. Hugh Braithwaite (Morgan Plus 4) ...	2	C	1
100. Bob Burnard (A.C. Ace-Bristol) ...	2	C	1
101. Peter Bolton (T.V.R. Grantura) ...	2	C	1
102. D. Cunningham (Elva Courier) ...	2	C	1
103. Brian Barr (T.V.R. Grantura) ...	2	C	1
104. Graham Warner (Ast. M. DB4GTZ) ...	2	D	1
105. Dick Crossfield (Daimler SP250) ...	2	D	1
106. Jim Clark (Aston Martin DB4GTZ) ...	2	D	1
107. Dan Collins (Chevrolet Corvette) ...	2	D	1
108. Peter Dickinson (Lola-Climax) ...	2	E	1
109. Nick Garbett (Lotus-Climax 17) ...	2	E	1
110. Tony Lanfranchi (Elva-Clim. Mk. 6) ...	2	E	1
111. Dr. E. H. M. Paul (Lotus-Clim. 11) ...	2	E	1
112. Jim Mackay (Shannon Lotus-Clim.) ...	2	E	1
113. Peter Jopp (Aston M. DBR1-300) ...	2	F	1
114. Ken Yeates (Cooper-Bristol) ...	2	F	1
115. Dizzy Addicott (Lotus-Buick 15) ...	2	F	1

CLASS PLACINGS

Class A—G.T. up to 1,000 c.c.			
1. Stephen Minoprio (Marcos-Ford) ...	36		
2. Grahame John (Marcos-Ford) ...	27		
3. Brian Bennett (Turner-B.M.C.) ...	19		
4. Andrew Hedges (M.G. Midget) ...	15		
Class B—G.T. 1,001-1,300 c.c.			
1. Pat Fergusson (Turner-Climax) ...	28		
2. John Whitmore (Lotus Elite) ...	15		
3. Clive Hunt (Lotus Elite) ...	14		
4. John Wagstaff (Lotus Elite) ...	13		
5. Les Leston (Lotus Elite) ...	13		
Class C—G.T. 1,301-2,500 c.c.			
1. Chris Lawrence (Morgan Plus 4) ...	27		
2. Chris Summers (T.V.R. Grantura) ...	18		
3. Dick Stoop (Porsche Carrera) ...	18		
4. Bob Duggan (Morgan Plus 4) ...	11		
Class D—G.T. over 2,500 c.c.			
1. Mike Parkes (Ferrari 250GTO) ...	36		
2. Dick Protheroe (Jaguar E) ...	22		
3. H. W. A. Deacon (Jaguar XK 120) ...	15		
4. Innes Ireland (Ferrari 250GTO) ...	13		
5. John Mitchell (Jaguar E) ...	13		
Class E—Sports up to 1,600 c.c.			
1. Mike Beckwith (Lotus-Ford 23) ...	33		
2. Paul Hawkins (Lotus-Ford 23) ...	27		
3. John Nicholson (Lola-Climax) ...	24		
4. Rodney Bloor (Lotus-Ford 23) ...	21		
Class F—Sports over 1,600 c.c.			
1. Innes Ireland (Lotus-Climax 19) ...	33		
2. Roy Pierpoint (Lotus-Climax 15) ...	24		
3. John Coundley (Lister-Jaguar) ...	20		
4. Peter Sutcliffe (Jaguar D) ...	18		

ADRIAN WONTNER'S 750 completed nine laps, not eight, at Oulton Park on 28th July whilst winning his class. It seems that our reporter has lost a finger!



DOWN AMONG THE WORKS: Tommy Simpson, the successful Northern Marcos driver, busily engaged in repair work to Jill Hutchinson's Terrier. No doubt this acrobatic feat enabled Jill to travel much faster afterwards!

THE TOURIST TROPHY

Ferrari Favourites for Tomorrow's Goodwood Race

THE R.A.C. Tourist Trophy, organized by the B.A.R.C., will be of 100 laps (240 miles) duration, starting at 3 p.m. It comprises two classes, namely, 1,001-2,000 c.c., and over 2,000 c.c., but the T.T. itself is a scratch event for Grand Touring machinery. There are no classes for under 1,000 c.c. machines, nor are Appendix C or prototypes permitted.

The Tourist Trophy is the world's oldest existing motor race, preceding the Targa Florio by several months. During its existence, it has catered for touring cars, sports cars, thinly disguised sports-racing machines and G.T. vehicles—the last-named being the nearest to production cars outside purely touring motor vehicles. Naturally the winner should come from the over 2,000 c.c. group, with the accent on Ferrari—particularly the GTO cars to be driven by Mike Parkes and John Surtees. Despite the fine record of Aston Martins at Goodwood, the Feltham cars cannot match the Maranello machines when it comes to lap speeds.

Nevertheless, the Ferrari contingent will keep an eye on the brilliant Jim Clark, and, of course, also on the Coombs E-type Jaguar, whether driven by Graham Hill or Roy Salvadori.

However, anything can happen in a long-distance race, and one cannot dis-

miss lightly the Le Mans pair Peter Sargent/Peter Lumsden and Dick Protheroe, in their E-type Jaguars, the independent suspension of which may mean less tyre wear.

The class also comprises Frenchman André Simon (Ferrari), David Piper's new GTO and Kerrison. Aston Martins will also be handled by Graham Warner and Mike Salmon, whilst Dan Collins will be in the big Corvette.

Ben Pon and Gerhard Koch in their Porsche Abarths will be faced by a regular onslaught of Elites, with such names as Les Leston, Peter Jopp, John Whitmore, Clive Hunt and another two Team Elite cars. There are three 2-litre Morgans entered by the factory (Lawrence, Shepherd-Barron and Arnold). Alan Fraser has put in three Sunbeam Alpines (Harper, Pilsworth and Cuff-Miller), and Blackpool's T.V.R. have Ballisat, Slotemaker and Bolton. MacKenzie drives an Alexander Turner, whilst the only supercharged machine, a Sprite, will be piloted by Paddy Gaston.

Preceding the T.T. is the 17-lap (51 miles) B.A.R.C. International Formula Junior Championship and the final of the valuable Veedol Championship. Apart from the "Tyrrell Twins" Love and Maggs, the entry contains most of the



familiar names such as Arundell, Rees, Anderson, Fenning, Gardner, Hine, Youl, Rhodes, Olthoff, Bradley, Spence, Attwood and Dibley. Every entrant (excluding reserves) has a Ford engine!

GREGOR GRANT.

FORMULA JUNIOR

Lotus-Ford: Peter Arundell, Alan Rees, Bob Anderson, D. E. Fletcher, B. E. Berrow-Johnson, W. G. Heathcote, M. de-Udy, Mike Spence.

Lola-Ford: John Fenning, John Hine, Peter Ashdown, Hugh Dibley.

Repco-Brabham-Ford: Frank Gardner, Gavin Youl, Bob Olthoff.

Alexis-Ford: John Rhodes, David Prophet.

Auser-Ford: R. G. Pike, J. Ampt, B. Gubby.

Cooper-Ford: Dick Attwood, Bill Bradley.

Merlyn-Ford: E. Pilette.

Caravelle-Ford: N. R. Hicks.

Reserves

Lotus-Ford: M. Long, J. Mastin, J. B. L. Brooke, M. Niven.

Cooper-B.M.C.: J. Cottrell, D. P. Baker.

JOHN LOVE still leads the B.R.S.C.C. Saloon Car Championship, following the Brands Hatch International.

minor changes, such as the addition of a clock and cigarette lighter. In its new form, the 1600S cabriolet is capable of a maximum speed of 108 m.p.h.

A WIN FOR MASTEN GREGORY

DRIVING his U.D.T.-Laystall Lotus-Climax, Masten Gregory won the 30 laps (60 miles) Formula 1 race at Karlskoga, Sweden, last Sunday. Both Graham Hill (Lotus) and John Surtees (Lola) retired early on with mechanical troubles. Roy Salvadori (Lola) had a tremendous duel with Jo Bonnier (Porsche), but neither could catch the flying Gregory who eventually finished 7.3 secs. in front of Salvadori, who, in turn, pipped the Swedish driver by one-fifth of a second.

Fourth place went to Innes Ireland (Lotus-Climax), followed by Ian Burgess (Cooper-Climax) and C. Godin de Beaufort (Porsche).

The "Tyrrell Twins", John Love and Tony Maggs, in the B.M.C.-powered Coopers finished one-two in the Formula Junior event—one-fifth of a second apart. Third place went to Frenchman Jo Schlesler in his Brabham-Ford.

Result—Formula 1

1. Masten Gregory (Lotus-Climax), 42 m. 41.3 s.
2. Roy Salvadori (Lola-Climax), 42 m. 48.6 s.
3. Jo Bonnier (Porsche), 42 m. 48.8 s.
4. Innes Ireland (Lotus-Climax).
5. Ian Burgess (Cooper-Climax).
6. C. G. de Beaufort (Porsche).

A. R. RUSKELL has written to AUTOSPORT and has expressed his intention of forming the British Motorists Association with the following objectives:

To reduce, by representation to government departments, the excessive taxation borne by motorists.

To eliminate the many petty restrictions placed on motorists, such as un-

necessarily severe parking restrictions, additional speed limits (other than 30 m.p.h. built-up area limits, etc.).

To fight for free and adequate parking space in town centres.

To increase substantially the proportion of motorists' taxes spent on road improvement and new constructions.

To co-operate with local and national authorities in advising on road safety for all road users, including advice on road junction layout, traffic control during road repairs, etc.

To provide free legal help for motorists who have been, in the opinion of the association, unfairly treated by the law.

All members will be invited to vote on all suggestions of a major nature, particularly those suggestions requiring direct action by members.

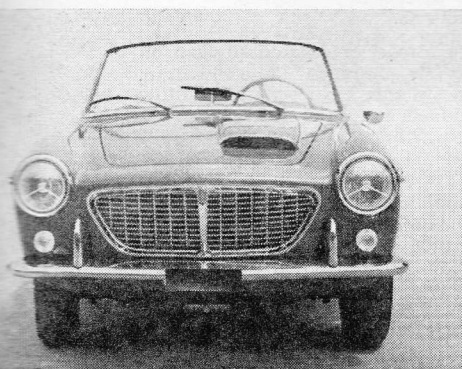
Also, future intentions include appointing representatives in each county, forming an executive committee and to take action whenever needed to ensure fair treatment for all motorists, always bearing in mind the rights of other road users.

Mr. Ruskell, who has competed in most forms of motor sport apart from circuit racing, can be contacted at 58 Chosen Drive, Churchdown, Gloucestershire.

THE OGLE G.T.

INTRODUCED this year as a conversion on the Mini-Minor, the Ogle G.T. is now to be produced as a complete car, production being increased to four per week. All cars will use Cooper-Mini components.

David Ogle, Ltd., will be exhibiting at Earsl Court this year. The price of the complete Ogle G.T. is £1,176 12s. 9d. including P.T.



The Fiat 1600S Cabriolet.

STILL higher performance is now offered in the Fiat open two-seater sports car by an increase in engine capacity from 1,491 c.c. to 1,568 c.c. The power output of the twin-cam engine is raised from 90 b.h.p. to 100 b.h.p. by the increase in bore from 78 to 80 mm. Stroke is unchanged at 78 mm. and the compression ratio—8.6 to 1—also remains unchanged. The larger engine also involves a slight change in nomenclature, the model now becoming the 1600S, the former 1500S version being discontinued.

Other mechanical modifications include a thermostatically controlled fan with a magnetic-particle clutch as in the 1800 and 2300 models, and a dual fuel pump system incorporating a mechanical and an electrical pump in series. A cartridge-type oil filter derived from the centrifugal filter is installed to deal with the higher sustained speeds now possible.

The Farina body is continued with

GREGOR GRANT AND JOHN BOLSTER

DISCUSS

THE MORRIS 1100

ADO 16

Remarkable Roadholding

a Feature

of Fascinating New

Issigonis Design



AFTER rumours, and counter-rumours of a new "big" Mini-Minor, the car emerges as a completely new conception of a modern, small-capacity passenger vehicle. True, it has been inspired by the phenomenally successful Mini series, but in the 1,100 c.c. ADO 16, Alec Issigonis has created something which must have been a tremendous impact on the car industry in general. He has retained front-drive and a transverse engine mounting, but it is there that the resemblance ends as compared to the smaller cars.

A full technical description of the car is given by John Bolster, so it would be superfluous to go into mechanical details, beyond references to the fact that the ADO 16 has a novel Hydrolastic suspension system, new gear train with baulking ring synchromesh, disc brakes on the front wheels, and bodywork designed by Pininfarina. It also has 12 ins. wheels, generous luggage space and other refinements including wind-up windows.

First impressions of the ADO 16 are of its silence and smoothness. Unlike the Mini cars, key-starting has been adopted, so there is no fiddling around on the floor for a starter-button. The engine warms up rapidly, with no tendency to flutter or stall; idling is even,

and there does not appear to be a flat spot throughout the revolution range. Perhaps synchromesh on bottom gear would be an advantage, but initial engagement whilst cold is much superior to that of the Mini. The gearbox itself receives full marks, and the synchromesh on the three upper ratios certainly does work; there is no tendency for the clutch to drag or judder, even taking off on a very steep hill. Power output is modest, 48 b.h.p. at 5,100 r.p.m., but it is sufficient to provide an excellent all-round performance, and a cruising speed of around 70 m.p.h. Torque is good, providing flexibility in traffic, which will be appreciated by drivers who have to join the rat-race to the office very week-day.

Roadholding is, to say the least of it, astonishing. Body-roll has been completely eliminated, and outside of the single-seater racing car world, there cannot be a car which can be cornered faster. It is virtually impossible to lose the rear-end, and on wet roads, the adhesion has to be tried to be believed. Pitching is a thing of the past on the ADO 16, and it is quite true that when the front wheels hit a bad bump, the automatic resistance of the rear-end prevents that fore-and-aft movement thought

to be almost eradicable on even the most carefully designed independent suspension systems. No separate dampers are provided, the units themselves possessing all the shock-absorbing properties deemed necessary.

The superb efficiency of the system begged the question as to what would happen should one of the inter-connecting pipe lines fracture? Issigonis stated that several experiments had been carried out on these lines, and that cars had been fitted with an explosive arrangement whereby a pipe could be fractured at will. Sudden bursting of the pipe produced no startling effect, and there was no evidence whatsoever that loss of control would be the result. In point of fact, the car could be driven safely for many miles without any marked ill-effects, so long as speed was kept in moderation.

Maximum speed on the car tested was 78 m.p.h., which is some 2 m.p.h. faster than the makers claim, so presumably engine revolutions slightly exceeded the 5,100 r.p.m. peak. Actually, in top gear, road speed at 1,000 r.p.m. is 14.91 m.p.h. When the tuning wizards get to work on the ADO 16, undoubtedly there will be a call for a higher axle ratio. When travelling at the timed maximum, the speedometer needle registered 81 m.p.h.; there was no suggestion of valve bounce at this speed.

Third gear maximum is 55 m.p.h., but beyond this valve bounce does set in, so this must be regarded as a true limit. This is a good accelerative ratio, most useful for overtaking. In point of fact, the ADO 16 is no sluggard from a standing start for a perfectly standard motor car weighing over 16 cwt. (unladen), with

FLAT OUT: The Editor takes the notorious bend at Fish Hill, Broadway, Worcs, absolutely flat out! Note absence of body-roll.



a 48 b.h.p. engine. The following figures were obtained:

0-30 m.p.h. ...	5.8 secs.
0-40 m.p.h. ...	9.8 secs.
0-50 m.p.h. ...	13.8 secs.
0-60 m.p.h. ...	20.6 secs.
0-70 m.p.h. ...	33.0 secs.
Standing quarter-mile ...	21.2 secs.

The steering is the lightest that I have ever experienced on a front-drive vehicle—and on any other road machine for that matter! There is the slightest suspicion of oversteer, but it has as near neutral characteristics as one would wish. From lock to lock takes $3\frac{1}{2}$ turns of the steering wheel, and in both directions the turning diameter minimum was measured as being 32 ft. 5 ins.

Brakes are first-rate, requiring the minimum of pedal pressure for a non-power-assisted hydraulic system. There was no tendency to fade, using them frequently on the winding, up-and-down roads of the Cotswold country, nor were there any signs of pulling or locking wheels. The front discs on the earlier Cooper series have been criticized for losing efficiency, but I would award full marks to those fitted on the ADO 16. The handbrake will hold the car on fairly steep gradients, and can best be described as a parking brake.

The car seems to be fairly economical. Although no precise fuel consumption tests were made, the average consumption at fairly high cruising speeds was roughly calculated at 30 m.p.g. It is more comfortable to drive than a Mini, and there is far more leg room. Instrumentation is more comprehensive than the smaller car, the fascia containing speedometer with trip recorder, fuel and water temperature gauges, oil pressure and filter indicator, and warning lights for main beam, flashers and ignition. Under the fascia is a long parcel shelf, and there are compartments on both sides of the panel, in addition to parcel containers on each of the doors. Tumbler switches have been adopted for the lights.

One criticism is the location of the petrol pump, which is in a most inaccessible position under the nearside of the tail, and in such a place that it will surely be caked with road mud in next to no time. Surely this could have been placed in one of the access vents to the tail-light units inside the luggage compartment? Incidentally, the ADO 16 has 9.5 cubic feet of unrestricted luggage space at the rear—quite a feat on a car with an overall length of 12 ft. 2 $\frac{1}{4}$ ins. designed to carry four adults.

GREGOR GRANT.



SPECIFICATION

Car: Morris 1100 saloon. Price: two-door saloon, £661 0s. 3d.; two-door de luxe, £681 12s. 9d.; four-door saloon, £674 15s. 3d.; four-door de luxe, £695 7s. 9d.

Engine: Four cylinders 64.58 mm. x 83.72 mm. (1,098 c.c.). Pushrod-operated overhead valves. Single SU carburettor. Lucas coil and distributor. Compression ratio 8.5 to 1; 48 b.h.p. at 5,100 r.p.m.

Transmission: Single dry-plate clutch. Gearbox and final drive in unit with laterally mounted engine. Spur gear drive to four-speed gearbox with central remote control and synchromesh on upper three gears. Ratios: 4.133, 5.83, 8.98 and 14.99 to 1. Final drive to front wheels by articulated halfshafts.

Chassis: Steel punt with stress-bearing saloon body. Independent suspension all round by rubber springs with hydraulic fore-and-aft compensation. Front suspension by wishbones with rack-and-pinion steering. Rear suspension by trailing arms with anti-roll and anti-pitch torsion bars. Lockheed disc front brakes with drums at rear. Bolt-on disc wheels fitted 5.50 x 12 ins. tyres.

Equipment: Twelve-volt lighting and starting. Speedometer, fuel and water temperature gauges. Self-parking windscreen wipers and washers. Flashing direction indicators. Heating and demisting.

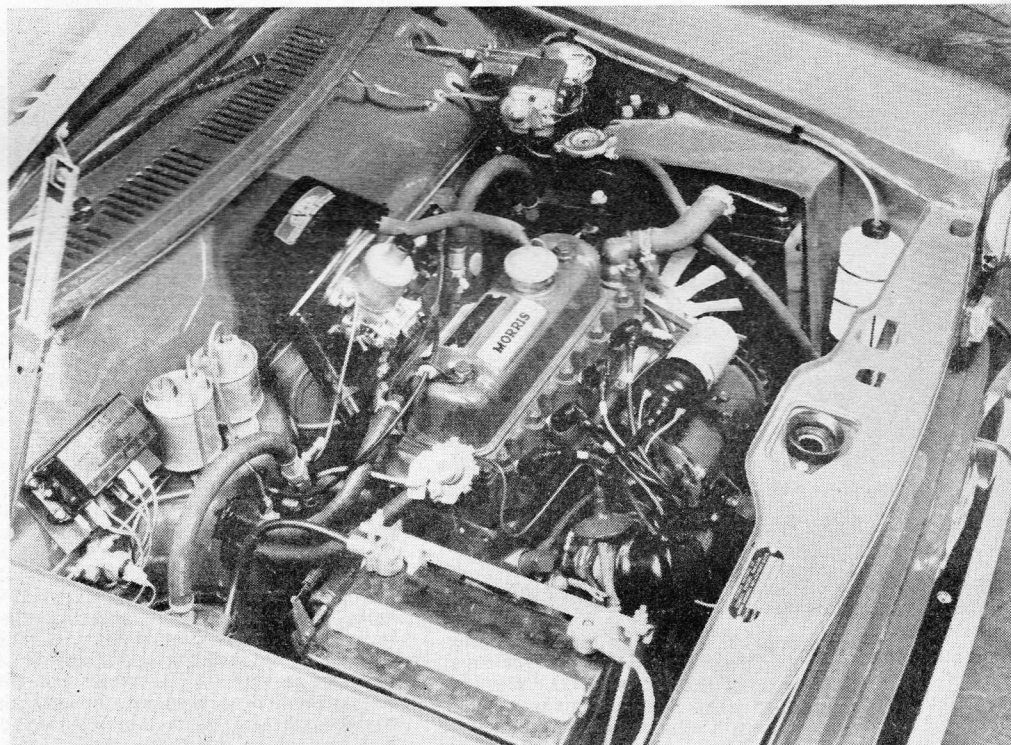
Dimensions: Wheelbase, 7 ft. 9 $\frac{1}{2}$ ins. Track (front), 4 ft. 3 $\frac{1}{2}$ ins.; (rear) 4 ft. 2 $\frac{1}{2}$ ins. Overall length, 12 ft. 2 $\frac{1}{4}$ ins. Width, 5 ft. 0 $\frac{1}{2}$ in. Weight, 16.4 cwt. (with 10 galls. petrol). Turning circle, 32 ft.

dropped windows have curved glass. Full fresh-air ventilation and heating are built into the structure.

With similar geometry to that of the smaller car, the independent four-wheel suspension is by wishbones in front, while at the rear the hubs are carried by rigged tubular arms which pivot just ahead of the wheels. The suspension system will be the subject of a longer technical analysis in a future issue, but a brief description of the principles involved can be given here.

It is well known that pitching is the bugbear of small cars with soft suspension. It can be largely eliminated by concentrating the main masses ahead of the front wheels and behind the rear ones, but such a car will not handle well. If the wheels be placed "at each corner", ideal controllability will result but pitching will be objectionable.

By connecting the front and rear suspensions together with a spring on each side, the tendency to pitch may be reduced or eliminated. Normally, when



Showing the transverse engine installation, Hydrolastic displacers and sealed cooling system.

ADO 16 TECHNICALITIES . . .

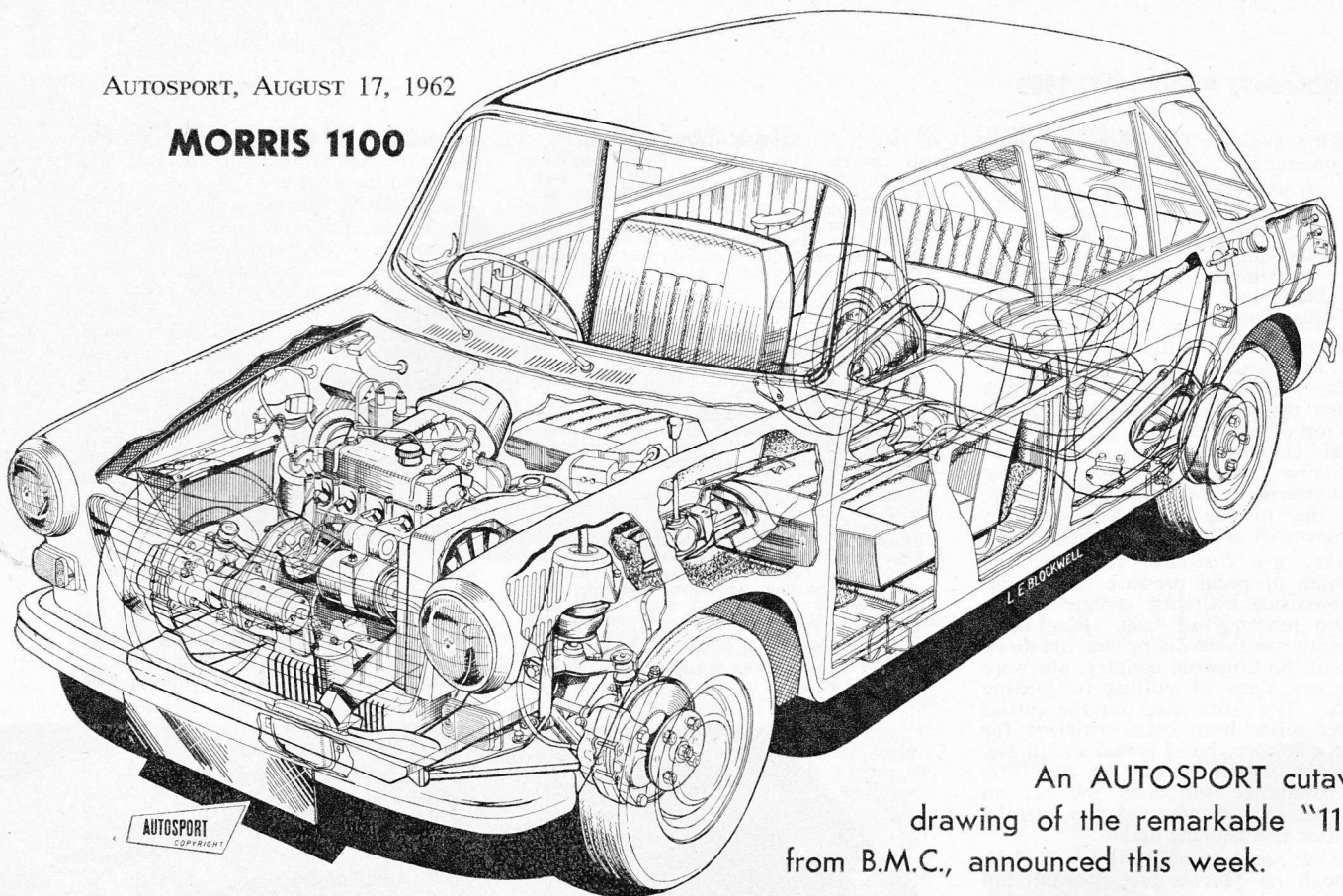
THE new Morris 1100 is the work of Alec Issigonis and his team. Larger than the Mini-Minor, it takes a stage further the advanced design conceptions which first appeared in that car. All the well-known virtues of the Mini are retained, and in addition a very high standard of riding comfort is achieved.

The basic structure of the 1100 is a punt-type floor pressing combined with a stressed steel body. Having four doors and comfortable seating for five people, it embodies many of the space-saving features of its smaller sisters. The appearance is attractive, partly due to the narrowing of the car above the waistline, for which purpose the

a front wheel strikes a bump it causes the body to tip backwards, and when the following rear wheel strikes the same bump it makes the body rock forwards. This is the beginning of the pitching movement, which may then be repeated several times. If the two suspensions on the same side are suitably coupled, however, the raising of the front wheel on striking the bump will also tend to raise the rear of the body, and when the back wheel hits the same bump it will encourage the front of the body to lift. Thus, the pitching movement will not be initiated, owing to these correctly timed forces in an opposite sense.

This principle has, of course, been previously exploited. Two examples are the small Citroën, which has its front and rear suspensions connected on each side by rods and helical springs, and the late-lamented Packard, which employed

MORRIS 1100



An AUTOSPORT cutaway drawing of the remarkable "1100" from B.M.C., announced this week.

normal, all-independent suspension, comparable with that of the Mini.

However, there is a hole in the top of each rubber spring, which communicates with the water beneath, and this is fitted with a tube. By connecting this to the other suspension unit on the same side, a similar result is obtained to the mechanical hook-up previously described. As the tubes are of small diameter, the flow is deliberately restricted and the suspension becomes harder, in effect, at high speeds.

Both in front and at the rear, the suspension units are carried on sub-frames, the forward one also supporting the engine. To avoid the transmission of road and mechanical noises to the main structure, the sub-frames are rubber mounted, but this movement is rigorously limited to a maximum of 0.1 in., in the interest of roadholding and stability. At the rear, an anti-roll bar avoids excessive understeer and each suspension arm also has its own anti-pitch bar, a short torsion bar which can be "tuned" to allow for the weight of different bodies which may become available.

The wheels are larger than those of the Mini-Minor, being fitted with 5.50 x 12 ins. tyres. The front brakes are Lockheed discs, with drums at the rear. There are no chassis greasing points.

Naturally, the engine is mounted across the front of the car in unit with the gearbox, with which it shares its oil. This unit is yet another variation of the B.M.C. "A"-Type, having a bore and stroke of 64.58 mm. x 83.72 mm. (1,098 c.c.). With a single carburetter, it develops 48 b.h.p. at 5,100 r.p.m. on a compression ratio of 8.5 to 1. The clutch has suitably strengthened springs and the gearbox has an entirely new baulking ring synchromesh on the upper three gears. A central remote-control gear lever is standard.

To allow for the larger wheels, the top gear ratio has been set at 4.133 to 1 instead of the 3.76 to 1 of the Mini.

The radiator location, with lateral air flow, is similar to that of the smaller machine, but a sealed cooling system, which need never be replenished, is used. This improvement has all the advantages of direct air cooling but retains the sound damping of the water and its jacket.

The 1100 is designed to have a maximum speed in the upper 70s and a cruising speed of 70 m.p.h. Travelling at this sort of velocity, a fuel consumption of 28 m.p.g. is envisaged. With a kerb weight of 16.4 cwt. the 1,098 c.c. engine gives quite useful acceleration on the gears, while the development of maximum torque at 2,500 r.p.m. ensures an acceptable degree of top-gear flexibility.

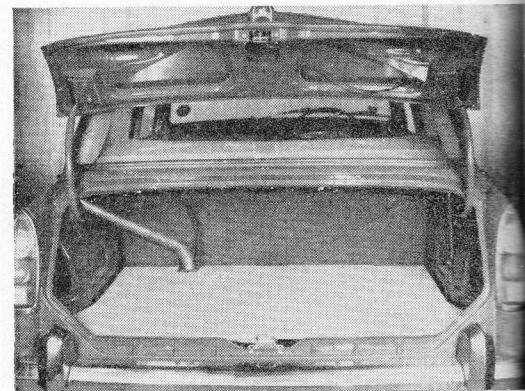
The Morris 1100 is a car which combines exceptional riding comfort with the very highest standard of roadholding and controllability, particularly on wet and slippery surfaces. It adds quiet running and ease of maintenance to its virtues, while its appearance must be regarded as unusually pleasing. This new model will contribute still further to the great fame of Alec Issigonis as a brilliant designer.

JOHN BOLSTER.

very long lateral torsion bars stretching from the front to the rear suspensions. In the case of the Morris 1100, the inter-connection is by hydraulic means, which confers certain advantages.

The actual springs are of rubber, as in the Mini-Minor. However, the movement of the suspension arms is not communicated directly to the rubber springs, but by the agency of water (plus anti-freeze). The arms actuate tapered pistons, which are made water-tight by nylon-reinforced rubber diaphragms. They operate in the cylinders that contain the rubber springs, which are therefore compressed by water pressure. The shapes chosen for the pistons and rubber springs give a variable suspension rate, a most important feature for a small car, which may have fairly large variations of passenger load relative to its own light weight.

Between each piston and rubber spring, a "fluid separating member" is secured in the cylinder, through which the water must pass. This carries rubber damper valves, and the damping thus provided eliminates the need for external shock absorbers. The suspension system, as described up to this point, would give



FROM THE COCKPIT

By Bruce McLaren

THOSE rowing club colours on Graham Hill's crash helmet must have stood him in good stead in the opening splash at the Nürburgring. When I saw that blue and white striped hat scooting down behind a hedge in the Fuchsrohre during practice, I certainly didn't think G. Hill, Esq., would have been around in competitive form on race day, but sampling the off-course hazards must have made him all the more determined to stay on the road during the race and he drove like the champion he stands a good chance of being, with John Surtees and Dan Gurney snapping at his heels for the whole distance.

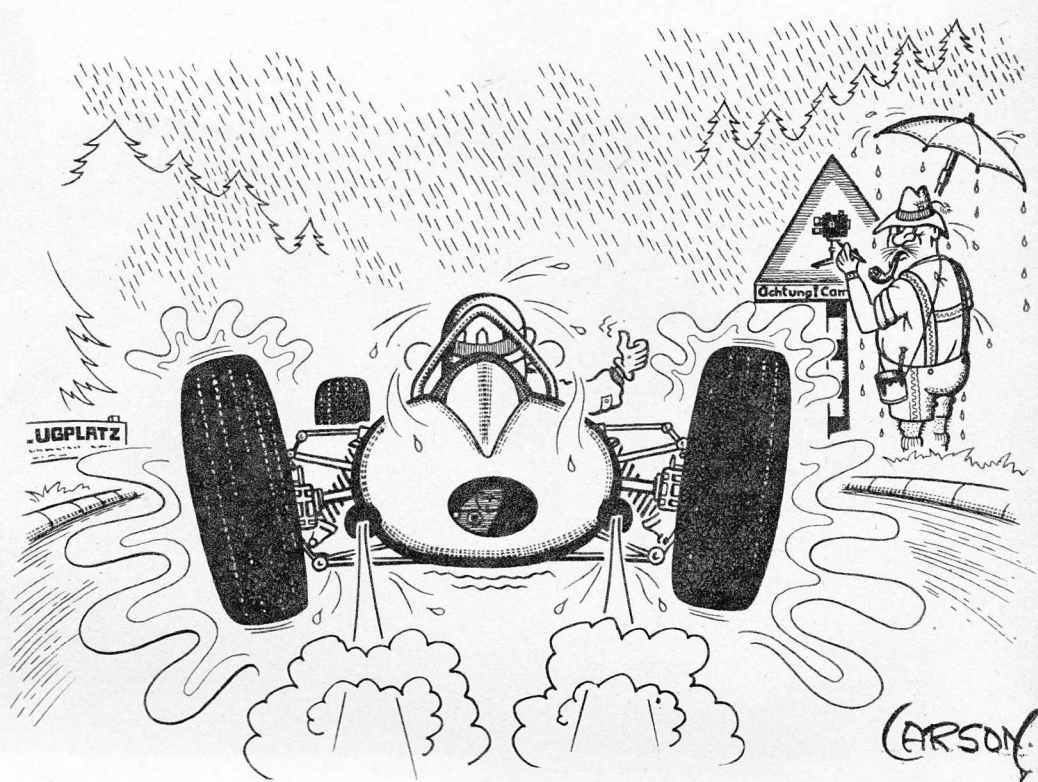
My luck seemed to be as bad as the weather. I was a bit upset before the start—apart from the fact that it was raining cats and dogs and a landslide had blocked the track—for some so-and-so had stolen my helmet bag which contained all my racing gear, along with licences and other personal belongings. However, I was soon kitted out, thanks to a lot of people who lent me overalls, helmet, boots, etc.

I missed second gear off the line and lost just a second or two sorting it out, but this was long enough to let half the field away. Jimmy Clark was even more unfortunate, having forgotten to switch his fuel pumps on and the engine died completely. While trying to pick up places the track didn't seem too bad, but when the time came to try to catch the leading trio, I had to motor around alone, and without the tantalizing sight of another car in front it was hard to keep from slowing a little on the long circuit. Jimmy told me later that he felt the same way. He caught and passed me, but the leading trio were just out of his reach and he finished fourth.

The first practice was on Friday morning and all the teams were hard at work sorting their respective cars out—checking how much lower the bump stops should be set and how long the springs were to be, to avoid bottoming on the bumpy sections.

I started my second practice run a few seconds after Graham Hill had taken off in the B.R.M. The Cooper V8 sounded crisp and it was handling nicely. I was just starting to get with it swooping into the Fuchsrohre when a huge cloud of dust in front spelt trouble with a capital "T" and I jammed the brakes on, stopping a little farther up the hill to see Graham and the B.R.M. virtually out of sight behind the trees.

Graham had come whistling down through the curves to find a large 16 mm. movie camera lying in the middle of the track. I suppose he must have been doing around 140 m.p.h. and he straddled the camera rather than run a wheel over it. Unfortunately, racing car ground clearances are not designed to cope with movie cameras, and it ripped the bottom out of the front-mounted oil tank. Graham said later, "we suddenly turned sharp left." The



B.R.M. left the road and went ricocheting down a ditch for about 200 yards, getting farther and farther into the undergrowth. If I'd been any closer to Graham I probably would have had less warning and ended up in the ditch with the B.R.M.

As it was, my team mate Tony Maggs came down the hill flat out just at the moment when the flag marshal had "taken five" from the oil warning flag to phone control. Tony arrived at speed to discover the contents of the B.R.M. oil tank, and smartly revolved the Cooper. He said that he tried to steer the car backwards, but it was a bit difficult because there was a bend. I bet it was difficult! The result was that two cars were written off, two drivers were miraculously unharmed, and the oil had put paid to any serious practice for the rest of the day.

When the cars were towed back to the paddock, Tony's mechanic Mike Grohman looked at the sorry state of the Cooper, picked up a bent nail, and remarked caustically on its likeness to the rather muddy Cooper.

Tony had to use the trusty old four-cylinder Cooper for the race, and he put up an electrifying performance in it to place ninth, only 6.7 secs. behind Ginther's B.R.M., and ahead of Baghetti's Ferrari. This Cooper must be one of the most over-worked G.P. cars in existence. It was my works car all last season: I raced it under the C. T. Atkins flag at the beginning of this year, and Tony raced it at Monaco, Rheims, and now at the 'Ring. We've developed quite an affection for it.

Graham drove what he described as his best race yet, and though he has driven brilliant races before, I'm sure his view would have been shared by all who watched the race. He set a sizzling pace on the slippery track, and with John Surtees' Lola and Dan Gurney's Porsche in hot pursuit, they were soon well beyond the reach of the rest of us. Congratulations to the three on their fine performance.

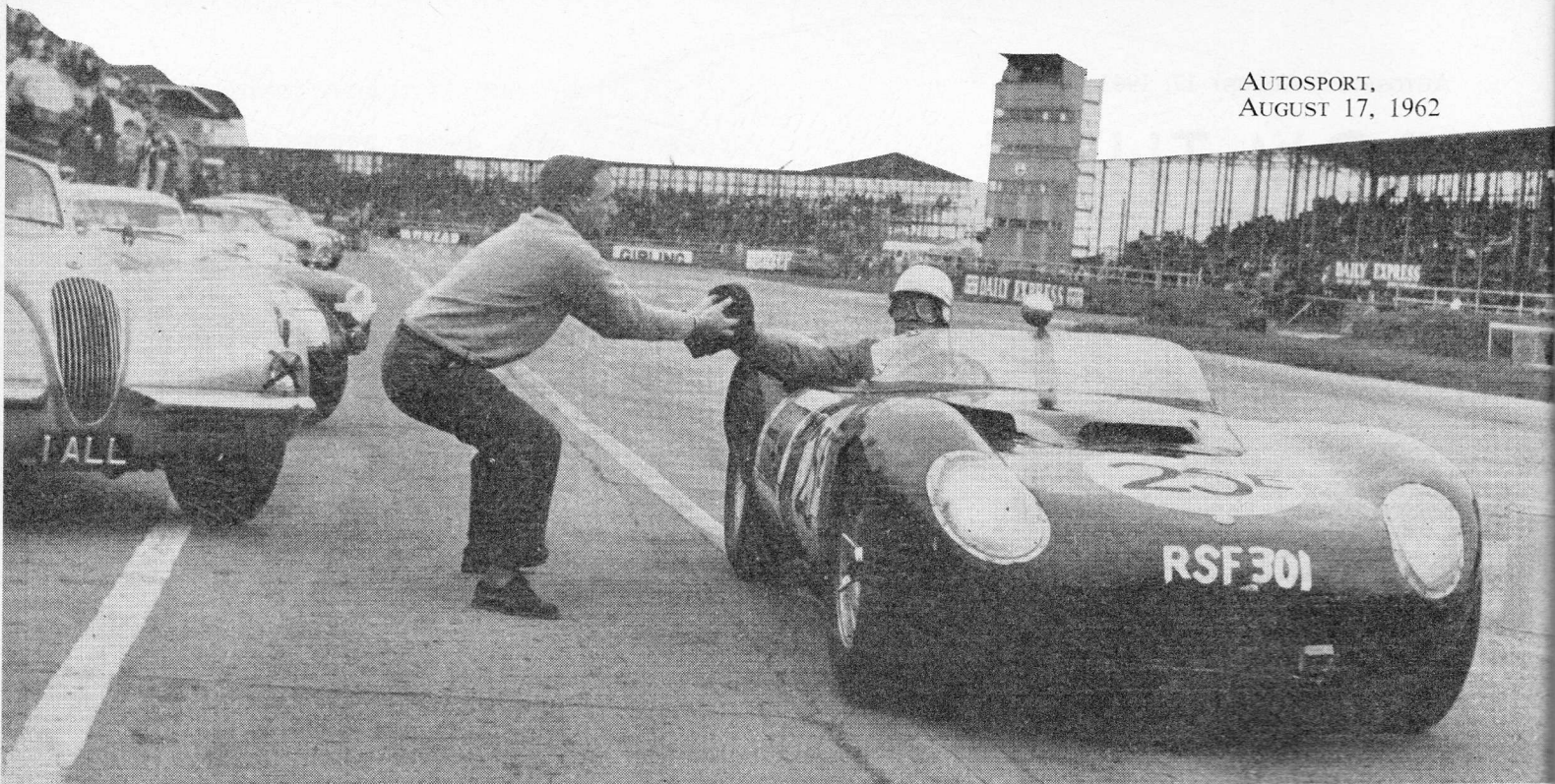
Ferrari fronted with a new car at last,

but everything about it seemed to be experimental and no one was fantastically keen about it—least of all the drivers. Phil Hill tried it in practice, but didn't like the lie-down driving position. He said the only way he could see out was to push himself up on the brake pedal. When he took his foot off the brake he slithered down again out of sight. Young Lorenzo Bandini managed some quick laps during the race before he parked it in the fence at the Karussel.

I was interested to see Jack's new Brabham F1 car. It was beautifully turned out, but engine bothers curtailed his practice and limited his time to sort the suspension out. During the race the car was bottoming badly, and he eventually retired it with the throttle jammed—shut, fortunately. Jack never does things by halves, though, and I think the Brabham will be a car to watch at Oulton Park.

Poor Trevor Taylor hasn't been having much joy in his first season of F1 racing. His jinx stayed with him at the 'Ring and saw to it that he never managed even the first lap. Engine troubles cut his practice time down also, and he started with Jack at the back of the grid. He spluttered off into the spray with a V6 Climax in the boot of his Lotus, but as he was lining himself up for a tricky corner on the back of the circuit the two delinquent cylinders suddenly reported for duty and the extra urge poked Trevor and the Lotus through the fence and down a steepish hill. The Lotus finished up looking second-hand, with Trevor stepping out unscathed.

At our hotel after the presentation of trophies that night, we were entertained by Peter Bryant, a racing mechanic in the Bowmaker Team, who kept the room in convulsions with his commentary on the *Grand Prix des Oeufs*—a race where from a Le Mans start, the drivers race across the track wearing Dunlop D12 plimsolls, alloy spoons in hand, scoop up their eggs, and set off round Silverstone.



CLOSE FINISH TO RELAY RACE

BY MICHAEL KETTLEWELL AND PATRICK McNALLY

THE 120 drivers that participated in last Saturday's Six Hours Relay Race, the 12th of the Seven-Fifty Motor Club's annual handicap events, must have enjoyed the excellent day's sport. The promised rain fortunately waited until after the meeting and thereby failed to dampen what was surely one of the most exciting finishes to any Silverstone relay race yet organized.

After many years of near triumph, Jaguars conquered the handicapper. The Jaguar Drivers "B" team squashed the Morgan 4/4 Club's valiant bid for honours during the last 15 minutes of the race, the Jaguar Drivers "A" team's efforts culminated in third position and the Ecurie Wild Goose team finished fourth.

Each driver in the Jaguar "B" team drove better than many might have expected beforehand: Richard Wrottesley put the team well ahead in the early stages and secured victory for the team at the end, driving his ex-Gordon Lee Lister-Jaguar better than he has ever done before; Eric Brown maintained their lead, conducting his 3.8-litre D-type-engined XK 120 with much verve; Peter Dodd's exhilarating drives in a 3.8 saloon were a joy to behold and fellow members Don Smith (XK 150S), Les

Fowler (XK 120) and Peter Woodroffe (3.8) completed the team, although the latter's drive was remarkably brief following an unforeseen incident at Copse.

The Morgans, winners in 1959, put up a brave fight. Their star driver was Ray Meredith who lapped consistently in 1 min. 14 secs.—only a second or so off Chris Lawrence's best efforts! John Coundley's performance with the Martini Trophy-winning Lister-Jaguar helped enormously to give the Jaguar "A" team their third place, whilst Tony Kilburn's quick laps in a Lotus 11 were equally beneficial to the Ecurie Wild Goose.

The Sebring Sprites were handicapped out of it, nevertheless this was not surprising following their runaway victory last year when they conclusively proved that they *are* wolves in sheep's clothing! Unfortunately, the Mini teams, especially the Cooper team, were too severely handicapped. We all know how these little devices can travel, but they were not given as many credit laps as the Sprites, M.G. Twin-Cams, Morgans and other potent machinery. John Whitmore tried his very best—we all know how John can try!—and he treated the large crowd to a most daring display of sideways motoring, especially at Woodcote and Copse.

RESULTS

1. **Jaguar Drivers "B"**—Eric Brown (3.8 XK 120), Don Smith (3.8 XK 150S), Peter Woodroffe (3.8 Mk. 2), Peter Dodd (3.8 Mk. 2), Richard Wrottesley (Lister-Jaguar) and Les Fowler (3.4 XK 120)—298 laps.
2. **Morgan 4/4 Club**—Ray Meredith, Brian Redman, Bob Duggan and Chris Pickard (Plus 4s) and John McKechnie (4/4)—298 laps.
3. **Jaguar Drivers "A"**—John Coundley (Lister-Jaguar), Keith Schellenberg (C-type), Earl of

- Denbigh, Ken Baker, Jack Lambert and Malcolm Delingpole (E-types)—293 laps.
4. **Ecurie Wild Goose**—Nick Garbett (Lotus 23), Tony Kilburn and Dr. Ewen Paul (Lotus 11s) and Richard Redgrave (Lotus 17)—293 laps.
 5. M.G.C.C. (S.E. Centre) Twin-Cams, 292; 6. Tornados, 292; 7. Odd Bods, 291; 8. Octagon Stable, 291; 9. 1172 Formula, 291; 10. Club Lotus All Sorts, 290; 11. M.G.C.C. (S.E. Centre) Midgets, 290; 12. A.C. Owners/Frazer-Nash, 289.

FIRST CHANGE for the winning team as the sash is brought in by Richard Wrottesley to be handed over to Eric Brown.

Jaguars Just Beat Morgans in Seven-Fifty Motor Club's Annual Classic Event

PHOTOGRAPHY BY PATRICK BENJFIELD

A SMILING Anita Taylor was already halfway to her Ford Anglia by the time the flag dropped for the Le Mans start at 1 p.m. Unfortunately her tactics did not pay off because she was practically last away, the other late starters being David Buckett's 850 Mini and Ray Meredith's Morgan Plus 4. John Coundley urged his Lister-Jaguar ahead and at the end of the first lap he led Chris Williams (1½-litre Lotus 23), Tim Cash (Terrier), Richard Wrottesley (Lister), Colin Hextall (Tornado Talisman), S. Capel (Lotus 11), Ray Dilley (Frazer-Nash Targa Florio), Vernon Clark (M.G. Twin-Cam), John Whitmore (Cooper-Mini)—who had made a resounding getaway, Mike Reid (Sprite), R. Levett (Scorpion), W. Hemming (Triumph TR) and the rest, with Anita Taylor, Ray Meredith and David Buckett bringing up the rear.

Richard Wrottesley used the grass occasionally, while Tim Cash made a habit of it, looking very determined in his wasp-coloured racing overalls! Coundley and Williams soon drew away and Wrottesley was in third place by the second lap. Cash was fourth, Capel fifth and Hextall drove furiously to keep Dilley's Frazer-Nash behind the Talisman. By the third lap Buckett's Mini had already been lapped and, by the time Coundley had circulated four times, G. B. Toft's 750 Special, Anita Taylor's Anglia and A. W. T. Woodward's Fairthorpe had also been lapped.

Cash's enthusiastic driving of his 997 c.c. Ford-propelled Terrier resulted in a spin at Copse on the fifth lap, but he soon carried on at unabated pace. By

the seventh lap Whitmore's often sideways Mini had been lapped and on this tour came the first of the Relay race's renowned pit stops. Levett brought his 1172 Scorpion in and handed the all-important sash over to Maxwell Ward who continued for the Lancs and Cheshire C.C. team in his 997 c.c. Lotus 11. The whole idea of this race, of course, is for each team to convey the sash around the club circuit as many times as possible during the six hours. Each team's cars can race for as long as they like, unless, as is usually the case with "mixed" teams, a fast car is restricted as to the number of laps it may complete.

On the 11th lap, Dilley at last forced his Frazer-Nash past the Talisman, Hextall spinning at Woodcote on the following round when attempting to get to grips with the Bristol-engined car once more. On this lap Williams wrested the lead from Coundley whilst they were both lapping a vast array of backmarkers and he maintained this until lap 20 when the Lister surged ahead once more. The "push-rod" M.G.s and the Austin-Healey Club coupés (Sebring Sprites) teams both changed cars and Vernon Clark relinquished his sash to Norman Lefton of the Twin-Cam M.G. team as his radiator was leaking. Clive Baker's Sprite expired at Copse after a handful of laps following the team's earlier change, therefore M. Ducker was sent out to retrieve the sash and continue.

After 25 laps pit stops were becoming frequent, changes being made in the Mini-Seven Club "B", the Redstone Racing, the Terrier, the "push-rod" M.G., the Jaguar Drivers "B" and the Fairthorpe Electron Minor teams. Richard Wrottesley had surrendered the Jaguars' sash to Eric Brown (XK 120) as he was running short of stoppers—the brake fluid was boiling—and then Colin Hextall had the clutch of his Talisman break up. Bill Woodhouse took over while Hextall's car was attacked in the paddock by eager mechanics for the next few hours.

Sashes were exchanged by members of the Lancs and Cheshire C.C., the 750, the Ecurie Wild Goose, the 1172 Formula and the M.G. Midget teams and then, on the 38th lap, Chris Williams brought his Lotus 23 in and Colin Chapman took over for the Club Lotus team in what, to the casual onlooker, may have looked like a normal Lotus 7. Amongst the "extras" that *this* 7 boasted were: Formula Junior front suspension, independent rear suspension by single lower wishbones, articulated radius rods and an anti-roll bar, magnesium wheels

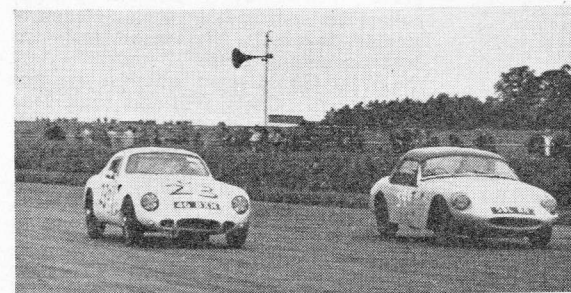
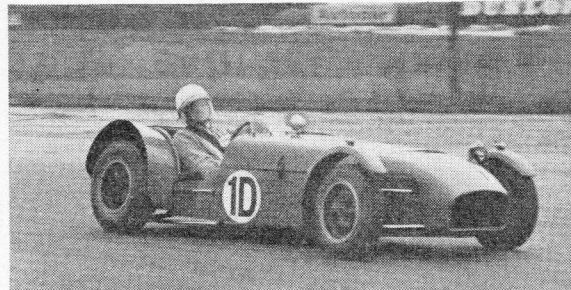
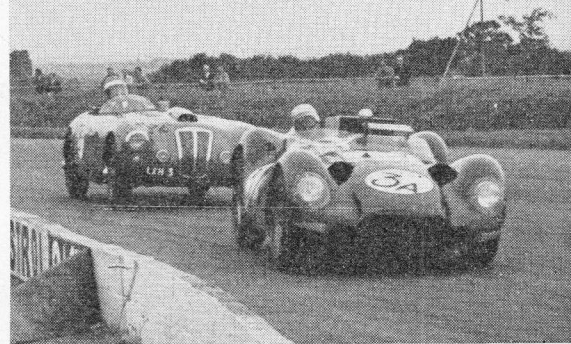
and disc brakes—inboard at rear—with alloy calipers. Colin showed that he had lost none of his old skill and was soon lapping in Formula Junior times! On lap 42 Coundley lapped him which meant that the Lister driver was a lap ahead of the whole field (ignoring, of course, the handicap).

Anita Taylor handed over to Mike Bowler (Riley 1.5) for the Odd Bods; Tim Smallman handed over to Nick Wilson (Redstone Racing Lotus 7s) as his clutch was slipping; the Midgets made another change and so did the Lancs and Cheshire C.C. Then, after his maximum permitted stint of 50 laps, John Coundley brought the Lister in following a rapid trouble-free run; Jack Lambert took over for the Jaguar "A" team.

The Hagley Minis changed drivers; the "B" Minis did likewise and Mike Reid handed over to Bob Snow of the Octagon Stable's two-car Sprite team—their third car never raced as it lacked big-end bearings. After a steady drive, Jill Hutchinson, one of four girl racers at the meeting, gave up the Team Terrier sash to John Corfield. Ray Dilley's splendid drive came to an end when John Dangerfield (Ace-Bristol) took over for the A.C.-Frazer-Nash team; the Triumphs changed; Ewen Paul (Lotus 11) handed over to Nick Garbett (Lotus 23) of the Ecurie Wild Goose; the Sporting Sprites changed cars and the Fairthorpes followed suit. George Hulme's Ladybird stopped at Copse, therefore Jacquie Cook took out the magnificently prepared Wavendon Wombat to retrieve the sash and uphold the 1172 honours. Andrew Hedges replaced John Whitmore and drove just as enthusiastically, but not so fast, as his ex-David Dixon Cooper-Mini was equipped with a standard head.

After an hour's racing, the timekeepers announced the positions which included one-sixth of the total handicap, handicapping, of course, being of the credit-lap variety. These showed that the Jaguar "B" team led with 51.5 laps completed, the Jaguar "A" team was second with 50.7 laps, the Morgans third with 50 and the A.C.-Nashes fourth, having completed 49.5. Close behind came the Club Lotus, Ecurie Wild Goose, Octagon and Tornado teams. As in previous relay races, the Jaguars were well ahead in the early stages, having sent out their fastest cars first in order to build up a commanding lead.

Colin Chapman was gaining relentlessly on Lambert's E-type and Ray Meredith, still out for Morgans, was travelling deceptively fast, gaining six



TOP: The early leader, John Coundley (Lister) leading Ray Dilley at Copse.

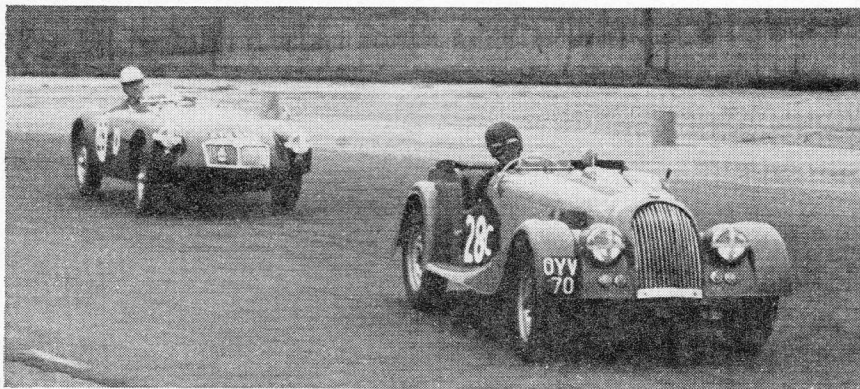
UPPER CENTRE: Colin Chapman's deceptively fast Lotus 7 which went so well.

LOWER CENTRE: John Whitmore was trying! Here he puts the Mini sideways at Copse.

ABOVE: Peter Jackson's GTO Ferrari-like Sebring Sprite (23) gets inside John Green's Fairthorpe at Becketts.

LEFT: Owing to a broken clutch, Colin Hextall brings in his Talisman so that Bill Woodhouse can uphold Tornado honours.





BRIAN REDMAN'S Morgan leads S. P. A. Freeman's M.G. Twin-Cam at Woodcote.

secs. a lap on handicap. Chapman, however, handed over to P. S. Hutchence whose Lotus 23 did not appear to lap as fast as required and Meredith came into the pits after his one-and-a-half hour stint. John McKechnie's rapid five-speed 997 c.c. Morgan 4/4 carried on for the "Moggies." Dangerfield's A.C. was replaced by Dickie Stoop's elderly Frazer-Nash Sebring, this being the first time that the car had been prepared for a proper race since the 1959 AUTOSPORT Snetterton Three Hours; in fact, it is reputed to have only competed in one minor Snetterton event since then. Stoop drove beautifully and the car never missed a beat.

Eric Brown's inspired drive in his 3.8-litre D-type-engined specially-bodied, D-type-wheeled XK 120 came to an end and Peter Dodd's potent 3.8 saloon continued. Dodd, who has not had much luck recently, put up one of the best performances of the day, hurling the saloon round quicker than some sports-racing cars. His grass-cutting technique at Woodcote was superb to watch. Nick Garbett's run ended just after Maggots, his Lotus 23 suffering from severe overheating, and Richard Redgrave sped away from the pits to collect the sash and carry on. Redgrave seemed to obtain the utmost from his potent-sounding Lotus 17 and ably kept the Wild Goose team amongst the first half dozen. Chris Williams took over from Hutchence to try to regain lost ground for the Club Lotus team and Natalie Goodwin, who had driven her Lotus 7 reliably and steadily, came in to be replaced by Ron Mitton, who was driving Dave Rees's familiar orange Marcos; however, the car was soon in trouble. Therefore, Ken Bailey (Lotus 7) upheld the honours of the Lancs and Cheshire C.C. team.

Alan Wershat, making a welcome return to racing following his Oulton Park accident, took over the 1172 team's responsibilities from Jacquie Cook and Chris Pickard's Plus 4 replaced McKechnie in the Morgan team.

With two hours of racing completed, positions were: 1, Jaguar "B", 101 laps; 2, Jaguar "A", 99.3; 3, Morgans, 99; 4, Tornados and M.G. Twin-Cams, 98.3; 6, A.C./Frazer-Nash, 98. The heavily handicapped Cooper-Minis were trailing with 90 laps completed. The Jaguars had kept their lead from the Morgans, while Bill Woodhouse's long and fast drive in his Talisman had paid dividends, the Tornado team having moved up into fourth position.

Jack Lambert, his E-type suffering

braking maladies, handed his sash to that "opposite lock" enthusiast, Keith Schellenberg, who began to throw his C-type around in characteristic style. However, his inspired drive lasted only half an hour as clutch trouble intervened, so Malcolm Delingpole's ex-Tommy Sopwith E-type continued on behalf of the Jaguar "A" team. In the meantime, Roy North relieved Bill Woodhouse; Peter Jackson's GTO Ferrari-looking Sebring Sprite had taken over from Douglas Wilson-Spratt and the gallant 750 brigade, who were to hold the record for the most changes (15), sent out Jack Jones (Melplash) to look for Bill Needham whose Special had died at Becketts. Jones missed the held-out sash and had to stop and go back for it!

The leading team lost several what later proved to be valuable seconds when Peter Dodd handed over to Don Smith (XK 150S). Don went very well and gave his usual polished display. Incidentally, his familiar Birmingham Motor Tyres organization was there, giving its invaluable assistance. Tony Kilburn took over from Redgrave, whose Lotus 17 had lost its oil pressure; Tom Dixon's Lotus 7 went out as Wershat's Lolita had electrical bothers; Brian Redman (Morgan) took over from Pickard, who suffered dynamo trouble; John Bedford (Lotus 7) from Chris Williams and Pat Hovenden (Elva Mk. 6) from Nick Wilson (Lotus 7).

Peter Dodd's 3.8 saloon circulated once more when Don Smith came in after his stint, having kept the Jaguar "B" team well in the lead, and Peter Hawtin's Frazer-Nash took over from Dickie Stoop's sister car. The Jaguar "A" team changed again shortly before the 4 p.m. positions were announced, the Earl of Denbigh's more or less standard E-type coupé replacing Delingpole.

The positions after three hours' racing showed that the "B" Jaguars led with 150.5 laps completed, the Morgans were second with 148 laps and Ecurie Wild Goose, "A" Jaguars and Tornados third with 147 laps. Les Fowler's cream XK 120 took over from Dodd, but despite reasonably fast motoring the Morgans, now led by Bob Duggan, were reducing the gap.

By now feverish activity was going on in the paddock as several cars were being repaired to rejoin the battle. Colin Hextall's Talisman had the engine out while its clutch was replaced and amongst the pleas for spare parts over the loudspeakers were urgent calls for a spring shackle for a Riley 1.5 or Wolse-

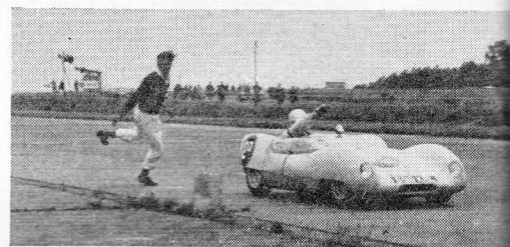
ley 1500 and a length of ¼-in. hose for a 750 Special.

Colin Chapman took over for Club Lotus, Ken Baker's opalescent brown E-type replaced Denbigh's E-type for the Jaguar "A" team; the 750 team was becoming a little short of motor cars and John Whitmore was out again for the Mini "A" team. Jonathan Williams, in Sheridan Thynne's Mini, had proved the quickest of the 850s—until he ran out of petrol at Becketts—and Michael Garton was seen to be pressing on with his Ashley-bodied Sprite.

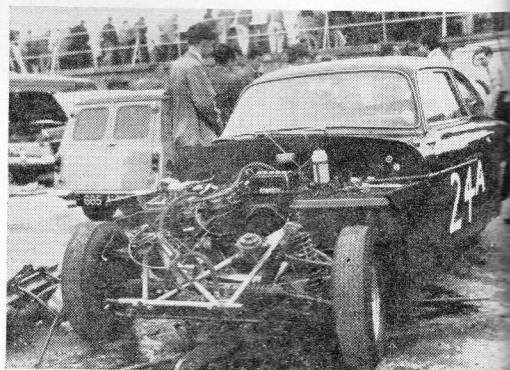
Colin Hextall's Talisman, now repaired, took over from Roy North, but after completing just a few laps a piston seized and the engine blew up as the car passed the pits. Smoking heavily, the car was brought to a halt just before the Motor bridge. Colin climbed out and ran back to the pits to meet a quick-thinking Bill Woodhouse already coming towards him. This was a poor reward for Hextall who had just spent over three hours repairing his car after its first mishap.

Geoffrey Dempsey, now driving for the A.C./Frazer-Nash team, when over-

(Continued on page 241)



NICK GARBETT had trouble after Maggots Curve and stopped. Here he hands the sash to Richard Redgrave who carried on for the Ecurie Wild Goose.



COLIN HEXTALL'S Talisman had to have its engine removed and a new clutch fitted.



ERIC BROWN, of the winning Jaguar team, corners fast at Woodcote.

ANOTHER WET OULTON PARK

REPORT AND PICTURES
FRANCIS PENN

To say that it always rains at Oulton Park would not be true, but that popular northern venue has had more than its fair share of dirty weather recently. Last Saturday when the B.A.R.C. entertained some 130 competitors was no exception—it not only rained, it just threw it down and with it came a howling gale! Under such conditions the driving was very good; there were some spills, but what can be expected with the track just swimming with water!

The meeting started with three handicap events in which the scratch men in the shape of S. J. Diggory, N. H. Cussons and P. T. Woolgar (Aston Martins) were set such *incredible* tasks that it's a wonder they finished at all! Indeed, in the first and last cases, the writer would bet large bags of gold that the World Champion driving a Formula 1 couldn't have won! To give A. J. Welch (Lotus-Ford), who can really go, 1 minute 20 secs. in five laps! Well, I ask you! He won the first handicap from M. P. Renny (Lotus-Climax) and D. C. Alderson (Elite).

Handicap B was taken by B. Barr (T.V.R.) from Lord Cross (Daimler), who had a grand scrap with G. H. F. Parkes (Jaguar 3.8), the other placeman. The third of the series went to the Sprites of J. Johnstone, C. F. S. Irwin and P. J. Smith in that order.

On to racing of a more mature kind with six laps for the Veedol Trophy Series, featuring a most hectic start. Away went R. H. H. Barneby, R. S. Deverell and D. J. Cole in Lotus-Fords, closely followed by D. Eva (M.G.A Twin-Cam) who, in the middle of the pack, overdid it into Old Hall. He side-swiped the Castrol banner on the bank, tore it down and continued the next 100 yards on the grass verge and rejoined the track without a moment's hesitation! Next time round but one it was Barneby, Cole and Eva, and this continued till the penultimate tour, when Cole tried to take Barneby in Old Hall, lost it and went into the most almighty spin yet seen there. He stalled, leaving Eva second and Deverell third.

Next on turn was a 10-lap race for Formula Junior cars. After a four-lap lead by Keith Francis, David Hobbs, driving his first single-seater race, took



over. His Cooper-Ford crossed the line some 13 seconds to the good, this in the rain too. What he could do if an automatic transmission is fitted is anybody's guess! Third, but some time behind, came J. Fenning (Lola-Ford).

The next race was for marque cars over five laps and proved a gift to D. Eva (M.G.A Twin-Cam) who won by an easy nine seconds from J. Harris (Austin-Healey 100/6) with R. J. Crosfield (Daimler SP250) third.

Grand Touring cars and sports cars up to 1,000 c.c. were next. The first three were sports cars in the hands of W. J. Stein, A. J. Welch and R. H. H. Barneby (Lotus-Fords), the latter two having a great all-the-way scrap, changing position nearly every lap. In the "closed roof" class the first home and fourth overall was G. W. John (Marcos), his placemen being M. H. White (Turner) and R. Ashcroft (T.V.R.).

Last race of the day was a 10-lapper for sports-racing cars with classes up to and over 1,150 c.c. Overall it was the Lotus 23s of Mike Beckwith and Rodney Bloor who were out by themselves, the former winning by three seconds after a fine drive. Third came Tony Hegbourne (Lola-Climax) with S. A. Fox, driving a similar car, fourth. He was afterwards disqualified for receiving a push start. In the larger class S. J. Diggory (Aston Martin DBR2) won from the Lotus-Climax 1200 of J. Griffin and the E-type of J. Mitchell.

And, as it all finished, the sun came out! What hard luck after a superbly organized day's racing under adverse conditions.

Results

Handicap Race (A): 1, A. J. Welch (Lotus-Ford 7), 71.94 m.p.h.; 2, C. J. Hicks (Lotus-Climax 11); 3, D. C. Alderson (Lotus Elite). **Fastest lap:** Alderson, 75.88 m.p.h.

Handicap Race (B): 1, B. Barr (T.V.R. Grantura), 69.96 m.p.h.; 2, Lord Cross (Daimler SP250); 3, G. H. F. Parkes (Jaguar 3.8). **Fastest lap:** G. W. John (Marcos-Ford), 71.71 m.p.h.

BATTERED: David Eva (M.G.A) continues along the grass verge in his already rebodied car after going off and demolishing the Castrol sign at Old Hall Corner. He nevertheless took second place and won his class in the Veedol Trophy race!

Handicap Race (C): 1, J. Johnstone (Austin-Healey Sprite), 68.97 m.p.h.; 2, C. F. S. Irwin (Austin-Healey Sprite); 3, P. J. Smith (Austin-Healey Sprite). **Fastest lap:** Johnstone, 69.60 m.p.h.

Veedol Race: 1, R. H. H. Barneby (Lotus-Ford 7), 72.76 m.p.h.; 2, D. Eva (M.G.A Twin-Cam); 3, R. S. Deverell (Lotus-Ford 7). **Fastest lap:** D. J. Cole (Lotus-Ford 7), 76.22 m.p.h. **Class Winners:** D. Eva (M.G.A Twin-Cam), 71.18 m.p.h.; M. H. White (Turner-B.M.C.), 69.04 m.p.h.; R. H. H. Barneby (Lotus-Ford 7), 72.76 m.p.h.

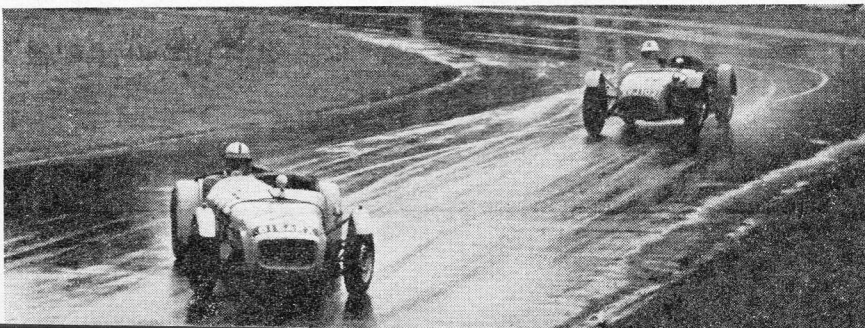
Formula Junior: 1, D. Hobbs (Cooper-Ford Mk. 3), 81.82 m.p.h.; 2, K. M. Francis (Lotus-Ford 20); 3, J. Fenning (Lola-Ford Mk. 5); 4, J. Hine (Lotus-Ford 20); 5, E. Pilette (Merlyn-Ford Mk. 3); 6, F. W. Dodgson (Lotus-Ford 20). **Fastest lap:** Hobbs, 83.67 m.p.h.

Marque Scratch Race: 1, D. Eva (M.G.A Twin-Cam), 73.13 m.p.h.; 2, J. Harris (Austin-Healey 100/6); 3, R. J. Crosfield (Daimler SP250). **Fastest lap:** Eva, 74.18 m.p.h.

Grand Touring Cars and Sports Cars up to 1,000 c.c.: 1, W. J. Stein (Lotus-Ford 7), 76.15 m.p.h.; 2, A. J. Welch (Lotus-Ford 7); 3, R. H. H. Barneby (Lotus-Ford 7). **Fastest lap:** Barneby, 77.90 m.p.h. **Grand Touring Cars Class:** 1, G. W. John (Marcos-Ford), 74.44 m.p.h.; 2, M. H. White (Turner-B.M.C.); 3, R. Ashcroft (T.V.R. Grantura-Ford). **Fastest lap:** John, 75.41 m.p.h. **Sports Cars Class:** 1, W. J. Stein (Lotus-Ford 7), 76.15 m.p.h.; 2, A. J. Welch (Lotus-Ford 7); 3, R. H. H. Barneby (Lotus-Ford 7). **Fastest lap:** Barneby, 77.90 m.p.h.

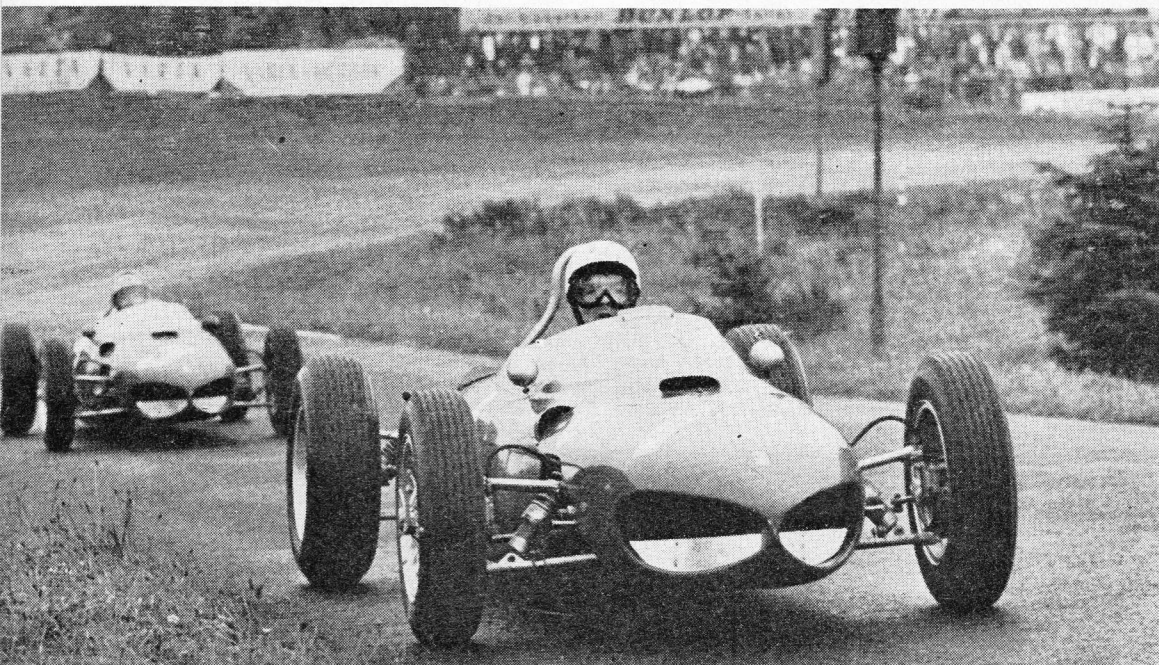
Sports Cars: 1, M. Beckwith (Lotus-Ford 22), 86.54 m.p.h.; 2, R. J. Bloor (Lotus-Ford 23); 3, A. V. Hegbourne (Lola-Climax). **Fastest lap:** Beckwith, 87.96 m.p.h. **Unlimited Class:** 1, J. Diggory (Aston Martin DBR2), 78.29 m.p.h.; 2, J. Griffin (Lotus-Climax 11); 3, J. Mitchell (Jaguar E). **Fastest lap:** Diggory, 79.64 m.p.h. **Up to 1,150 c.c. Class:** 1, M. Beckwith (Lotus-Ford 23), 86.54 m.p.h.; 2, R. J. Bloor (Lotus-Ford 23); 3, A. V. Hegbourne (Lola-Climax). **Fastest lap:** Beckwith, 87.96 m.p.h.

ON a soaking wet track David Cole starts a colossal seven-times-round spin after passing the race winner, R. H. H. Barneby. Both were in Lotus Sevens.



GERMANY GRAND PRIX

PHOTOGRAPHY



CHIEF RIVAL (above): With three laps to go, Dan Gurney sent out the message that Jim Clark, in fourth place, was wondering whether Jim would do better.

ADENAU CROSSING (above left): Dan Gurney's B.R.M. and a Lotus race over the Adenau crossing. This photograph gives a good impression of the race.

FIGHTING FERRARIS (below left): Out-dated Ferraris, accelerate away from the start. This car was well up with the leaders in the first lap. The V6-propelled machine did extremely well.

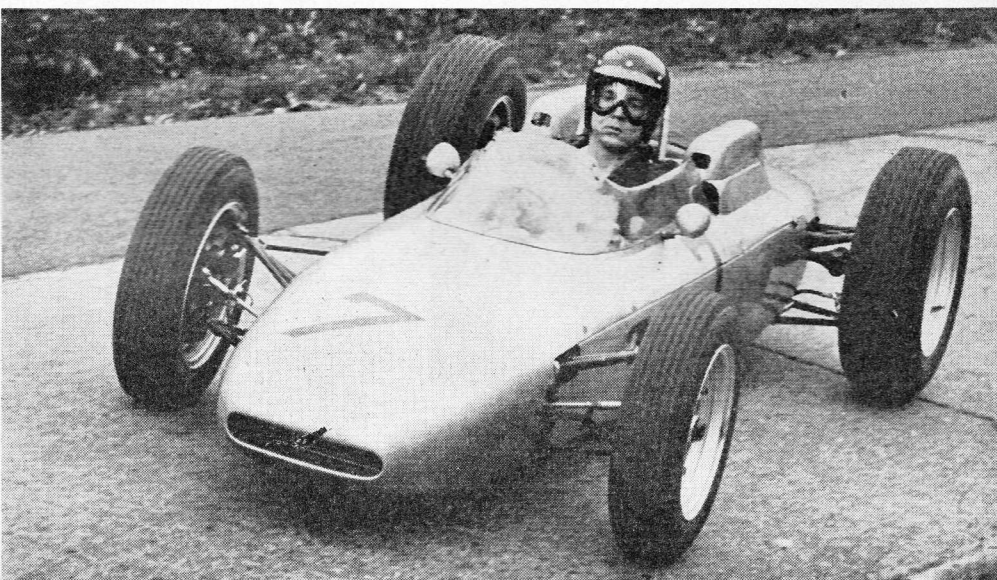
FUTURE CONTENDER (top right): Dan Gurney's Ferrari which did not, however, have the best of the race. This car, which unfortunately does not have the best of the race, laps after going off at the Karussel when it was in the lead.

KARUSSEL (centre right): Dan Gurney's six-cylinder Porsche with which he finished second. The B.R.M. and John Surtees's Lola.

IT WAS WET! (bottom right): The rain just look at it! The Ferraris hide under the trees getting thoroughly soaked. Eventually the race was stopped at about 3.30 p.m.

MAN D PRIX

PHOTO BY FRANCIS PENN



...to go, a pit signal to Graham Hill conveys
...is 17 seconds behind. No doubt Graham
...a "fango"!

...Watched by an interested audience a
...Crossing during a practice session. This
...Nurburgring.

...Phil Hill and Ricardo Rodriguez, driving
...the North Turn. Phil, in the 120-deg. V6-engined
...early stages while Ricardo, with the 65-deg.
...finish sixth.

...Lorenzo Bandini drove the new Grand Prix
...the expected four-valve per cylinder engine.
...features the "notorious nostrils", retired after five
...is pictured here during practice.

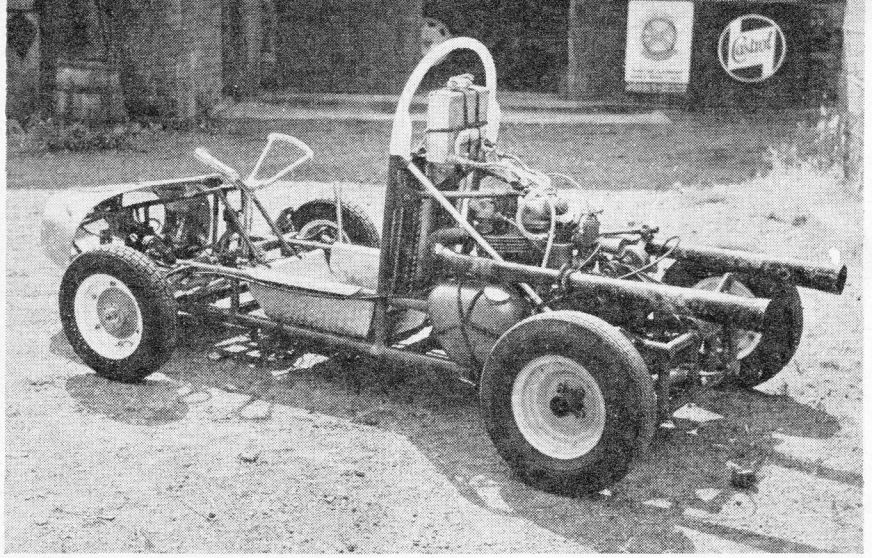
...Gurney negotiates the Karussel in the eight-
...third, hot on the tails of Graham Hill's

...The Grand Prix was due to start at 2 p.m.—but
...covers" while mere people stand about
...in less wet conditions, the race commenced



ONCE UPON A TIME, amateur-built "specials" abounded, and added great interest to hill-climbs. Indeed, many people attended meetings simply to see these exciting cars in action, and Shelsley Walsh habitually attracted a larger gate than most of the contemporary circuit events. It is, therefore, with great joy that I have heard of "Tico" Martini's new record at Bouley Bay, which is a real hill if ever there was one. The following short article by R. H. le Vaillant describes this fantastically effective little car.

John V. Bolster.



"TICO" MARTINI'S T.T. Special, showing the Triumph Tiger 110 vertical twin engine, which is standard except for a "dope" compression ratio.

THE MARTINI 650 SPECIAL

BY R. H. le VAILLANT

The idea developed from the speedy Karts and the 650 Special was the brain-child of "Tico" who took a year to build it, and raced it for the first time in 1962 in the local club's own hill-climb. Here he recorded B.T.D. with 53.1 secs.

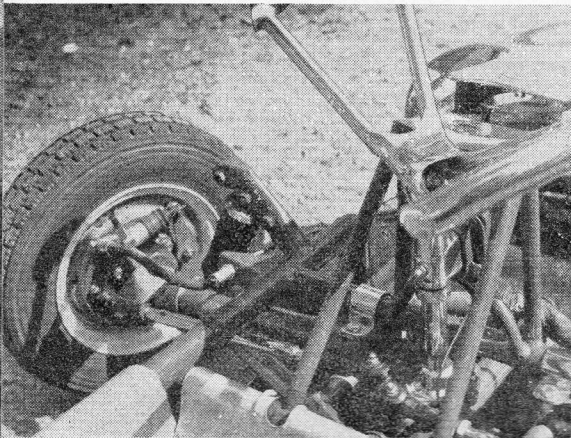
The suspension, by swing axles all round, was operated by rubber blocks and did not prove satisfactory. It was redesigned using Lambretta shock absorbers with Armstrong springs built up on the outside and then it was raced in the National Hill-Climb on 26th July, 1962. The record was broken with a new time

The bottom members are of mild steel tube of 1½ ins. diameter whilst top members, also of mild steel, are of 1¼ ins. diameter; ¾ in. mild steel is used for short diagonals. A Norton gearbox with a Norton clutch are the means of transmission from a Triumph Tiger 110 engine. It is in standard trim right through, with the exception of the pistons, which are of 12 to 1 compression ratio. This enables "dope" to be used.

The brakes are hydraulic, operated through two master cylinders. The front wheel brakes are from a three-wheeler Lambretta and fitted with hydraulic cylinders outside the back-plates, while the rear wheels are braked with ordinary motorcycle 6 ins. drums operated in the same way as the front wheels. The tyres are: front wheels, 350 x 8; and for the rear wheels, 440 x 8, the wheels being steel rimmed. The front track width is 3 ft. 2 ins. and the rear track is 3 ft. The wheelbase is a trim 4 ft. 6 ins.! The exhausts are twin branches with megaphones. Total weight is 365 lb. Steering is by means of two stirrups and is direct, with no reduction gear.

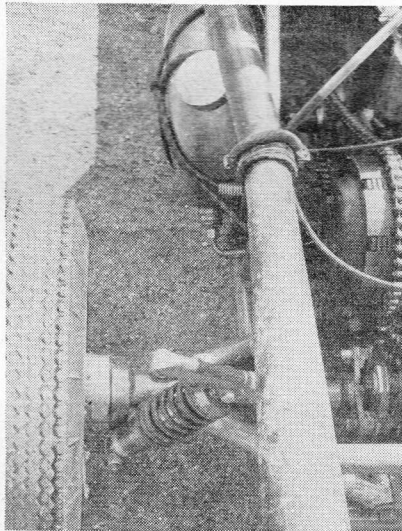
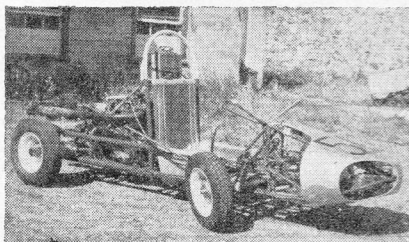
This is a beautiful job. Most of the parts are chrome finished, it is compact and neat and very low.

The car is the forerunner of many more, and under the skilled hands of "Tico" Martini, a brilliant driver and a skilled motor mechanic, is a positive threat to the Coopers.



INDEPENDENT swing-axle front suspension, with direct steering and external hydraulic cylinder on Lambretta brake back-plate.

HILL-CLIMB enthusiasts must have wondered if there had been a misprint in AUTOSPORT'S report of the Bouley Bay National Hill-Climb, when it was reported that a 650 c.c. car had recorded B.T.D. Bouley Bay had been, since 1951, the happy hunting ground of the Coopers. The trend has been towards smaller cars. 1947 saw Raymond Mays winning with his E.R.A., and many remember Dennis Poore and his huge Alfa Romeo in 1948. Sydney Allard also had a big car win in 1949. Ken Wharton introduced the first major change by winning in 1951-52-53-54 in a Cooper. In the years that followed Tony Marsh, David Boshier-Jones and Mac Daghorn all won, driving Coopers. 1962 saw a new name added to the list of winners, that of "Tico" Martini, who also established a new record, driving a 650 c.c. T.T. Special. This was history in the making, a new trend in hill-climbing.



REAR SUSPENSION independent by swing axle. The Norton clutch and chain drive are also shown.

of 50.63 secs., the previous B.T.D. having been held by David Boshier-Jones in a Cooper with a time of 50.84 secs. It later transpired, however, that this record was not official as it had been recorded in a championship run for which Martini was not eligible.

The idea developed from the Karts, but whilst in principle it has the low ground clearance and appearance of a Kart, the 650 Special is a first-class car, well built, and must be the racing car of the future for hill-climbing. It will be most effective on hills having many varied and difficult bends, Bouley Bay being such a hill.

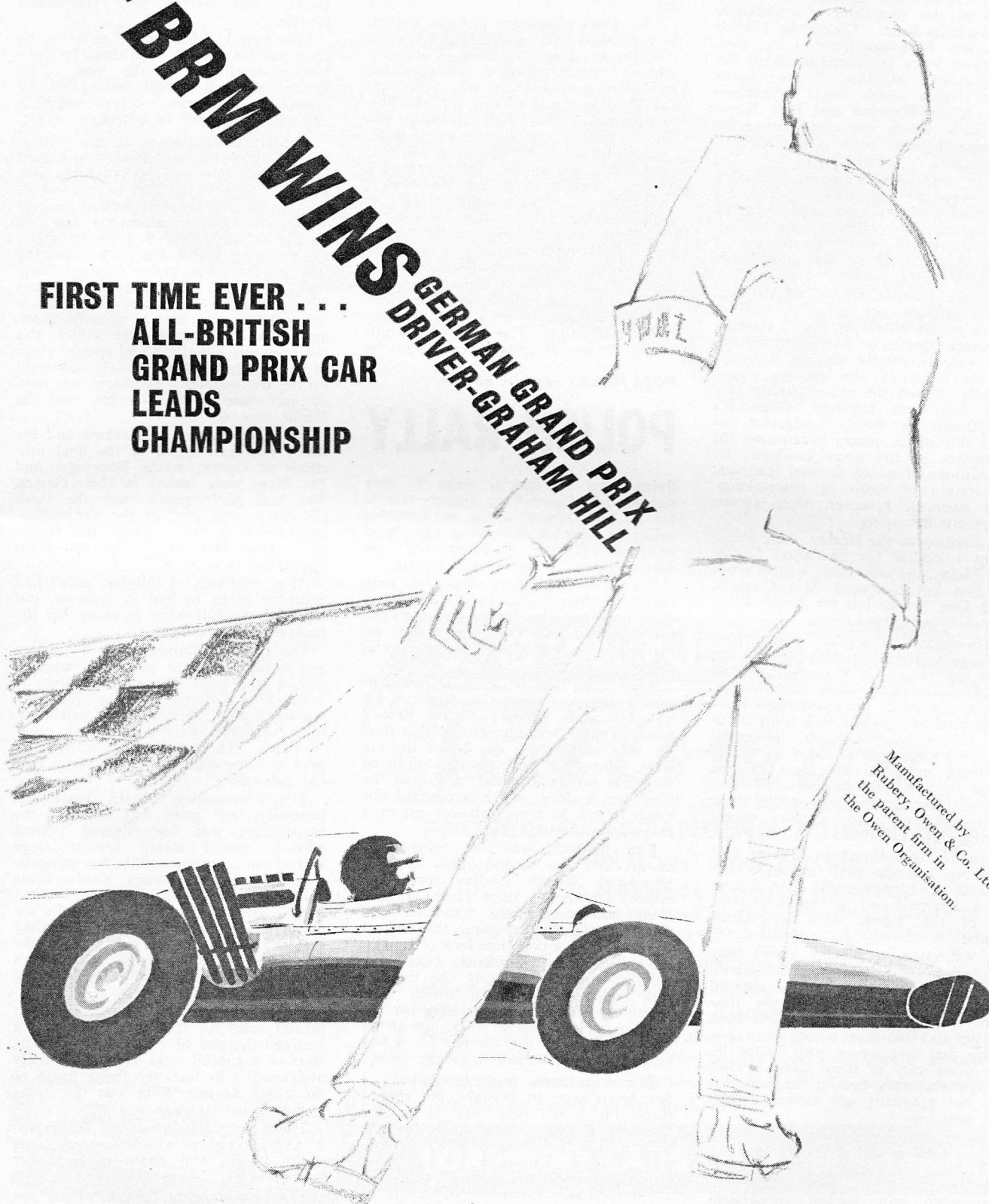


THE OFFICE: Direct "handlebar" steering, swing axle front suspension and gear lever connected with Norton "foot" change.

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THE 22nd Rajd Polski was one of the fastest rallies ever run. As a counter for the European Rally Championship it attracted some of the leading Continental crews, and, as reported briefly last week, was something of a walkover for Mercedes-Benz. The works 220SEB of Eugen Böhringer/Peter Lang took first place by a large margin from Pat Moss/Pauline Mayman in a works Austin-Healey 3000, and Böhringer/Lang, Kühne/Wencher and Ewy Rosqvist/Ursula Wirth won the team prize by being the only team of any kind to finish intact.

None of the DKW Juniors, including the works car of Pierre Gele/Andre Guilhaudin, managed to finish, and the three works Tatra 603s, almost unmanageable downhill on a wet surface, all went off the road or had mechanical trouble.

Eric Carlsson's Group 2 SAAB went over on its roof once again, but was not able to match Böhringer before retiring.

Average speeds on the ordinary sections were frequently around 75 k.p.h., and on some of the special stages, allegedly closed to other traffic, the faster cars were required to average over 70 miles per hour. Navigation was rather difficult in places because of the inadequacy of the maps available, no two editions of which showed the same combination of roads or place-names. Road surfaces, however, were almost always non-damaging.

In addition to the Healey, there was a Group 1 Zodiac for Sherwood Skelly/Ross Finlay, the only other British crew, and two Polish-entered Mini-Coopers, one a Don Moore job for Polish Rally Champion Sobieslaw Zasada.

Fifty-six cars left Krakow from 8 p.m. on Thursday the 2nd, and a braking test at the start saw Pat Moss fastest from the Mercedes of Rosqvist and Kühne. A short run down the main road south out of Krakow, packed with unlit farm-carts, led to the first of the 16 special stages, 9.3 km. along a closed section of the same main road. Most of the serious competitors managed this on time, but this was the only special stage which was "on", for anyone except Böhringer and Pat Moss.

Even by this time one Syrena had fallen out and the next few miles saw the exit of Linzenburg's Auto Union with a deranged cooling system and the first of the Tatras with unspecified bothers.

At Zakopane, a holiday resort near the Czech border, there was a hill-climb, followed immediately by the second special stage. Marking on the hill-climbs was on a class basis, but both Carlsson and Böhringer were rather slow on this first one, being both beaten by three other cars in their classes. Ewy Rosqvist was very fast in the first few tests, but gradually got slower as the event wore on.

The special stage here was fairly sinuous, winding downhill and then up for 7.1 km., and the time allowance for the big saloons was a meagre 228 secs. There were only a few unsurfaced stretches, but even Böhringer was 77 secs. late and Pat Moss was late by the same margin on her higher average.

An hour and a half later, after a fast run on good roads, came the third special stage at Zembrzka. Böhringer had 10 penalties, Carlsson 17 and Pat Moss 21.

The next special turned out to be 5 km. uphill and then down on a newly surfaced tarmac road. Pat Moss was best with 8 penalties, Böhringer had 11 and Carlsson dropped badly back with 58.

The 1,049-kilometre, 13-hour eastern loop finished back in Krakow for a 90-min. break. There had been 13 ordinary sections, which produced few penalties, and seven special stages, which had left Pat Moss in the lead with 186 penalties to Böhringer's 192. This advantage was mainly due to the sixth special stage, virtually a speed hill-climb of 9.8 km., when the power of the Healey gained a 22-sec. advantage over the Mercedes.

The western loop started along the same main road out of Krakow and the first three ordinary sections of 48, 60 and 79 mins. were easily on.

At Wisla, another holiday resort close to the Czechoslovakian border, the rain was falling hard, which made the hill-climb here, entirely on a cobbled road, rather interesting. The finish of the hill-climb, almost at the summit, was the

ROSS FINLAY reports on The

POLISH RALLY

flying start of special stage 8, very dangerously downhill on slippery tarmac for 3.7 km. Almost at the end Carlsson rolled the SAAB over at a right-hand hairpin. Neither Carlsson nor co-driver Gunnar Haggbom was injured.

Pat Moss and Ewy Rosqvist were fastest in their classes in the climb but Böhringer was best by 40 marks on the special stage and from this point on made the best time on all the special stages.

Very dense mist set in about midnight on the road to Kamionki and control 23, and Hermann Kühne lost his first 2 mins. here. Christofferson, by this time the only survivor in the 2-litre touring class, almost fell asleep while following a Syrena and pulled into the side of the road for a doze, which accounted for much of his 85 mins. lateness out of a maximum permitted 90.

Ewy Rosqvist was lost twice hereabouts and the second time followed Sherwood Skelly's Zodiac for some miles. On special stage 11 the Zodiac itself became a little wandered and ended up in Kowary near the end of the stage with a complete lack of brakes, the caliper on the offside front disc having seized. Repairing the damage and replacing the pads, which were drastically worn, took too long for the crew to be less than 45 mins. late at the next control and they retired for a few hours' sleep in the middle of the town.

The rally came back to Kowary a few hours later in daylight, but special stage 14, which was No. 11 in the opposite direction, saw only 14 cars

Results

1. Böhringer/Lang (Mercedes-Benz), 412.52 pts.;
2. Moss/Mayman (Austin-Healey), 828.37;
3. Kühne/Wencher (Mercedes-Benz), 1,201.39;
4. Otto/Hanf (Wartburg), 2,444.47;
5. Christofferson/Lilienberg (Volvo), 2,458.25;
6. Rosqvist/Wirth (Mercedes-Benz), 2,461.41;
7. Dobrzanski/Murawski (BMW 700), 2,640.57;
8. Repeta/Stryczek (FSO Wwarszawa), 2,861.84;
9. Nowicki/Wodnicki (Fiat TC), 3,136.76;
10. Postawa/Jaromin (Simca), 3,426.89.

through. Böhringer was the first to arrive, carrying number 66, and he was so far in front that observers on the special stage missed him. Pat Moss, number 81, was next car up, but her Healey was having rear suspension trouble.

Böhringer had lost only 1 min. on the road and his special stage times had put him unassailably in the lead. The Healey was still second, having lost 13 mins. on a 39-min. section when it apparently ran out of petrol.

The Healey appeared at one control with the nearside rear suspension almost hanging off, but two quick welding jobs by B.M.C. mechanic John Lay staved off the trouble. A 114-min. section back to Wisla on Saturday afternoon saw the Healey in with only 5 mins. to spare, the offending suspension parts appearing through the floor under Pauline Mayman's seat, and instructions from Stuart Turner to take things easy and finish at all costs. The rain was pouring down again for the special stage, which was the previous hill-climb and special stage in the opposite direction—i.e., downhill on the wet cobbles. Böhringer was best, 30 secs. late in the 7.2 km. and the Healey was 96.

A main road run to Krakow and the finish was interrupted by the final hill-climb at Ojcow, where Böhringer and Pat Moss were fastest in their classes. The best performance over the three hill-climbs was that of the Christofferson/Lilienberg Volvo, which was fastest in its class even when there was some opposition in it.

After 46 hours of rallying, crews had Saturday night in bed in Krakow, but reported the following morning for the races at Nowa Huta.

The race for finishers saw Pat Moss win easily, taking 8 mins. 52 secs. for the 15 km., from Böhringer (9 mins. 27 secs.), Ewy Rosqvist (9 mins. 28 secs.), Kühne (9 mins. 28 secs.) and Christofferson's spiritedly driven Volvo (9 mins. 32 secs.). The circuit was rather slippery and the other races saw some rare old gilhooleys.

The organization of the event was generally very good, but some of the marshalling was very ragged. Some officials would stamp special stage arrival and departure times for competitors and others would not. One of these characters refused to take the card when it was handed to him, but after the co-driver had struggled out of his safety belt and got out of the car, grabbed the card from the bewildered competitor's hand and banged it into the printing clock. One wonders why.

Pat Moss lost some time when an official told her that there was a gap between the end of a hill-climb and the start of a special stage run immediately afterwards. In fact, the flying finish of the climb at this point was the flying start for the next stage.

These complaints apart, the Polish was a very good event which deserves to be better known and ought to be better supported next year.

The results meant that Böhringer has now probably taken the lead in the Championship from Carlsson and Pat Moss still leads the Ladies' Championship from Ewy Rosqvist, although neither gained points for it on this event because of the lack of other lady entrants.



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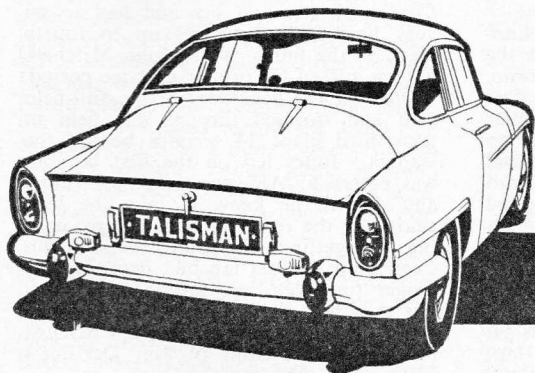
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AINTREE'S GRAND NATIONAL

B.A.R.C. August Bank Holiday Monday Meeting

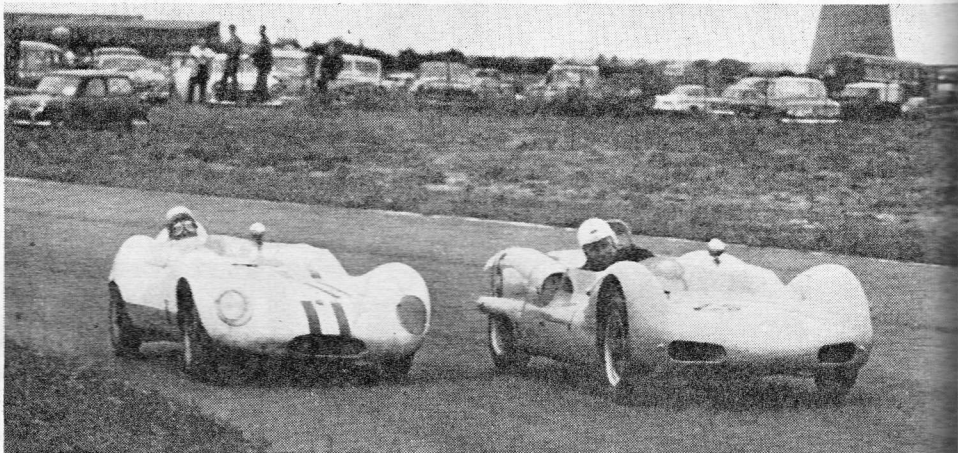
NEW lap records both for Formula Junior racing cars (equalling the outright course record set last year by Henry Taylor in a 2-litre Lotus Nineteen) and 1,100 c.c. sports cars, together with some extremely close racing, kept a fair-sized crowd on its toes at Aintree on Bank Holiday Monday, when the British Automobile Racing Club held a National British racing meeting on the 1.64-mile club circuit.

While the rest of the country suffered from heavy rain, Liverpool was graced with a fine sunny morning for the practising sessions and a dry, if overcast, afternoon. In sharp contrast to many meetings this year, there were only four cars which did not put in an appearance at the circuit for practice.

During practice, however, David Prophet's Alexis-Ford Junior ruined its rear suspension at the fine new safety barrier of straw bales at Bechers Bend while putting up a fastest practice lap equalled only by Bill Bradley's Cooper, M. A. Peel's Lola Junior came to an abrupt halt with a severe seizure of some sort and H. S. Clifford's white Alta left the ranks of the historic cars temporarily after just one lap during which it developed sad maladies.

A 10-lap heat for the Aintree Trophy race brought out a full field of 16 sports cars of up to 1,100 c.c. capacity with Mike Beckwith's Lotus 23 in pole position, one of three of these cars to get below the class record, the others alongside him being Rodney Bloor and Chris Williams. Fourth place on the row was held by Sid Fox, whose Lola had equalled the record, held jointly by the Hon. Edward Greenall's Lola (as far back as 1960) and Harry O'Brien's Elva-Climax, which was on the second row in the hands of its new owner, George Pitt, who was accompanied by Tony Lanfranchi's Elva and John Nicholson's Lola.

Trouble came on the first corner when the leaders nearly all became involved in a shunting session. Exactly what took



place is not clear but Beckwith was certainly touched and went off with two tyres valves torn away, Williams retired at the start line signalling enclosure at the end of the lap with a flat tyre for the same reason and Pitt came round with badly tattered bodywork.

Bloor was well in the lead from Lanfranchi, and on the next lap broke the class lap record with a time of 1 min. 7.8 secs. (87.08 m.p.h.), then easing off as he drew away from the field, further depleted as Lanfranchi dropped out on the fourth lap, letting Fox up into second place with Nicholson third, chased hard by Geoff Oliver in the new, rear-engined D.R.W. and Pitt, who recovered rapidly from his first lap set-back.

Bill Ferguson did it all wrong in his Lola on the third lap at Club Corner, dropping right back to the tail end of the field and having to work hard to get back up to sixth place on the final lap; then running out of petrol on the "slowing down" lap. Oliver passed Nicholson into third place on the fifth lap and then fell out of the picture, while Pitt took over third spot next time round, holding it until the finish.

ABOVE: Start of Heat 2 of the Aintree Trophy Race. Gordon Jones (Marcos-Climax) leads Derek Alderson (Elite—32) and Derek Bennett (Elite—31).

BELOW: John Nicholson (Lola) overtakes George Pitt (Elva) on the inside at Village Corner.

The second heat was just as exciting with a tremendous fight for first place between Derek Alderson's Elite and the Marcos-Climax of Gordon Jones, this G.T. heat allowing in "prototypes". B. J. Smallthwaite spun his Elite at Club Corner on the first lap and had to go very hard indeed to get up to fourth place at the finish, while John Mitchell, having missed his proper practice period, started off the back row of the full-field grid and stormed through the field to take third place 14 seconds behind the leaders. Jones led on the first lap but was passed by Alderson next time round and did all he knew to take the lead again for the remaining eight laps, ending by getting alongside round Club Corner on the last lap but, being on the longer (outside) line, failing to win by less than half a car's length. Fifth place went to Tommy Entwistle's T.V.R., just one second in front of Jon Derisley's Elite.

Third event on the programme was the Formula Junior race, a 25-lap scramble which was close-fought for every inch of the way. For the first four laps Bill Bradley's Cooper led,

hotly challenged by Keith Francis in a Lotus which put Geoff Breakell's Lotus into third place on braking for Club Corner with Adam Wyllie's Lotus fourth. John Romanes held fifth place consistently in his Lotus until retiring with 10 laps gone, this place then being battled for by Tommy Reid and F. W. Dodgson, each in Lotus-Fords, Reid eventually getting the verdict and just avoiding being lapped at the finish.

Wyllie passed Breakell on the second lap while Francis closed up on Bradley as they tore down Railway Straight and on the fifth lap Francis took the lead. Two laps later the Cooper was pushed back into third place as Wyllie's Lotus went by and then Wyllie set about Francis, taking the lead on the 12th lap and holding it by a narrow margin to the finish.

Attention now turned to the scrap between Bradley and Francis, for next time round Bradley's Cooper went up into second place, the Lotus driver then fighting back to regain the position four laps later as Breakell made another bid for third berth. With three laps to go Bradley went past Francis once more to claim second spot, retaining it until the flag with an advantage of two seconds. Bradley himself being little more than this behind the winner. Bradley's fastest lap of 1 min. 4.2 secs. (91.96 m.p.h.) was a new record for Juniors.

During all this excitement few noticed the absence of A. G. Moore's Lotus which spun in company with the Mervyn of David Bridges at Club Corner on the fourth lap and spun again two laps later at Village Corner, crashing through the end of the jump which is a marshal's point at this position and taking the observer with it. Moore was unhurt and the car was not badly damaged but the observer was knocked out and had to spend the night in hospital under observation.

The next race was the final for the Aintree Trophy, a 20-lap event in which the first five from each of the heats, together with the next six fastest from the heats taken as a whole, made up a fast field of mixed sports and G.T. cars. This time Bloor's Lotus 23 had an easy run and the likely battles between Pitt's Elva and Fox's Lola, and the Marcos of Jones and the Elite of Alderson, fizzled out after a few laps as Pitt's and Jones's cars went sick. For a while there was a good race between Jimmy Mackay's Shannon-Lotus (an "Eleven" with independent rear end) and Nicholson's Lola for third place but then Nicholson pulled away. Alderson did well to head several sports cars to take fifth place in his Elite, beating Don Hill's Elva by two seconds as Pitt dropped farther back. Before easing up, Rodney Bloor broke his own new class record for 1,100 c.c. cars, leaving it at 1 min. 7.4 secs. (87.60 m.p.h.) without being hard pressed. During practice, Beckwith had been even quicker but practice laps don't count for record purposes.

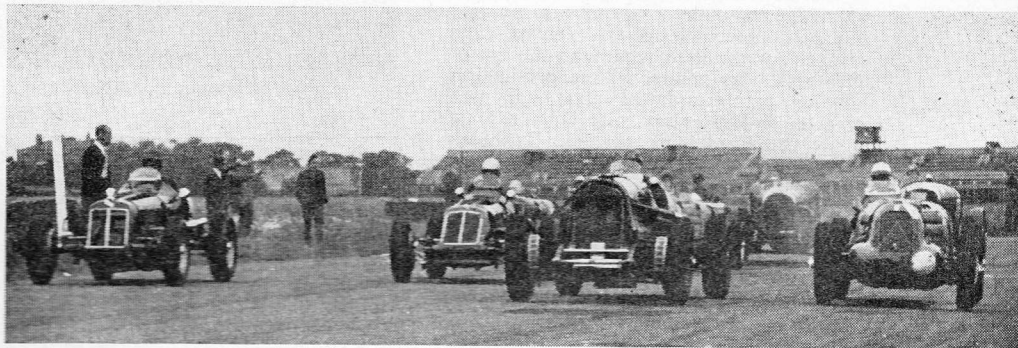
Thirteen competitors faced the starter in the Historic Car race, a 10-lapper which was a combined scratch and handicap event, the field ranging from Gordon Chapman's E.R.A. which made fastest practice lap and was on scratch, to M. Bromley-Johnson's 1½-litre GN which was slowest and had a handicap of two laps and 10 seconds. One of the course commentators kept the crowd informed of the handicap position to such good purpose that he had the first

three places worked out accurately, forecasting as the race ended that Bromley-Johnson's limit car had won the handicap with scratch race winner Sid Day's E.R.A. second and John Freeman's Speed Model Aston Martin third.

Chapman's E.R.A. led Day's car by a length or two for the first half of the race and then Day shot past, building up a lead of five seconds by the end and making fastest lap at a very creditable 1 min. 12 secs. (82 m.p.h.). Keith Schellenberg's 8-litre Bentley Barnato-Hassan Special ("The Whale") held third place in most spectacular fashion for six laps before dropping back and then retiring as top and third gears became unobtainable. Then Basil Bowman's 4½-litre Lago-Talbot took over third place despite being near boiling for most of the race. Ron Smith's Darracq ran fifth,

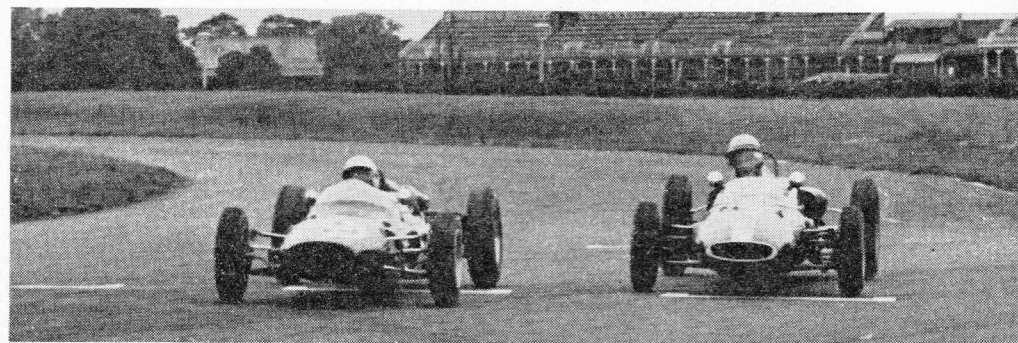
Farnborough Racing Enterprise teammate John Nicholson (Lola-Climax) as the back-marker Formula Junior cars rushed through the field with Tommy Reid's Lotus haring away in front of Bradley's Cooper. Scratch man Adam Wyllie was never in the hunt, finishing eighth but, as the entire field crossed the line in 19 seconds, this was no disgrace. Reid went into the lead just before the finish while Nicholson was next less than a second behind with Bradley third, 1½ seconds away and not quite two seconds in front of Derisley. Pitt's Elva scraped home one-fifth of a second in front of Breakell's Lotus Junior to keep a hard-earned fifth place, these two, Rodney Bloor and Wyllie, pushing past Mitchell's "E"-type on the final corner. Phew!

G.M.



ABOVE: The start of the "Old Timers" race: Left to right are Gordon Chapman (E.R.A.), Sid Day (E.R.A.), Keith Schellenberg (Barnato-Hassan) and Basil Bowman (Lago-Talbot).

BELOW: Bill Bradley, in the Midland Racing Partnership Cooper-Ford, takes second place from Keith Francis (Lotus 20) at the exit from Club Corner in the Formula Junior race.



then fourth after Schellenberg's retirement, only to be passed by Freeman's Aston which came through after J. T. Williamson's Bentley 4½ fell by the wayside after having been sixth for four laps.

The final event was a further handicap, this time without a scratch race combined, and the invited cars were the first five from each of the Aintree Trophy heats and from the Junior race, with the next pair from each event as reserves. From this possible selection of 21 cars only a dozen went to the line because the owners of the rest had had enough or their cars had! Then Don Hill's Elva non-started from the line because the clutch went inoperative and he had to be pushed away as the field departed. With handicaps based on the same day's scratch race performances, the racing was extremely close with limit man Brian Hetreed (Elite) in the lead for the first lap but overwhelmed by almost the entire field on the sixth of the seven laps. Jon Derisley's Elite led for four laps before being passed by his

Results

Aintree Trophy Race (Heat 1)—Sports Cars up to 1,100 c.c.: 1, R. J. Bloor (Lotus-Ford 23), 85 m.p.h.; 2, S. A. Fox (Lola-Climax); 3, G. Pitt (Elva-Climax Mk. 6). **Fastest lap:** Bloor, 87.08 m.p.h.

Aintree Trophy Race (Heat 2)—Grand Touring Cars: 1, D. C. Alderson (Lotus Elite), 80.99 m.p.h.; 2, G. M. Jones (Marcos-Climax); 3, J. Mitchell (Jaguar "E"). **Fastest lap:** Alderson and Mitchell, 83.39 m.p.h.

Formula Junior Race: 1, A. R. Wyllie (Lotus-Ford 22), 89.95 m.p.h.; 2, W. Bradley (Cooper-Ford Mk. 3); 3, K. M. Francis (Lotus-Ford 20). **Fastest lap:** Bradley, 91.96 m.p.h.

Aintree Trophy Race (Final): 1, R. J. Bloor (Lotus-Ford 23), 85.23 m.p.h.; 2, S. A. Fox (Lola-Climax); 3, J. Nicholson (Lola-Climax); 4, J. Mackay (Shannon Lotus-Climax); 5, D. C. Alderson (Lotus Elite); 6, G. D. Hill (Elva-Climax Mk. 6). **Fastest lap:** Bloor, 87.60 m.p.h.

Historic Racing Cars: 1, S. I. Day (E.R.A.), 79.94 m.p.h.; 2, G. Chapman (E.R.A.); 3, B. Bowman (Lago-Talbot). **Fastest lap:** Day, 82 m.p.h. **Handicap Section:** 1, M. Bromley-Johnson (GN), 68.30 m.p.h.; 2, S. I. Day (E.R.A.); 3, J. Freeman (Aston Martin).

Invitation Handicap Race: 1, T. D. Reid (Lotus-Ford 22), 86.90 m.p.h.; 2, J. Nicholson (Lola-Climax); 3, W. Bradley (Cooper-Ford Mk. 3). **Fastest lap:** Bradley, 91.39 m.p.h.

Club News

By MICHAEL DURBIN

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

GOODWOOD SPRINT

A GOOD field of 74 entries ranging in size from a Ferrari Berlinetta down to Austin-Coopers were spread over 10 classes. They competed over a 2,000-yard circuit starting midway between St. Mary's and Lavant Corner and finishing at the normal finish line in front of the stands, having negotiated the chicane.

Goodwin's Austin-Cooper always had the edge in class 1, despite a wearing fan belt, and came out the eventual class winner by almost 3 secs. with a time of 68.6 secs. As winner of the production touring car award the class win was credited to I. Woolsey.

M. J. Windebank, in his Sunbeam Rapier, added to his recent successes with a win in class 3 with a best time of 69.8 secs. The Lotus 7 of C. L. Lacey was easily the fastest car present and put up best time of the day with 54.6 secs.

M. J. Griffin in a G.S.M. Delta was the actual best in class 7, but having already won class 2 in a VW the class award for class 7 went to R. Vaughan driving the same G.S.M. Quite simple really!

An interesting class was class 11, consisting of a blown A40, an A40-Climax and two Allardettes, one blown and the other having a Classic engine. At the halfway stage R. Mackie in his supercharged Allardette led the Climax-A40 of Paddy Brownlee by 0.6 sec., but Mackie bettered his time by a further 0.7 sec. and won the class with 67.6 secs.

Perhaps the most interesting class was that for the "big bangers" where we saw the Ferrari Berlinetta of Maurice Baring, J. Tiller in his Allard J2, James Boothby's D-type, the DB2 Aston of C. Campbell and Anthony Hopkins in his E-type, which unfortunately lost some revs. and retired. Best in the class was Boothby's D-type, which won the award for the best open car with a time of 56.8 secs. The class award therefore went to M. Barker in his Alton-Jaguar with 58.5 secs., closely followed by J. Tiller (Allard), 58.6 secs., and M. Baring (Ferrari), 58.7 secs.

Results

B.T.D.: C. L. Lacey (Lotus 7), 54.6 s. **Production Touring Car:** N. M. Goodwin (Austin-Cooper), 68.6 s. **Open Car:** J. Boothby (Jaguar D), 56.8 s. **Closed Car:** M. Baring (Ferrari Berlinetta), 58.7 s. **Class Winners:** I. Woolsey (Austin-Cooper), 71.4 s.; M. Griffin (VW), 75.6 s.; M. Windebank (Sunbeam Rapier), 69.8 s.; R. McArthur (Lotus 7), 58.5 s.; R. Vaughan (G.S.M. Delta), 66.3 s.; R. J. Neville (Lotus Super 7), 59.1 s.; E. C. Crocker (Lotus Super 7), 58.8 s.; R. J. Mackie (Allardette), 67.6 s.; D. Selway Jones (TR3A), 60.7 s.; M. Barker (Alton-Jaguar), 58.5 s.

Now that the "rally season" is almost upon us, Roadsport Equipment's mobile showroom of rally equipment will again be attending all National and major rallies, the first one being the Bolton. The Loughborough firm's mobile showroom carries everything for rallying including O.S. maps and Halda Speed Pilot spares.



UGH! Pleasant conditions for Brian Drake at the Whit Monday Taunton Autocross meeting!

Coming Attractions

- 17th-19th August. Rally of 1,000 Lakes, Finland.
- 18th August. R.A.C. Tourist Trophy Meeting, Goodwood, near Chichester, Sussex (G.T., F.J.). Starts 11.30 a.m.
- Ulster A.C. National Championship Hill-Climb, Craiganlet, near Belfast, Co. Down, Northern Ireland.
- Liverpool M.C. Sprint, Oulton Park, near Tarporley, Cheshire. Starts 2 p.m.
- Dursley M.C. and L.C.C. Sprint, Castle Combe, near Chippenham, Wilts. Starts 2 p.m.
- 18th-19th August. Bolton-le-Moors C.C. Bolton Rally. Starts Gresford, near Wrexham, Denbighshire, at 9 p.m.
- 19th August. B.R.S.C.C. Race Meeting, Cadwell Park, near Horncastle, Lincs. Starts 2.30 p.m.
- West Essex C.C. Race Meeting, Snetterton, near Thetford, Norfolk. Starts 2 p.m.
- V.S.C.C. Hill-Climb, Prescott, near Cheltenham, Glos. Starts 12.45 p.m.
- Shenstone and D.C.C. Grass Hill-Climb, Toboggan Field, Weeford Park, near Sutton Coldfield, Warwickshire (M.R. 120/132034). Starts 2.15 p.m.
- Romford E.C.C. Autocross, Skinners Farm, Abridge, Essex. Starts 2 p.m.
- Southsea M.C. Autocross, Salisbury, Wilts. (M.R. 167/127377). Starts 10.30 a.m.
- M.G.C.C. (Midlands) Driving Tests, B.M.C. Longbridge, Birmingham. Starts 2 p.m.
- 25th August. Seven-Fifty M.C. and Chester M.C. Race Meeting, Oulton Park, near Tarporley, Cheshire.
- Formula Junior Championship of Ireland, Kirkistown, Co. Down, Northern Ireland.
- Sussex C.C. Driving Tests, Goodwood, near Chichester, Sussex. Starts 12 noon.
- 25th-26th August. Copenhagen Grand Prix, Roskilde Ring, Denmark (F.I., F.J., S.).
- B.A.R.C. (N.W. Centre) North Wales Rally. Starts Vincent Greenhous Garage, Leighton Road, Welshpool, Montgomeryshire (M.R. 232071), at 11.01 p.m.
- 26th August. B.R.S.C.C. Race Meeting, Brands Hatch, near Farningham, Kent. Starts 12.30 p.m.
- Midland A.C. National Championship Hill-Climb, Shelsley Walsh, near Worcester. Starts 12 noon.
- Thames Estuary A.C. Driving Tests, Orsett, Essex. Starts 10.30 a.m.
- Harrow C.C. Driving Tests, Denham, Bucks. Starts 11 a.m.
- 29th August-2nd September. Liège-Sofia-Liège Rally.
- 1st September. Mid-Cheshire M.C. International Gold Cup Race Meeting, Oulton Park, near Tarporley, Cheshire (F.I. S., T.).
- 2nd September. Nürburgring 500 Kilometres (G.T. Class 1).
- 16th September. Italian Grand Prix, Monza (F.I., F.J.).

HIGHLAND C. & M/C.C.

EVANTON AIRFIELD SPRINT

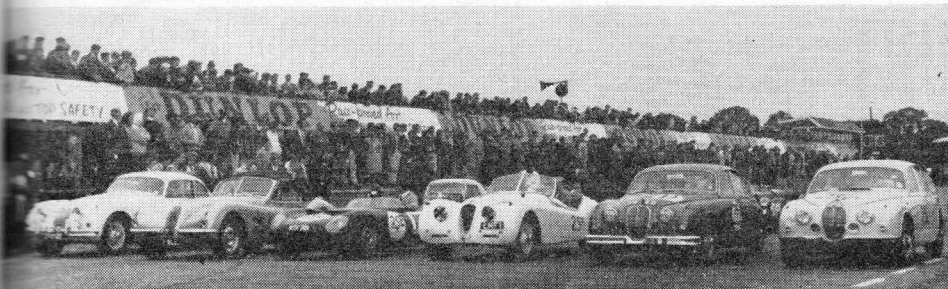
DESPITE wet breezy conditions for most of the day, a large crowd turned out to watch W. J. Stein of Edinburgh win the Grampian TV Trophy by a very narrow margin from Jimmy McInnes. Both were driving Lotus Sevens, but as Stein's was Cosworth-modified he competed in class 6, whilst McInnes was in class 5. Third in the overall results, which were calculated on a class average improvement basis, was C. Burges-Lumsden, again upgraded a class due to the extensive Speedwell modification of his Morris 1000. Best time of the day on the twisting circuit, which was circled twice per run, was W. Forbes in his Formula Junior Lotus.

The meeting commenced with the small saloon cars, which showed to great advantage on the wet, particularly the ubiquitous Mini in various guises. The large saloon car class was dominated by the immaculately prepared and driven Jaguar 3.4 of J. Dryden, closely followed by D. Robertson in his Ford Zodiac. Classes 5 and 6, for production sports and G.T. cars up to 1,300 c.c. and 1,300-3,000 c.c., produced a variety of cars ranging from Major Mackenzie's Daimler (aply numbered SP 250) to Miss Joan Macdonald's M.G. Midget. Spins were the order of the day, particularly on the treacherous right-hander immediately before the tight chicane, but no damage of any description resulted. Jimmy Mackay from Thurso proved to be just too fast for the opposition in class 9 with a shattering 1 min. 53.8 secs., but in classes 7, 8, 10 (amalgamated), J. H. Blades startled everybody, including himself apparently, with an impressive final run of 1 min. 54.2 secs. to take second place behind W. Forbes in his Formula Junior Lotus.

Results:

Class Winners: D. J. Ferguson (Austin Seven), 2 m. 23.8 s.; R. L. Johnston (Austin-Cooper), 2 m. 22.6 s.; C. Burges-Lumsden (Morris 1000 Speedwell), 2 m. 28.4 s.; J. Dryden (Jaguar 3.4), 2 m. 16.4 s.; J. McInnes (Lotus 7), 2 m. 15.6 s.; W. Stein (Lotus Seven Cosworth), 2 m. 0.2 s.; W. Forbes (Lotus Formula Junior), 1 m. 51.2 s.; J. Mackay (Shannon-Lotus), 1 m. 53.8 s. **Overall Winner and Grampian TV Trophy:** W. J. Stein; 2. J. McInnes; 3. C. Burges-Lumsden. **B.T.D.:** W. Forbes.

THE Middlesbrough and D.M.C. race meeting scheduled for 19th August has been cancelled. The reason for this is that the Thornaby Town Council refused to grant permission for the event to be held.



WINNERS' LINE UP: (Left to right) Don Smith's XK 150S, Eric Brown's XK 120, Richard Wrottesley's Lister, Les Fowler's XK 120, Peter Dodd's 3.8 and Peter Woodroffe's 3.8.

Relay Race—continued

taking another competitor going into Copse, left his braking a little late and, perhaps owing to the fact that the track was a little slippery and that he was using a different make of tyre than previously this season, he spun. Richard Redgrave's Lotus 17 hit the A.C., bending it at the front, Geoff Miller's neat Mark 6 Terrier got through safely, stalled, and was hit by Peter Woodroffe's 3.8 Jaguar which had just come out for the leading team. The rear suspension of the Terrier was damaged, but luckily no driver was hurt. Out from the pits went Jill Hutchinson (Terrier), Tony Kilburn (Lotus) and John Dangerfield (A.C.) to "rescue" their team mates. Woodroffe, however, managed to get his dented 3.8 back to the pits, to be relieved by Peter Dodd who went out for his third session. A little while later an M.G. went off at Copse, its driver being taken to the medical tent where he was fortunately declared O.K.

Kevin Keegan (Lotus 7) took over from Colin Chapman who had been upholding Lotus honours so capably that by 5 p.m. the team had moved from seventh to fourth place. The Jaguar "B" and Morgan teams had both covered 198 laps, the Jaguar "A" team 195.7 and Club Lotus 195.3. The Morgans were very strong contenders for outright victory, Bob Duggan still battling on, although he was not as fast as on previous outings as he was using wet-weather tyres.

More important changes: Ray Dilley replaced the enthusiastic John Dangerfield; David Buxton brought out the Super 100 Elite and relieved Keegan; Ray Meredith took over from Bob Duggan to try to put the Morgans ahead and Ken Baker gave his sash to Jack Lambert.

David Buxton's "Formula 1" Elite was not as fast as anticipated: it had a 4.5 axle ratio instead of a 4.9 to keep revs.

down and, unfortunately, proved to be three seconds a lap slower than usual. On the other hand, Ray Meredith was again driving rapidly—his Morgan was gaining six seconds per lap on handicap once more. Buxton came into his pit, only to be told to carry on, and then soon after taking over from Bill Woodhouse, Roy North brought his Talisman into the pits. Woodhouse, still in the paddock, tore round to the pits, grabbed the sash and carried on—poor Bill seemed to be racing practically all the time!

Warwick Banks, whose A.C. Ace-Bristol had broken a half-shaft in practice, had relieved Dilley; Eric Brown took over for the leading Jaguars and Ken Baker received the sash once more from Jack Lambert in the Jaguar "A" team. Baker was to continue until the end.

At six o'clock, with just one hour to go, the positions were: 1, Jaguar "B", 248.5 laps; 2, Morgan 4/4, 248; 3, Jaguar "A", 245.3; 4, Ecurie Wild Goose, 244.3; 5, Tornados and M.G. Twin-Cams, 243.3.

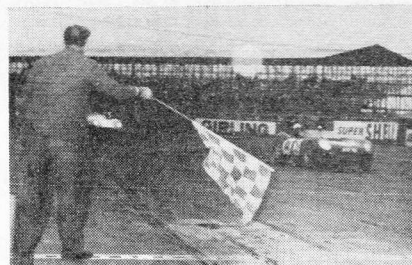
Could the Morgans make it? That was the question everybody was asking. Chris Pickard took over when the under-tray of Meredith's car came adrift; however, he was not as fast as might have been expected. Meanwhile, H. Haskell, a Lotus development engineer, took over the Lotus "7" which Colin Chapman had driven so rapidly, but by now the Club Lotus team was trailing.

With half an hour to go, the actual race position could be observed on the road and it was noticed that Eric Brown's XK 120 was about one minute behind Chris Pickard's Morgan. Whilst many were calculating if Eric could do it, Richard Wrottesley's Lister could be seen creeping along quietly to the Jaguar "B" pit to take up position ready to take over if Brown was to be called in. Wrottesley had only used up 31 of his maximum of 50 allowed laps during his

first run and, sure enough, after careful calculations by J. McCartney, the pit manager, Brown was signalled to come in. Tension mounted when Brown ignored the signal, but it seemed that he would have been held up by several backmarkers if he had tried to come in on that lap.

After a short pause whilst selecting gear, Wrottesley's Lister screeched away when he received the sash from Brown on the next lap. By the end of the lap he had 57 seconds to make up; another lap and it was 48, then 38, then 28.5. Yes, it was possible! As long as nothing untoward happened, Wrottesley would win the race for the Jaguar "B" team. Nineteen point five seconds, 11.2, 3.5 and then, next time round, Wrottesley led by 5.5 seconds. With all this excitement, a last-minute change by Lotus—Bedford relieving Haskell—went almost unnoticed, and a Cooper-Mini which stopped at Becketts caused C. H. B. Wadsworth to rush out of the pits.

So, with only minutes to spare, the Jaguar Drivers "B" team won the race and, thanks to Ray Meredith in particular, the Morgan 4/4 Club team was second, about a minute behind the Jaguars, both teams having completed 298 laps. The Jaguar Drivers "A" team was third with 293 laps completed and also on that lap was the Ecurie Wild Goose who had battled on quietly despite one or two unscheduled stops and the loss of their fastest car. Fifth and sixth with 292 laps to their credit were the M.G. Twin-Cam and Tornado Talisman teams. The gallant team of 750



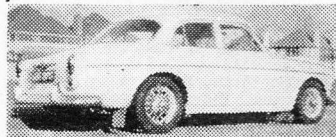
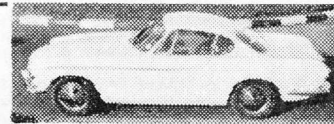
WROTTESLEY takes the flag.

Formula cars won the L.M.B. Shield.

The handicapping, by Dennis Lovelidge, was good, whilst the commentary was very informative. One must admire the promoting club because all work performed by officials and helpers is voluntary and charges made hardly equal the expenses needed to organize such a meeting. It is good to see an event free from sponsorship; trade support, also, was non-existent.

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LANCIA, red, similar to above also right hand drive, red, not as good. This car needs a new crown wheel and pinion and I have not yet had time to do it, but it may be done by the time this advertisement appears. £420

JAGUAR XK120 drop-head coupe (October 1953). This car is remarkable in that it has done only 29,000 miles and looks it. Known and careful maintenance history by its two owners. £150 spent this month. Really good white repainting. New carpets. New hood and lining, shock absorbers, dynamo, etc. Radio, heater, Ace discs, chrome luggage rack, excellent Michelin tyres and battery. This car is perfect in looks and mechanically. I have just driven it to Italy and back in a hurry and total cost afterwards of brake adjustment and oil change was £3 10s. £385

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10 Eaton Mansions, London, S.W.1
Telephone: SLOane 4387 or
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- LAGONDA** 1954 3 litre d/h 4-seater, new engine, rad/htr, wshrs, Bosch spot, immac. **£895**
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- M.G.A** 1958 d/h 2-str, radio, htr, etc. **£495**
- M.G.A** 1958 f/h coupe, blue finish, w/mrrs, wshrs, l/rack, htr. **£595**
- M.G.A** 1958 d/h coupe, w/whls, 18,000 miles only, Michelin X tyres, htr, red. **£545**
- M.G.A** 1959, 1 owner, htr, w/mrrs. **£565**
- M.G.A** 1959 f/h twin cam, k/off disc wheels, Michelin X tyres, w/mrrs, l/rack, 2 spots, w/rim steering wheel, s/traps, htr. **£595**
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(Continued overleaf)



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M.G.A 1600. Fixed head coupe. A one owner 1959 car unblemished in red with many extras. **£645**

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1960 SUNBEAM ALPINE in red with black trim. £675.—Willoughby's of Ilkeston, Nottingham Road, Ilkeston, Derbys. Tel.: Ilkeston 5101.

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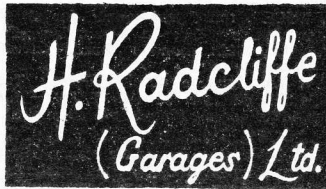
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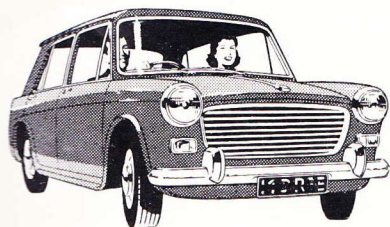
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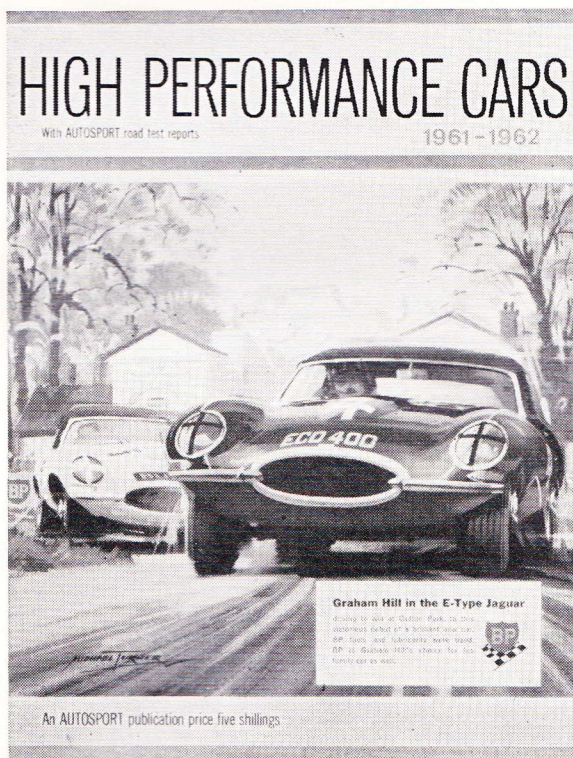
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