

RACING SEASON STARTS

AUTOSPORT

AUTOSPORT

MARCH 22, 1963

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EVERY FRIDAY
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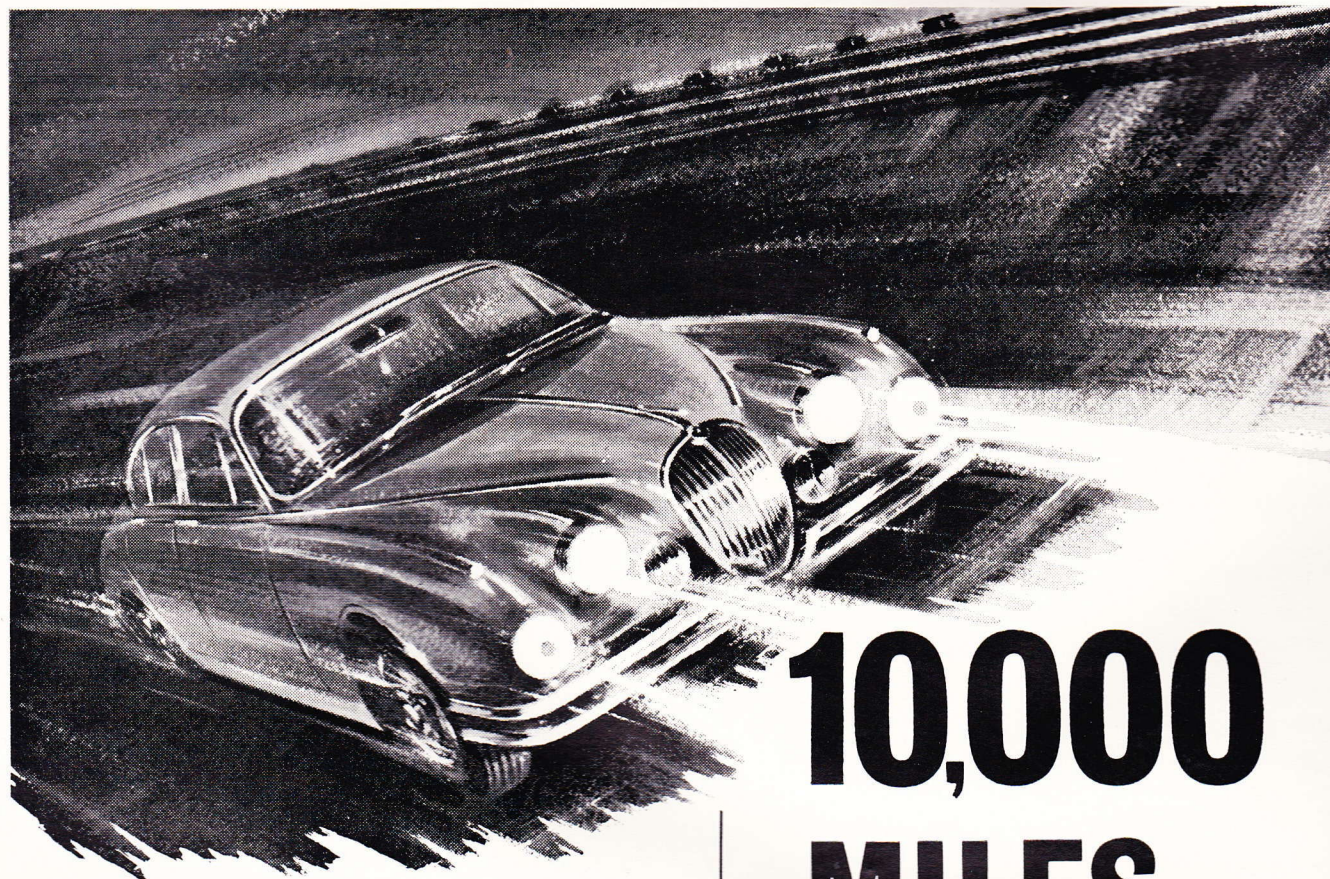
BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

GENEVA MOTOR SHOW : PROFILE—JOHN SURTEES : McLAREN'S LATEST AUSTRALIAN WIN
CLUB RACING AT OULTON PARK AND SNETTERTON : "EXPRESS AND STAR" NATIONAL RALLY



This record-breaking performance was established on the Monza circuit in Italy, by a standard production 3.8 litre Mark 2 Jaguar saloon, which ran continuously, stopping only to refuel and change tyres and drivers. In the course of this endurance run the car set up the following . . .

WORLD RECORDS

INTERNATIONAL CLASS 'C'
3,000 c.c. to 5,000 c.c.

3 DAYS at 107.02 MPH

4 DAYS at 106.62 MPH

15,000 KMS at 106.61 MPH

10,000 MILES at 106.58 MPH

**10,000
MILES** at
106.58 MPH

achieved by
a standard

JAGUAR

3.8 LITRE MARK 2

SALOON

Subject to Official Confirmation

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BRITAIN'S MOTOR SPORTING WEEKLY

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March 22, 1963 Volume 26 Number 12

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EDITORIAL

STIRLING MOSS—IDEAL DELEGATE

SHOULD Stirling Moss decide to give up the idea of returning to motor racing, surely he would be a most valuable acquisition to the Competitions Committee of the R.A.C., with the eventual prospect of becoming the British delegate to the C.S.I. of the F.I.A.? Earl Howe has been a pillar of strength on the C.S.I. for many years, largely because of his own motor racing experience, and has earned the respect of his fellow members, because of his sincerity and undying love for the Sport. Stirling Moss is equally dedicated, and with his wealth of experience, unrivalled knowledge of motor racing problems and immense popularity, would certainly be an influence for the better on an organization which tends to ignore the requirements of interested parties; it also concentrates on drawing up countless rules and regulations which are often directly opposed to the wishes of constructors, drivers and the paying public. With Moss's wonderful record in motoring sport, Great Britain would have a powerful voice on the C.S.I., and the motor racing public would have confidence in the fact that at least one delegate was able to speak with the knowledge bred from actual experience in all possible forms of motoring sport. **AUTOSPORT** feels that if there is the slightest chance that Stirling Moss, O.B.E., could be given an official appointment, then the Executive Committee of the R.A.C. should not hesitate to approach him.

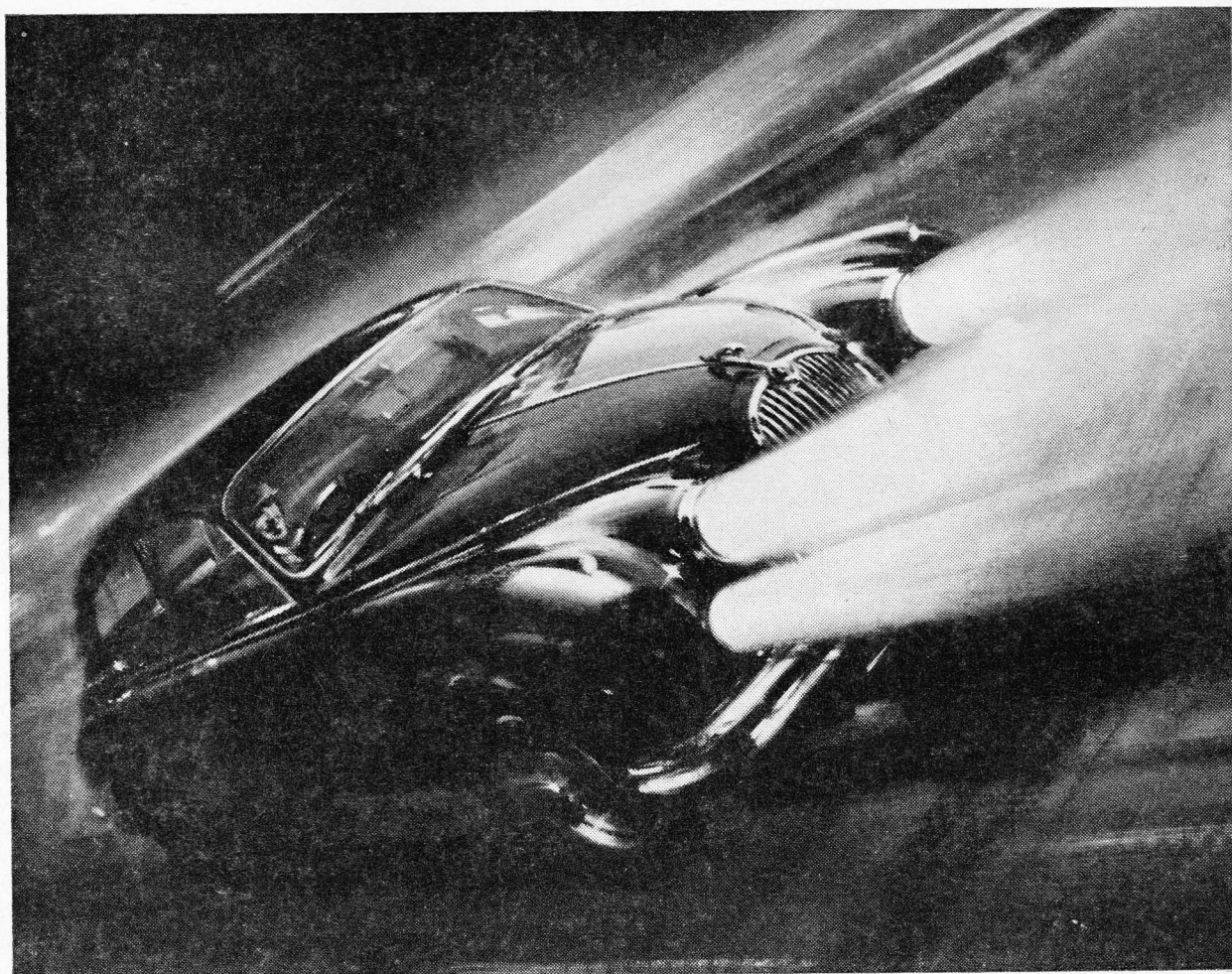
LE MANS ANOMALIES

THE repercussions of the unfortunate decision in 1962 to exclude the marque Lotus from the starting grid in the 24 Hours Race has meant that Cheshunt will not be officially represented this year at Le Mans. True, the successful Team Elite has been accepted, but the absence of the twin-o.h.c. Ford-powered 23 prototypes will definitely weaken Great Britain's chances in the smaller-capacity classes, and also the Index of Performance. After last year's debacle, Colin Chapman decided not to apply for entries, and no one can possibly blame him for so doing. On the other hand, David Murray, whose Ecurie Ecosse Jaguars have won twice on the Sarthe circuit, did apply, but no Tojeiro appears on the official list of acceptances. Similarly, the exciting Coundley-de Selincourt G.T. Lotus 19 has been passed over, although quite a number of relatively unimportant entries have been accepted. The A.C.O., who organize the race, have always adopted a somewhat dictatorial attitude in respect of *Les Vingt-quatre Heures du Mans*, but the abrupt refusal to accept the Ecurie Ecosse entry has been received with a certain amount of astonishment in France. Possibly the omission is an error, and we shall see at least one dark-blue car at Le Mans, but the general feeling is that the A.C.O. have delivered a snub.

OUR COVER PICTURE

MOTOR RACING is with us again, after a lapse of five months (not including Boxing Day Brands Hatch, that is) and at Snetterton last Sunday Chief Photographer George Phillips took this picture of Doc Merfield pressing on in his Anglia. Doc scrapes past a Mini on the outside at Coram slightly ahead of Chris Craft, who is also Anglia-mounted.

10,000 miles at 106 m.p.h. JAGUAR MK 2 SALOON USING **CASTROL**



On the Monza circuit a standard Jaguar 3.8 Mk 2 Saloon completed a total of 10,000 miles at an average speed of 106.5 m.p.h. The drivers Geoff Duke, P. Lumsden, P. Sargent, J. Bekaert and A. Hedges broke 4 International Class C records during the run including 4 days at a speed of over 106 m.p.h.

(Subject to official confirmation.)



TESTING TYRRELL COOPERS

KEN TYRRELL took the young American driver Tim Mayer, the S.C.C.A. National Formula Junior Champion, for a try-out at Goodwood last Monday. On a wet track in the morning he did very well to get below 1 min. 40 secs. after a few laps on a strange circuit. Later on a nearly dry circuit he lapped last year's Cooper in times around 1 min. 33 secs. quite consistently and appeared very promising. At the time of writing it had not been decided whether he would drive for Tyrrell or not.

John Rhodes, who will be deputizing for the previously injured John Love in the early part of the season, was also there. Complaining of being a little rusty, he also managed laps in the "33s".

THE NEW GRAND PRIX FORMULA

As is generally known, there is to be a meeting in Monte Carlo on 24th May convened by the *Commission Sportive Internationale*, to consider a new formula to follow the current 1½-litre classification which expires at the end of 1965. The members of the Association of Motor Racing Circuit Owners are highly interested in this problem, and consider that it is of great importance that a formula most suitable to the various interests in Great Britain should be presented at Monte Carlo.

Although the R.A.C. and the S.M.M.T. Sporting Sub-Committee are obviously prominently concerned with this matter, the circuit owners nevertheless decided to consult the major organizing clubs and other interests and, as a result of these meetings, have come to the conclusion that, from the points of view of public spectacle, freedom of design and control of costs, a suitable Grand Prix formula, to be introduced in 1966, would be based upon a fuel tank capacity limit, the exact limit to be decided after technical considerations. The favoured duration for a Grand Prix would be two hours. Other than this, no restrictions would be imposed, except, of course, that only fuel commercially obtainable would be allowed.

Such a formula would allow small and large engined cars of various designs (reciprocating, gas turbine) to race side by side, and could reintroduce refuelling pit stops—a popular feature from the spectacle point of view. Such a formula would also allow existing Grand Prix cars to continue racing, instead of becoming immediately obsolete with the introduction of a new formula.

The circuit owners are bringing their views to the notice of the Royal Automobile Club and, through them, the *Commission Sportive Internationale*.

CONTRARY to rumours that have been circulating recently, Jaime Ortiz Patino has not left the A.T.S. organization.

2.2-LITRE MINI!

THIS weekend, yet another twin-engined Mini will appear, this one belonging to Ken Tyrrell. With approximately 175 b.h.p. from two fully-tweaked 1,100 c.c. engines, this car is to be driven by John Whitmore at Goodwood. It has been tried at Brands Hatch and was in company with a certain Lotus 23 and seemed to be almost as fast, too!

JORGE DAPONTE

WE recently learned of the death of the former Argentinian racing driver, Jorge Daponte. Although he had raced in Europe—he was not successful this side of the Atlantic—Daponte was better known for his driving of the large-capacity single-seater specials in South American events. Jorge Daponte died at the age of 43.

PIT and PADDOCK

R.A.C. WORLD CHAMPIONSHIP RALLY TROPHY

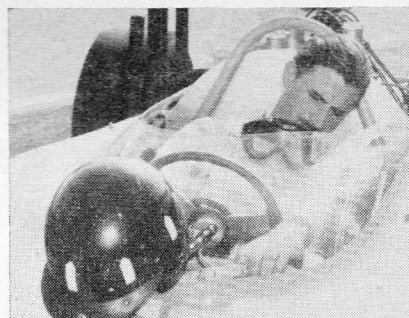
A RALLY Championship that is straightforward enough to be understood by the general public, that is what the R.A.C. have instigated for this year. The R.A.C. is to present their World Championship Rally Trophy to manufacturers, not drivers, and it is based on a small number of events, namely the East African Safari, the Canadian Shell 4000 Rally, the Rally of the Midnight Sun, the Liège-Sofia-Liège and the R.A.C. Rally. Because of the fact that it is for manufacturers, widespread geographical location and clashing of dates do not matter.

Points are scored in the order of general classification only: 1st, 12 points; 2nd, 7; 3rd, 5; 4th, 3; and 5th, 1. The four best performances are to count and there are a number of provisions in the case of a tie that would give an outright winner.

TIM PARNELL, who will give his Lotus-B.R.M. V8 its first airing in the Lombank Trophy at Snetterton, has bought all four of U.D.T.-Laystall's Lotus "4"s. Tim already has customers for two of the cars—one is going to Germany—and is also disposing of the other two machines.

IT is said that the Portuguese driver Mario Araujo Cabral will drive a Scuderia Centro-Sud Formula 1 car at Pau on Easter Monday.

SCOTSMAN Jock Russell has bought the four-cylinder Formula 1 Lotus-Climax with which Maurice Trintignant won last year's Pau Grand Prix.



DURING SECRET TESTS, Graham Hill tries the car for size.

MICKEY THOMPSON'S NEW INDIANAPOLIS CARS

AMERICAN Mickey Thompson's sleek new Harvey Aluminium Specials for this year's Indianapolis 500-mile race could be easily mistaken for a European Formula 1 car—if it wasn't for the advertising on them, that is! The 1963 car is extremely low, uses 12 ins. wheels and weighs only 1,050 lb. (lighter than last year's B.R.M.!). It has a longer wheelbase (8 ft.) and a wider track (4 ft. 7 ins.) than Formula 1 cars and a lightweight V8 Chevrolet engine with a bore of 95.25 mm. and a stroke of 73.66 mm., which gives a capacity of 4,179 c.c. 350 b.h.p. is claimed at between 6,000 and 8,000 r.p.m. Aluminium engine and chassis components, special alloys, metals and materials for the cars were made by Harvey Aluminium, Mickey Thompson being the automotive consultant of this firm.

ALAN FRASER RACING TEAM

Les Leston (out of retirement!) to Drive with Peter Jopp

TALKING to AUTOSPORT recently, Alan Fraser outlined his plans for the coming season. For 1963 he has formed the Alan Fraser Racing Team and will have his headquarters, as usual, at Mountains Garages, Hildenborough.

The main points in Alan's programme are: (a) Les Leston will be returning to racing as part of the Fraser team and (b) an A.C. Cobra will be used in all major Continental races, driven by Peter Jopp and Leston. The Cobra is due to arrive within the next few days. Jopp will also drive the car in all major G.T. events in this country.

Alan will also once again be entering his Sunbeams in certain rallies this year. As Rootes will not be entering the Acropolis Fraser is entering three cars for the Greek event. The drivers will be Peter Harper/Ian Hall, John La Trobe/Julian Chitty and David Pollard/Paul Steiner. The Fraser team will be working in close co-operation with Rootes throughout the season.

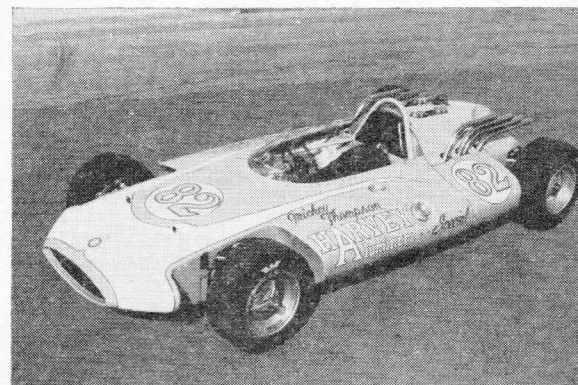
For the Circuit of Ireland Fraser has entered one car, to be driven by John La Trobe/Julian Chitty. Other events to be entered include the R.A.C. Rally and the Tour de France. In the latter, Jopp and Leston will drive the Cobra and a full team of Sunbeams will be entered.

The Sunbeams will also be entered in all European Saloon Car Challenge events.

FRANK GARDNER arrives in this country today (Friday) after a very successful winter season "Down Under". This year, of course, he will be driving for the Ian Walker Racing Team. His first race will be at Snetterton on 30th March, where he will drive a new Brabham sports car.

A Halibrand two-speed gearbox is used, while Airheart disc brakes are employed. A glassfibre body of extremely attractive appearance covers the lightweight tubular frame chassis. Front suspension is by double wishbones, Armstrong coil spring/damper units and an anti-roll bar which is connected to the lower wishbones. Rear suspension is the familiar double wishbones, radius rods and coil spring/damper unit. Built-in air jacks are a special chassis feature.

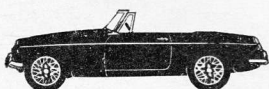
Graham Hill will be driving one of the two new Harvey Aluminium Specials, Thompson's other two entries comprising two of last year's models, similar to the car that Dan Gurney drove so well, now fitted with the V8 Chevrolet units in place of the Buick engines. The only other driver so far signed is well-known sports-car driver Billy Krause.



HARVEY ALUMINIUM SPECIAL.



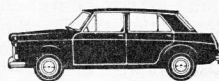
Not everyone can aspire to a Midget. But those who can have the joy of its 1098 c.c. engine with sports performance and the added security that comes from disc brakes and having 'something in hand' when it comes to overtaking. M.G. 'safety-fast' motoring is something to delight in—something the others haven't got. Nice to be able to say it's yours. £495 plus £103.13.9 P.T.



M.G.B.
£690 plus £144.6.3 P.T.



M.G. MAGNETTE
from £737.10.0 plus £154.4.2 P.T.



M.G. 1100
£590 plus £123.9.7 P.T.

Safety Fast!



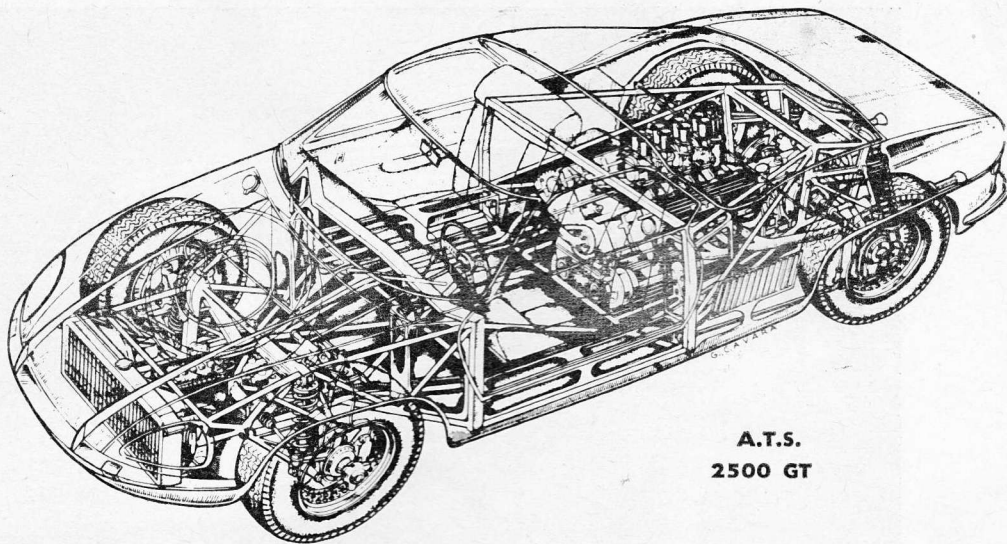
12 Months' Warranty and backed by B.M.C.
Service—the most comprehensive in Europe.

SPORTS NEWS

FORMULA 1 MERLYN

BELGIAN driver André Pilette intends to bring a Formula Junior Merlyn Mark 5 up to Formula 1 standards this year and he will use the car mainly on the slower circuits, such as Brussels and Pau, where power is not the essential factor. A 1½-litre Cosworth-Ford engine is to be used, plus certain other items not usually found on a Junior.

André's son, Teddy, is now employed by Abarth and he will be racing a works car in certain events. Young Teddy caused a few surprises in Formula Junior racing last year when, driving a Merlyn, he sometimes beat Dad!



**A.T.S.
2500 GT**

CUTAWAY DRAWING of the new rear-engined A.T.S. 2500 GT. Two versions are available, the GT and the GTS, the latter being intended for competition use. Photographs and description of the A.T.S. appear in the Geneva Show report.

SPORTS MOTORS RACING SCHOOL

THE Sports Motors Racing School was officially opened by Peter Arundell at Oulton Park. It was intended that Peter should open the school with a demonstration lap in a Lotus 20, but this was prevented by ice on the track.

Over 70 pupils were enrolled that day, but chief instructor Rodney Bloor will enforce strict discipline and aims to weed out any irresponsible pupils that may enrol. This is a serious attempt to encourage potentially good "material" in the north-west at a realistic and practical cost and full details of the school can be obtained from 12 North Avenue, Manchester, 8.

STIRLING MOSS's first assignment for Ogle will be to study American automobile design trends while he is at Sebring. Because of close liaison between the racing driver and Ogle designers, the normal two-year gap between the design and the production of a new car will be eliminated. In this way, Ogle claim, they will be able to offer a 1965 car in 1963.

PICKO TROBERG, the Swedish Ice Racing Champion, is to equip his Mini-Cooper with an 1,100 c.c. engine and will have a go in the 1,150 c.c. G.T. class against the Saabs, Sprites and things.

JACK FAIRMAN has completed the first tests of the A.T.S. Grand Prix car at Monza and it has been confirmed that two cars will appear at Pau, to be driven by Phil Hill and Giancarlo Baghetti.

THIS year's Paris Motor Show will be the fiftieth in the series, having first been held in 1897 in the Tuileries Gardens in open air. It will be held this year once more at the Exhibition Centre at the Porte de Versailles from 3rd-13th October.

RUMOUR has it that negotiations are going on between a British driver and the firm in Southern Australia that manufactures the Clisby V6 Formula 1 engine.

JOH WILLMENT AUTOMOBILES, LTD., who formerly made and distributed the Willment o.h.i.v. head for 1,172 c.c. 100E Fords, are to re-enter competition this year with a team of Ford Cortina G.T.s for international events. Drivers are to be named. Willment will also be sponsoring Doc Merfield in a Lotus-Cortina.

GOODWOOD OPENER

THE B.A.R.C.'s 56th Members' Meeting at Goodwood takes place this Saturday, racing commencing at 2 p.m. Scheduled to make their first appearance are the mono-coque Lotus 27s entered by Ron Harris Team Lotus; they are to be driven by Peter Arundell and Mike Spence. Trying to prevent Arundell from winning this race will be Lola drivers Bob Anderson and Richard Attwood and Brabham pilots Roy James and John Dunn. George Naylor and Doc Merfield are to drive Ford Cortinas.

BRANDS HATCH ON SUNDAY

OVER 200 entries have been received for the B.R.S.C.C.'s first 1963 race meeting at Brands Hatch this Sunday. There are to be no fewer than 12 races and the meeting starts at 12.15 p.m. Amongst the interesting entrants are Mike Beckwith, Tony Hegbourne, Robin McArthur and Alan Rees (Lotus 23s), Dr. Ewen Paul (Elva Mk. 7), John Turner (Lotus-Buick), Chris Craft, John Young, Alan Peer and Albert Powell in 1,650 c.c. Ford Anglias (!), John Campbell-Jones, who is to drive Paul Emery's fantastic "Twin-Min", John Aley, Paddy McNally, Tony Rutt and Ted Lewis (Cooper-Minis), Bill Aston and Chris McLaren (3.8 Jaguars), Tom Threlfall and David Hobbs (Elites), Gordon Jones, Chris McLaren and Jack Oliver (Marcoses) and, a fast one this, Scotsman Jock Russell, who has entered his ex-U.D.T. four-cylinder Formula 1 Lotus-Climax.

NEW CODE OF FLAG SIGNALLING

THE F.I.A. have announced a new and important change of flag signalling. The new rules give official status to a green flag as indicating that a course has been restored to the condition applying when the race started. Also, when the yellow flag is displayed, a "no passing rule" comes into effect. According to the R.A.C., as far as British events are concerned a stationary yellow flag is to be displayed at the two posts preceding a waved yellow flag—the point of danger.

OSCA are said to have an air-cooled V8 Formula 1 engine on the stocks, designed by Ing. Tagliani of Ducati.

IT is possible that Phil Hill and Dan Gurney will drive an A.C. Cobra at Le Mans, in addition to Sebring.

(More Sports News on Page 379)



REDEX TROPHY was recently presented to Eric Carlsson, by J. R. Morrice of Redex, at the Kensington Palace Hotel for his two consecutive victories in the Monte Carlo Rally. Eric's 1963 co-driver Gunnar Palm stands on the right.

SIGNOR SEGRE, who was concerned with the Ghia coachbuilding firm, died recently. It is to be hoped that this will not mean that there will be no more Ghia bodied cars.

BOTH the Riley Elf and the Wolseley Hornet are to be powered by 998 c.c. versions of the B.M.C. A-type engine.

FIRST round of the 1963 R.A.C. Hill-Climb Championship will be at a new venue—Loton Park on 27th April.



SYDNEY ALLARD is presented with the AUTOSPORT National Sprint Trophy by Mrs. McLoughlin at the annual Dinner-Dance of the National Sprint Association. Two-wheel champion George Brown gained no fewer than 17 awards.



First sports car of its class to lap in luxury! The TRIUMPH TR4

The Triumph TR4 is an out-and-out sports car. It sprints from 0-50 in 8.2 seconds. And goes on sprinting to a top of 110 mph. It is very fast and very potent. You'd expect this from a TR.

But this extrovert of a car has pleasant surprises inside. It has a healthy regard for your comfort. The windows *wind* up. Doors are full height. The cockpit is realistically roomy.

When the TR4 first came out in 1961 die-hards raised their eyebrows. A sports car, they said, jolly well should be bumpy and draughty and cramped. That's half the fun of it.

Odd sort of fun. What do *you* think?

If you've wished that sports cars were a bit more human, the TR4 is for you. It's a *lot* more human (and so is its price—scarcely more than £900, tax paid). Arrange with your Standard-Triumph dealer to take one out—soon.

The TR4: facts and figures

ENGINE: 2138 cc, 4 cylinder, 105 bhp (gross), twin carbs (TR3 1991 cc engine also available for 2,000 cc racing).

GEARBOX: 4-speed. All synchromesh. Overdrive available.

WEIGHT: Touring trim, dry, 18½ cwt.

BRAKES: Front discs, rear drums.

BODY: 2-seater, occasional rear bench. Winding door-windows. Individual bucket seats. Full-size boot, separate lid. Soft or fixed hard top. Hard top has removable roof panel, with soft canopy as an extra.

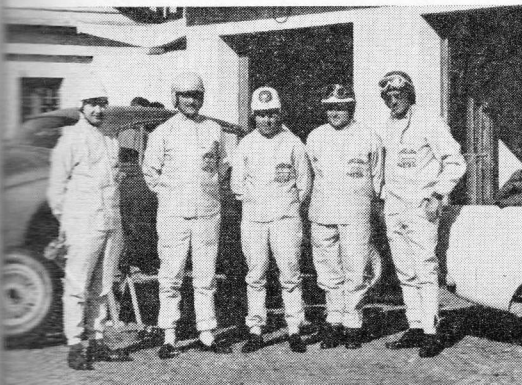
PRICES: Soft top £906. 16. 3. Hard top £949. 2. 1. inc. p.t.



Sports News—continued



AT SPEED on the banked Monza circuit, the Jaguar 3.8 Mk. 2 is on the last day of its record-breaking run. The car was later shown at Geneva, complete with Monza's dirt and grime.



THE DRIVERS. Left to right: Peter Sargent, John Bekaert, Geoff Duke, Peter Lumsden and Andrew Hedges.

VANDERBYL MOTOR RACING

ROLAND DUTT has been running his Vanderbyl Motor Racing racing drivers' school for nearly five years and some time ago set courses at a fixed rate were introduced. These are the £60 "Course A" and the £90 "Course B", and the prices remain fixed regardless of the time it takes to train a pupil or the number of laps he covers during his training. Another step forward is of a great help to someone who cannot find the money all at once: Vanderbyl have persuaded a hire purchase company to take an interest in motor racing and help the genuine enthusiast and potential racing driver and this has resulted in a full course of training that can cost the pupil as little as £5 17s. 6d. per month, with payments spread over nine months.

The address of Vanderbyl Motor Racing, Ltd., is 160 Highlever Road, London, W.10. Instructors, incidentally, are Roland Dutt, Ray Merrick and David Murray, the latter being a very successful ex-pupil, while well-known racing drivers often offer their services as instructors.

A DARK blue Lotus 23, fitted with an 1100 Cosworth-Ford engine and a Hewland five-speed gearbox, will be entered in most important events this season by Chris Williams, Ltd., who are also undertaking a certain amount of work for private owners including preparation of a similar Lotus 23 for Mike Renny.

JAGUAR RECORDS 10,000 Miles at 106.58 m.p.h. with Standard 3.8 Mark 2 Saloon

DESPITE heavy rain, fog, and a banked Monza circuit which was in an appalling state, the five-man Jaguar team of Geoff Duke, Peter Sargent, Peter Lumsden, John Bekaert and Andrew Hedges broke four International Class C records, with a standard 3.8-litre saloon. After early set-backs, the team finally set off to attempt to capture records before the opening of the Geneva Motor Show, where the car was exhibited still with the dirt and grime of Monza.

Subject to official confirmation, the records are:

3 days at	107.2 m.p.h.
4	106.62 ..
15,000 kilometres ..	106.61 ..
10,000 miles ..	106.58 ..

Slick pit work brought fuel-stops down to around 50 secs., with the running time calculated for an average speed of 114 m.p.h.

It will be recalled that in August, 1952, an XK120 coupe, driven by the late Leslie Johnson, Stirling Moss, Jack Fairman and Bert Hadley, established several Class C records, including four world records, and also averaged 100.31 m.p.h. for seven days. In the records now broken by the 3.8 team, the equivalent figures were:

3 days at	105.55 m.p.h.
4	101.17 ..
15,000 kilometres ..	101.95 ..
10,000 miles ..	101.95 ..

The four distance records achieved by Duke's men are, subject to ratification, world records, probably the first ever to be smashed with a car having more than two seats. Fuel consumption averaged 14 m.p.g.

During the older attempts, a spring had to be replaced, and the F.I.A. could not ratify the figures obtained after four days, as Article 4, Rule 231 (Appendix D) did not permit replacement of components, other than tyres, plugs, etc.

ANY Porsche owner who has not already done so should get in touch with Bill Aldington if proposing to enter for the Porsche International Rally at Baden-Baden on 10th-12th May. Entry forms are available from A.F.N. (Frazer-Nash), Ltd., Falcon Works, London Road, Isleworth, Middlesex, but close on 30th March.

COVENTRY CLIMAX PRICES

THERE seems to be some misunderstanding as to exactly what has happened regarding the price of Coventry Climax V8 racing engines since the meetings last autumn at which Coventry Climax Engines, Ltd., decided to continue the production of racing engines.

Arrangements have been made to rebuild last year's engines largely with new parts to 1963 standards at a price of £3,000 each. These engines are expected to develop over 200 b.h.p. If and when a new type of cylinder head is introduced, then it will be supplied for a further £2,000. Any complete new engines incorporating the new type of cylinder head will be paid for at the rate of £5,000 each.

MIKE EYRE, the chairman of the Seven-Fifty Motor Club, is constructing a rear-engined 1172 Formula car—the Pegasus Mk. IV. It is a very light machine, having a cross-mounted 100E Ford engine and a Berkeley gearbox and differential. Mike also plans a magnificent *Formule Libre* car—a Cooper fitted with a 3½-litre V8 Buick engine.

MOTORISTS' FAIR, LEEDS

TAKE a huge hall, which at one time housed the Leeds Corporation trams, fill it with Trade Stands, stands for local motor and motor-cycle clubs, add an exhibition of cars ranging from the turn of the century to the present day, and you have something of interest to every motorist.

This was the recipe for the first Motorists' Fair to be held in Leeds. Approximately 35,000 people paid to see the exhibition, so it would appear to have been a successful one.

Trade stands ranged from a car dealer with some attractive motors at competitive prices, through remould tyre manufacturers and battery manufacturers, to a very wide range of accessories and tuning and rally equipment. These stands included many modern cars in varying stages of tune and—creating a great deal of interest—Sydney Allard's Dragster.

Among the club stands was one presented by the Yorkshire Centre of the A.C.U., which carried the Allard Dragster's two-wheeled cousins, George Brown's Nero and Super Nero. Other Yorkshire car, motor-cycle, karting and scooter clubs had stands carrying representative vehicles.

The main stands had been arranged by the Yorkshire Centre of the Seven-Fifty Motor Club, who had cast a very wide net and brought together 20 veteran, vintage and contemporary machines from all over the North and Midlands.

Veteran family motoring was represented by a 1913 Renault, a Model T Ford and a 1904 Wolseley. Vintage and post vintage thoroughbred sports cars and Grand Prix cars were well represented. These included the Ulster Aston Martin, an intriguing vintage Humber Special, a 3-litre Bentley, a 1924 2-litre Sunbeam "Cub", a P3 Alfa Romeo and a 1924 Grand Prix Aston Martin.

To bring us up to date were post-war sports racing and Grand Prix cars which included a 4CL Maserati, Tony Lanfranchi's Mk. 6 Elva, a Gemini Formula Junior car, the well-known Peter Sutcliffe "D"-type Jaguar, a 1,500 c.c. Climax-engined Lotus 11, the ex-Anthony Brooke Lotus 16, which was bought by Don Burke of the Caldervale M.C. on the eve of the show, and last and least a Shrike kart, looking most impudent. Near to the heart of the Seven-Fifty M.C. were the representatives of the club's formulae: The 1962 1172 Championship winner, the Mallock U2's stark lines contrasting with the curves of some of its contemporaries. The 750 Formula car on the club stand was a local one, built by Bill Cowley of Rotherham. This is one of the new low-line specials with its first season's racing behind it, and revealing for the first time its modifications for the next. Next to Bill's 750, were its honourable ancestors, two of the Austin works single-seaters from between the wars: the twin-o.h.c. blown "Murray Jamieson" car and the 32 stud, twin plug, side-valve machine, which in turn stood next to a 1929 Austin Chummy.

Most of the work of organizing the Seven-Fifty Club's exhibition was done by members of the Mid-Yorkshire Group, which was formed only three months ago, but has proved to be a very lusty infant indeed. It meets on the last Thursday in the month at the Turf Hotel, Manningham Lane, Bradford. The Sheffield Group meets every Tuesday at the Beauchief Hotel, Abbeydale Road, Sheffield.

M. L. JONES.

33me Salon International de l'Automobile Geneve

JOHN BOLSTER visits

THE GENEVA SHOW

◀ MOST EXCITING: the new A.T.S. 2500GT

SUPER-STREAMLINED: the Bertone-bodied Corvair

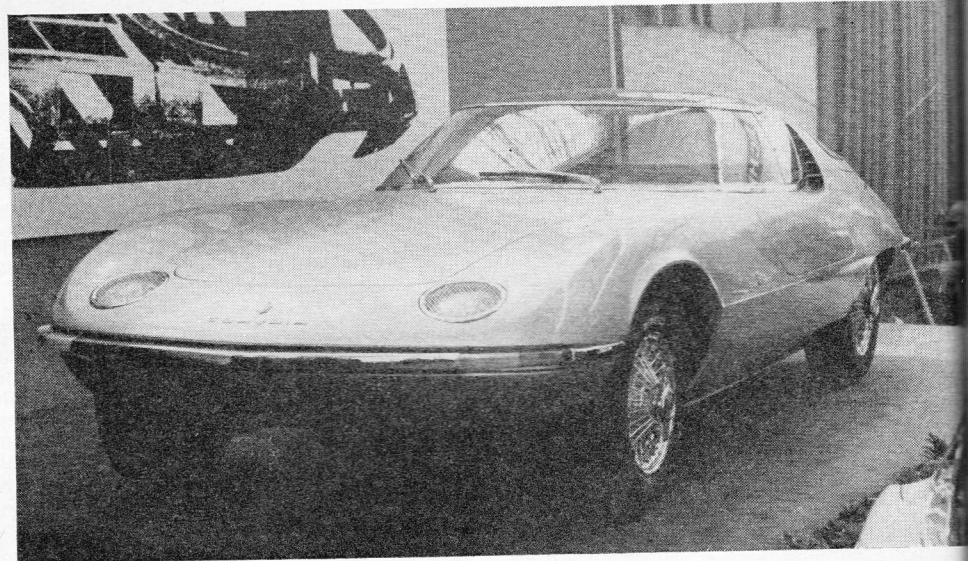


THE Geneva show is of great importance in the automobile world. The Swiss are wealthy, but they never squander their money, and so the motor manufacturers of every nation traditionally vie for their custom. Their motor show is also an accurate guide to international values, for there are no artificial tariffs on this market to cloud the issue.

Of recent years, several of the large firms have chosen Geneva to launch their new models. This is always a good exhibition for examining the latest engineering techniques, but although the absence of a Swiss motor industry leaves the stage open to all comers, it must never be forgotten that Italy is only a short distance away. Far from being exhausted after their triumphs at the Turin show, the Italian specialist body builders invariably have something new to offer at Geneva, only four months later.

Continental motor shows are famous for their last-minute drama, and Geneva this year has been notable for the tardy arrival of important exhibits, which has made the work of journalists peculiarly difficult. Perhaps one of the most exciting machines to be seen is the A.T.S. 2500 GT, designed by Chiti and built in Bologna. This car is shown as a complete and very beautiful coupé and also in stripped chassis form. It is a two-seater, with the engine centrally mounted behind the occupants. The unit is a light-alloy V8 with a single overhead camshaft for each block and dry sump lubrication. Four twin-choke Weber downdraught carburettors supply the air-fuel mixture, and the power output is 210 b.h.p. at 7,500 r.p.m. in standard form or 260 b.h.p. at 7,700 r.p.m. for a lightweight model with aluminium panels, of which the weight is some 14½ cwt. instead of 16 cwt. for the normal product. The bore and stroke are 76 mm. × 68 mm. (2,468 c.c.).

This efficient power unit drives the rear wheels through a five-speed gearbox. The chassis, of round and square section tubes, would appear to lack rigidity, especially in the important central regions. The sus-



pension is by wishbones and helical springs, the Dunlop disc brakes are inboard at the rear, and the rack and pinion steering has a column which has to wander from the left side wheel location to a single seater-type of box. The body is low, beautiful, and elaborately finished and upholstered, with a luggage boot behind the gearbox. The spare wheel is behind the forward-mounted radiator, which has two electric fans.

Another spectacular high-performance car is the Abarth-Simca 2000. This is a tiny rear-engined coupé, of approximately the same size as the well-known 850 c.c. model. The twin-camshaft four-cylinder engine has dimensions of 88 mm. x 80 mm. (1,946 c.c.) and develops 180 b.h.p. at 7,300 r.p.m. This potent piece of mechanism propels a car which weighs 13 cwt., and in preliminary trials it has been driven at 164 m.p.h. The price in Switzerland is about £2,750, which, although high for a small car, is by no means excessive having regard to the performance.

In an entirely different category is the

new Mercedes-Benz 230 SL, which replaces the 190 SL. Six-cylinder smoothness takes the place of four-cylinder sound and fury, the resulting luxury sports car being faster than its predecessor in spite of the greater emphasis on silence and comfort.

The power unit has an extra 2 mm. of cylinder bore compared with the 220 SE, and a six-plunger Bosch pump, with injection into the ports, replaces the two-plunger instrument of the saloon. The 2,306 c.c. engine develops 170 b.h.p. at 5,600 r.p.m., and though the chassis has the very wide track of 4 ft. 10½ ins. the short wheelbase of 7 ft. 10 ins. makes the car seem quite compact. Automatic transmission may be specified, and though the standard manual box has the usual wide ratios that Mercedes-Benz have lately preferred, one must remember that this is a sporting rather than a sports car. The appearance is low and elegant in the SL tradition and the suspension follows standard Mercedes-Benz practice, with a divided-axle independent rear end. Girling



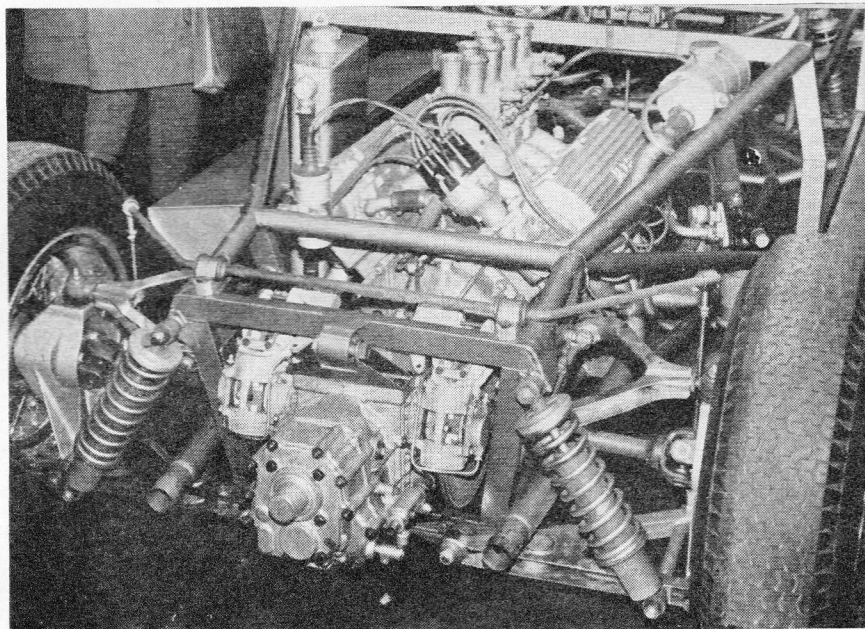
disc brakes retard the front wheels with Alfin drums at the rear.

The go-ahead Rootes Group have chosen Geneva to launch two new versions of the Sunbeam Alpine, known as the Sports Tourer and Gran Turismo. Greatly increased luggage space and extra fuel tankage has been matched by improved performance, the result of fitting larger inlet valves. The sports tourer has a new and much better hood and, as a consequence of its welded-up exhaust manifold of separate tubes, gives a higher performance than the Gran Turismo with its quieter cast-iron manifold. The latter car has more elaborate equipment and a hard-top, which adds to the weight, but it is altogether more refined than its faster and lighter brother.

Built as a design exercise, the Ford Mustang is not a production car but might form the basis of a sports model. Its V4 engine, enlarged from the Taunus unit, is centrally mounted, but its very short overall length avoids encroachment on the passenger space. The very low nose contains retractable headlamps and even a retractable front number plate. Two small radiators are positioned ahead of the rear wheels and each has its own electric fan. Many racing features, such as the light-alloy wheels and semi-reclining bucket seats, prove that Fords are "with it" if they decide to go ahead with the project.

Alfa Romeo have a new model in the Giulia SS by Bertone. This 1,600 c.c.

REPLACING THE 190SL Mercedes-Benz is the new "squarer" 230SL (left). This six-cylinder German sports car is noted for its great luxury and is faster than its predecessor as well as more silent and more comfortable. ALSO OF THE popular "square" shape is the new Lancia Fulvia (right). This car replaced the Appia and, like the Flavia, has front-wheel-drive. It has a new 1,100 c.c. V4 engine which produced 58 b.h.p.



REAR SUSPENSION of the A.T.S. 2500 GT (above), showing the double wishbones and coil springs and rear-mounted 2,468 c.c. V8 engine.

BEAUTIFUL is the Pininfarina-bodied Fiat 2300S (left). This car has a permanent screen and rear roof section, the centre of the roof being removable.



two-seater coupé is beautiful and will attain 125 m.p.h. on 112 b.h.p. The experimental Zagato-bodied model, with multi-tubular frame and independent suspension all round, has a new frontal treatment since Turin which has increased the maximum speed. The 2600 SZ is a fierce competition-type coupé on the six-cylinder car, but this retains the normal rear axle.

Aston Martin have achieved a new model by insinuating the GT engine into the Vantage four-seater saloon. They also show a new hard-top for the drophead coupé. The Alvis chassis is unaltered but a de-luxe saloon body is now available.

Leaving high-performance cars briefly, we must discuss the new Lancia Fulvia. This model replaces the Appia, and follows

the design of the Flavia in having front-wheel drive. Instead of the "flat-four" engine of the 1,500 c.c. car, this new 1,100 c.c. model has a very typical narrow-angle V4 power unit, which is inclined at 45 deg. to reduce its effective height.

The two-bearing crankshaft of the Appia is replaced by a three-bearing component, which appreciably increases the length of the engine. Two chain-driven camshafts on top of the head operate the valves through rockers; the result of all this being an output of 58 b.h.p.—10 b.h.p. more than the Appia could produce. The rest of the design is on the lines of the Flavia and the price is expected to be high in view of the elaborate specification.

Yet another new car is the Simca 1500. It is a conventional machine, though the rear axle is on helical springs with trailing arms and a Panhard rod. The body has very attractive modern lines. A new Opel, which is low, wide, and roomy, is remarkable for having a four-bearing crankshaft, like the 2½-litre B.R.M.

ATTRACTIVE LOOKING Alfa Romeo 2600 bodied by Bertone (right), has a front end similar to the Studebaker Avanti, although it is easily distinguished by the familiar Alfa Romeo radiator grille.

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LE MANS CAR. Yes, this was once a D-type Jaguar that competed at Le Mans (below). Michellotti have built a splendid, but fierce coupé body and in its new form the car is very refined and just the thing for a Sunday afternoon drive in the country.



low that the single recessed door handle is quite conveniently placed in the centre of the roof.

Less successful is an Alfa Romeo which has a wedge-shaped nose rather like that of the Studebaker Avanti—a curious model to copy. The Superleggera bodies by Touring are becoming rather conservative these days, but two pleasant Lancia coupés and an Alfa Romeo 2600 Spyder prove that the artistic touch has not been lost. Italsuisse have taken over the short-chassis Citroën created by Frua, but the Citroëns of Chapron are rather over-decorated.

Already seen at Turin, the very angular Maserati by Boneschi is perhaps rather too exaggerated. Also seen before, the GT2 Osca of Fissore is a neat and functional coupé, while the very impressive Ghia coupé on the Fiat 1500 S has a radiator grille that is also a bumper, but perhaps a rather expensive one.

Some firms have taken enormous stands at tremendous cost. The DAF display is perhaps the biggest and the Citroën desert scene the most elaborately decorated. Renault show cars leaping over bumps, and Simca have a vast collection of fountains flinging water into the air. All this splashing of water causes many visitors to rush off murmuring, *où est la toilette?*

There are so many new things at Geneva that one cannot give space to several cars which really deserve a mention. It is a splendid show, very attractively staged and, as always, is well worth a visit.



Fiat have some novelties, including a station wagon version of the 1100 D, which has a 1,221 c.c. engine. The new drophead coupés are very attractive, but unfortunately they are not yet available with right-hand drive.

Ferrari and Maserati make our mouths water as usual, though there are no new models. Allemano have succeeded in making the big 5000 G.T. Maserati look really beautiful at last, restrained lines and a complete absence of air scoops being the formula.

In the coachbuilding section, if that is still the right description, the Italians have really let themselves go. Perhaps the most beautiful body is by Pininfarina on a Fiat 2300 S. This delicious blue creation has a permanent screen and rear roof section, but the centre of the roof takes out, giving a *coupé de ville* effect. The headlamps are retractable, the whole car is very low, and the radiator grille is a casting which bulges forward to complete the line of the bonnet. What a poem of a car! Pininfarina also has a slightly more angular coupé on an Alfa Romeo and a very typical blood-red Ferrari.

A very lovely coupé is shown by Michellotti on a Jaguar chassis. This Jaguar is not an E-type but a D-type, which actually ran at Le Mans before being re-bodied. The sensitive artist has retained just a suspicion of the fierce old warrior in his extremely refined new creation. This is a car that makes one long to own it.

Italian coachbuilders like to see how

futuristic they can become and the fantastic Vignale creation of the Turin show reappears—a teardrop-shaped machine with the screen forming the actual nose. Bertone has a fabulous super-streamlined coupé on the Corvaire, with reclining Grand Prix seats and a steering wheel that is virtually a pair of handlebars. The transparent roof and steeply raked screen rise together to allow entry and exit, the machine being so

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NEW FROM FRANCE is the Simca 1500. It is a conventional machine, though the rear axle is on helical springs with trailing arms and a Panhard rod. The body has very attractive modern lines.



BRUCE McLAREN got the better of a race long duel with Jack Brabham in the 120-mile Sandown International Cup held at Sandown Park, near Melbourne, when Brabham's engine expired while he was leading on the second to last lap of the 60-lap race. The two former team mates swapped the lead 13 times in the first 40 laps, after which Brabham held a slender lead until a big-end bolt let go and a rod went through the block. He pushed the car across the line 9.6 secs. ahead of third place man, South African Tony Maggs, who was driving the Bowmaker Lola which John Surtees had used earlier in the Australasian season. First Australian resident driver to finish was David McKay, who took his bright red Repco-Brabham-Climax over the line in fourth place. McLaren and Brabham set a cracking pace from the start and gradually drew away from the field, steadily lowering the lap record, until they had lapped every other competitor.

ling characteristics. Lap times in this session were in the region of 1 min. 23.0 secs., and David McKay went well to record 1 min. 22.8 secs. John Youl arrived in the pits on foot, having wrecked a crown wheel and then Gregory passed the pits with four wheels locked as he sorted out the Lola. Brabham did not appear at either of Saturday's regulation practice periods, but was allowed a special practice period late in the afternoon. He had replaced an engine mounting after the Tasmanian race and this had displaced the engine and gearbox slightly with the result that the gear-change linkage was not working properly. Saturday was spent putting matters right.

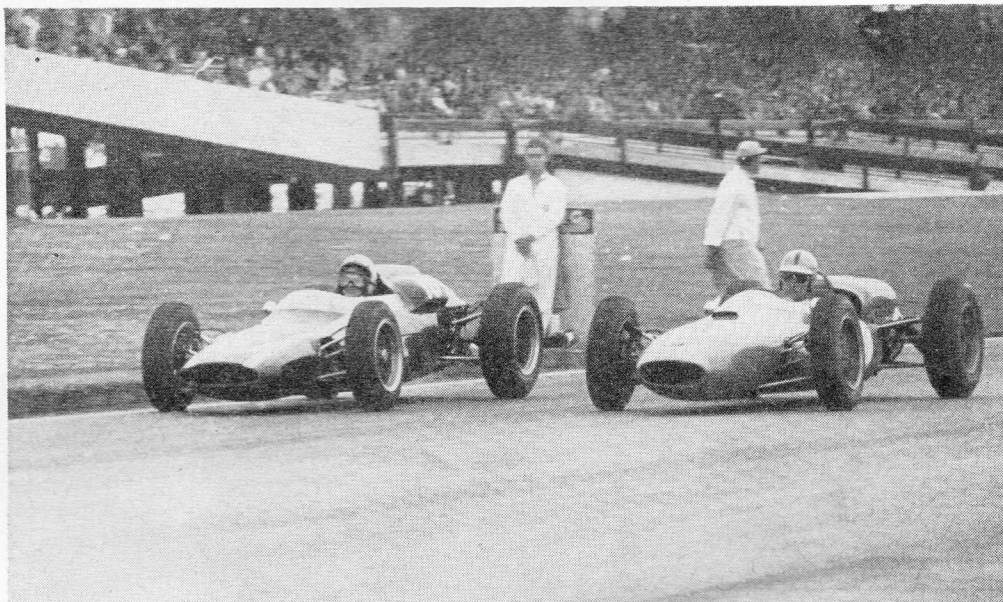
Sunday was cool and dry and the first heat for the Moomba Trophy was run at 2.30 p.m. Brabham moved straight into the lead ahead of Stillwell, who was quickly passed by Maggs. The Lola was noticeably quicker out of Mobilgas sweep and up Leighton Hill than Brabham's Brabham, but Maggs could not quite get by

second try at qualifying in different cars. Hawthorn's Aston Martin is the car Lex Davison drove in England in 1961.

Gregory got as far as the marshalling grid, where the bearing carrier in the left-hand rear upright failed. It took Jack Brabham's friends at Repco until 3.30 a.m. next morning to effect a repair. This race was a benefit for Bruce McLaren and he cruised around just ahead of Tony Shelly. David McKay was penalized a minute for jumping the start, so he did not bother to exert himself, crossing the line fourth behind John Youl, not quite sufficiently ahead of Cusack in the Elfin to keep his position. Jimmy Palmer disappeared into the pits on his seventh lap, his crown-wheel and pinion having ended their useful career. Cusack won the under 1,500 c.c. class. Official results gave race time 12 mins. 05.5 secs. and fastest lap 1 min. 10.5 secs. to McLaren, these times being identical to those given for Maggs in his heat, which seems rather much of a coincidence.

PRACTICE was over the two days: 8th and 9th March, with racing on the Sunday and Monday, 10th and 11th. Entries originally had included Innes Ireland in the Ferguson-Climax and John Surtees in the Bowmaker 2.7 Lola-Climax, but the Ferguson was shipped back to England before the race, and Surtees was in Italy on Ferrari business. The organizers therefore hurriedly arranged for Masten Gregory to be flown out to take Surtees' place and supplement the other International entries, Maggs, McLaren and Brabham, and the New Zealand trio Shelly (Lotus-Climax 18), Palmer (2.7 Cooper-Climax) and Amon (2.5 Cooper-Climax). In addition the usual Australian contingent were there to challenge the visitors, notably Brabham drivers Stillwell and McKay and Cooper pilots Lex Davison, John Youl, Bill Patterson and Frank Gardner, who was driving the 2.5 Cooper which Moss used in Australia in 1962. The rest of the field was to be decided on the results of two heats of 10 laps (20 miles) to be run on Sunday.

Fastest in Friday's practice session was Bruce McLaren, who turned in a 1 min. 10.4 secs. lap, 1.7 secs. slower than his own lap record. Next fastest were Brabham,



THOSE "DOWN-UNDER" enthusiasts at Sandown Park saw yet another duel between former World Champion Jack Brabham and Bruce McLaren, the brilliant New Zealander.

EXCITING DUEL TO McLAREN AT SANDOWN PARK

By PETER BAKALOR

Photography by ROBIN D'ABRERA

1 min. 11.2 secs. and Maggs, 1 min. 11.8 secs. Stillwell recorded 1 min. 11.9 secs., while Gregory, having his first drive in a Lola, got down to 1 min. 14.2 secs. Only a few drivers improved their times during the first Saturday session, for the track was crowded with slower cars. Gregory, however, lowered his time to 1 min. 13.0 secs.

Steady rain was falling during the second practice period on Saturday, so few drivers made serious use of this session. The Bowmaker team had to scrub new tyres in the rain and Masten Gregory took time out to learn a little more about the Lola's hand-

there despite several attempts. Brabham turned in a 1 min. 10.9 secs. lap to which Maggs replied with 1 min. 10.5 secs., going into the lead on the eighth lap. The pace now eased up, as Brabham dropped back with magneto trouble. Maggs finished 5.2 secs. ahead of Brabham who, in turn, was 8.3 secs. ahead of Stillwell. Fourth was Davison, followed by Bill Patterson in fifth. Frank Matich won the under 1,500 c.c. section in his Elfin, setting a new class lap record at 1 min. 14.9 secs.

This race was followed immediately by the second heat. Gardner (Brabham 1500) and Holden (Lynx 1500) were having a

On the basis of these two heats, finalists were decided, but grid positions were determined solely on practice times:

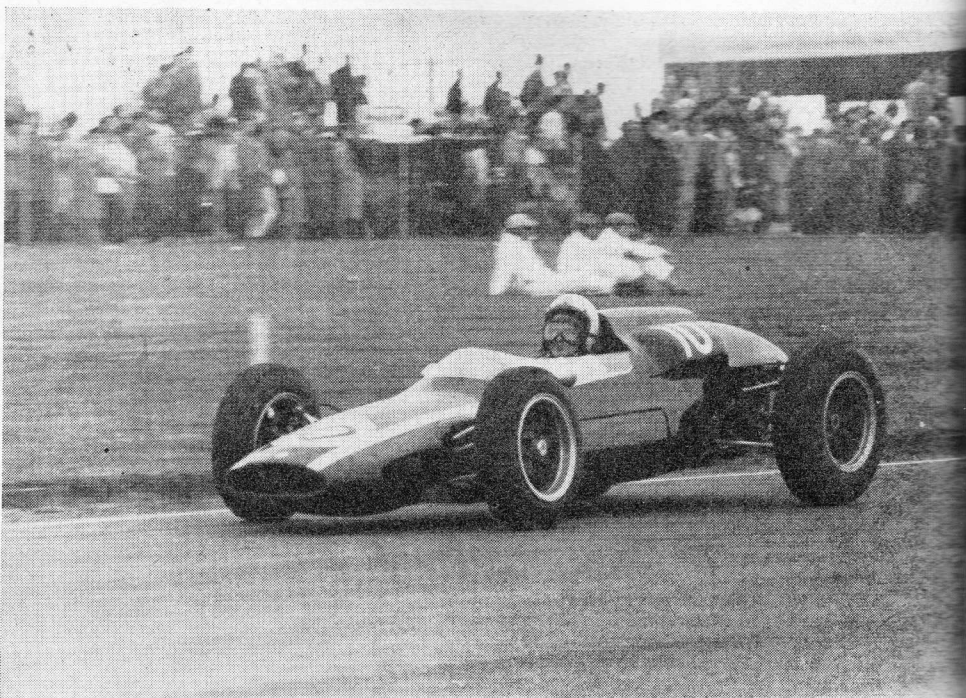
Maggs (Lola)	1 m. 11.8 s.	Brabham (Brabham)	1 m. 11.2 s.	McLaren (Cooper)	1 m. 10.4 s.
Shelly (Lotus)	1 m. 12.2 s.	Gregory (Lola)	1 m. 13.0 s.	Stillwell (Brabham)	1 m. 11.9 s.
Matich (Elfin)	1 m. 13.5 s.	Patterson (Cooper)	1 m. 14.0 s.	Davison (Cooper)	1 m. 12.5 s.
Amon (Cooper)	1 m. 15.3 s.	Cusack (Elfin)	1 m. 20.4 s.	Youl (Cooper)	1 m. 13.9 s.
Hawthorn (Aston Martin)	1 m. 23.0 s.	Holden (Lynx)	1 m. 22.8 s.	Palmer (Cooper)	1 m. 14.5 s.
				Gardner (Cooper)	1 m. 15.7 s.
				Phillips (Lotus)	1 m. 20.8 s.
				Thompson (Cooper)	1 m. 27.8 s.

Matich, Cusack and Phillips were non-starters, while Jim Palmer had to fit a crown-wheel with four cracked teeth, as it was the only replacement available for the

one he had written off in the heat. Consequently he had to start rather carefully. Amon was handicapped by Dunlop D9s, the D12s simply not being available at any price.

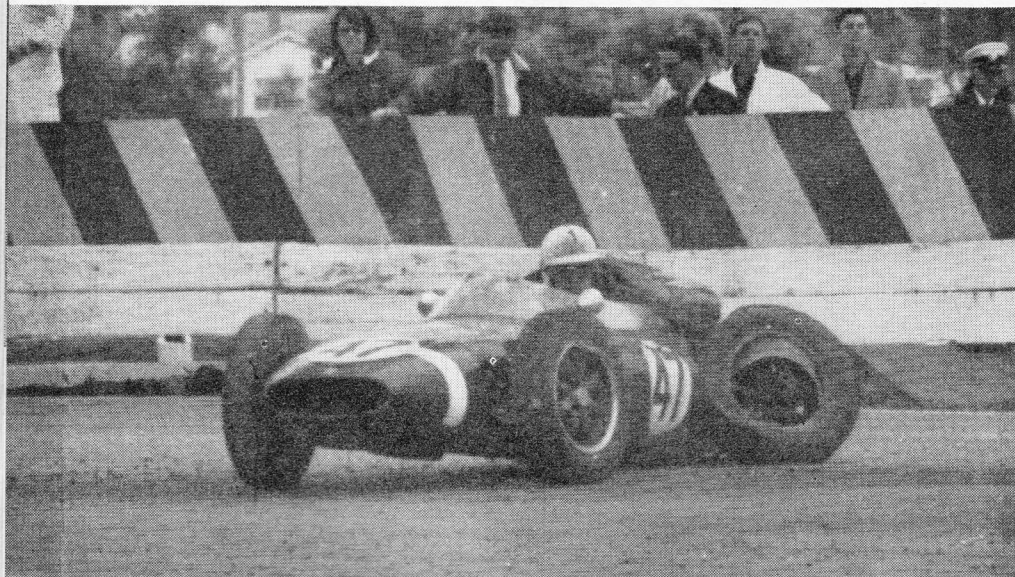
At 10 a.m. on Monday it was pouring and the track was soaked, but by the third event of the day, run at 12.55, conditions had improved sufficiently for Frank Match to set a new outright sports car lap record in his Lotus 19 at 1 min. 13.8 secs. A crowd of about 45,000 had arrived despite the early unpromising weather. The drivers and cars were accompanied to the starting line by gaily dressed marching girls. These preliminaries out of the way, the drivers did a warm-up lap before taking their places on the grid. Masten Gregory's car had been affected by the work on it and he was unable to check the front-rear braking-effort ratio. He therefore used the warm-up lap to try the brakes and the car snaked viciously into Shell corner. At Dandenong Road corner a slower car moved out in front of him rather suddenly and Gregory was forced to gyrate to avoid a collision. This caused a stir in the crowd and gave the commentator something to talk about.

McLaren led off the line with Maggs next, Brabham moving into second as they went into Shell corner. As the field settled down after one lap, Stillwell (fourth) led Shelly and McKay, while Gregory was



THE NOSE of Bruce McLaren's 2.7-litre Cooper-Climax dips as he brakes for a turn at the Sandown Park course (above). This win was Bruce's fourth in the now concluded series of Australasian Formule Libre races.

WHOOPS! Australian driver Frank Gardner drove the ex-Rob Walker Cooper-Climax that Stirling Moss drove in a few Australasian events last year (left). He went out of the race when the right-hand front disc brake disintegrated.



tenth behind Amon and ahead of Palmer. Bob Holden pulled into the pits. Gregory passed Amon and McKay moved up on Shelly. On lap 3 Gregory passed Patterson and on the following lap McKay took Shelly at Lukey's corner. Brabham was right on McLaren's tail and almost got by under the Lukey Muffler sign on lap 6. Chris Amon was dropping back as his temperature gauge began to look alarming and several battles were being fought in the field, Davison closing on Shelly, Youl on Palmer, who in turn was right behind Patterson's Cooper, resplendent in American racing colours. Gregory was tailing Davison, while Brabham "twins" Stillwell and McKay sat 10 secs. behind Maggs, who was having a lonely drive.

With seven laps completed Brabham took the lead on braking into Shell, McKay passed Stillwell on the front straight and Davison and his shadow, Gregory, passed Shelly. Next time round Stillwell pitted with gearbox trouble, getting away second

last. Holden was in the pits again. McLaren passed Brabham on acceleration up Leighton Hill, but Gregory, trying the same thing on Lex Davison, didn't quite succeed. The Patterson-Palmer battle passed Shelly at Dandenong Road on lap 11, and on this lap Amon stopped to look for the cause of his apparent overheating. Brabham took McLaren on Leighton Hill, holding the lead for four laps until lap 15 when McLaren passed him on the way into Shell corner. Youl did the same to Palmer. By now Amon had found only the temperature gauge at fault, and was back in the field, but hopelessly out of the running. Masten Gregory was trying hard on the back straight, but couldn't quite get past Davison. Youl was now ahead of Patterson, and Maggs and McKay continued on their very consistent way steadily dropping behind the leaders.

Gregory passed Davison on lap 20, driving well to overcome the handicap of dicey brakes. He afterwards was pleased

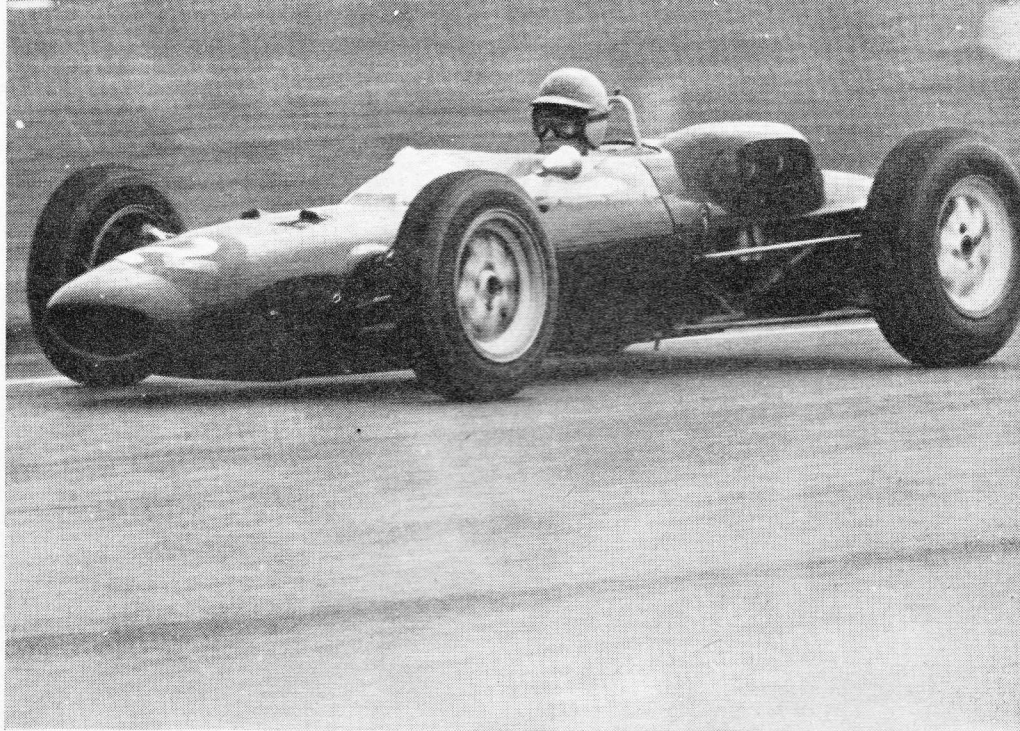
with the handling of the Lola, but was finding it necessary to lock the front wheels after pit straight in an effort to slow down sufficiently to take the tricky Peter's bend. McLaren led for four laps, then Brabham took over for three until the Cooper went past at Lukey bend. McLaren led for three laps, then Brabham for four, McLaren for four, Brabham for three and so it went, the very pro-Brabham crowd getting understandably excited. Farther back in the field Gregory had passed McKay for fourth and Jim Palmer, going better than ever before in the big Cooper, had taken eighth from Bill Patterson. McLaren led on the 37th lap, Brabham on the 38th, McLaren for the next two, when the pattern of the race changed somewhat.

On the 40th lap Brabham moved into the lead under the Lukey sign. At this stage the order behind the leaders was Maggs, Gregory, McKay leading the local drivers, and then, a lap in arrears, Youl, Patterson, Shelly, Frank Gardner and Amon. Still circulating irregularly were Holden and Thompson, while Davison had retired on lap 32 with a broken crown-wheel and was followed into the pits a lap later by Palmer, with the same trouble. Stillwell was out with second and third selector trouble. McLaren was now content to sit behind Brabham, but the pace increased as Brabham set a new lap record on lap 38 at 1 min. 08.6 secs.

Frank Gardner entered Shell corner with smoke pouring from his right-hand front disc, which was in the process of disintegrating. The car slewed into the safety wall, but fortunately landed on its wheels, leaving debris all over the track and

necessitating some frantic sweeping from the marshals. Gardner was not injured. On lap 45 McLaren recaptured his lap record, turning in 1 min. 08.5 secs., as Brabham lapped McKay. The following lap the leaders passed fourth place man Gregory, and began to close on Maggs. McKay began to drop back noticeably, but behind him Youl was not in striking distance. On lap 50 Brabham passed Maggs after the Dunlop bridge, and set a time equal to McLaren's new lap record. The following lap he reduced it to 1 min. 08.4 secs., and then on lap 52 lowered it still further to 1 min. 08.1 secs. Bill Patterson stopped just before the finish line, waiting to push across when the flag fell. On lap 55 Maggs lapped Shelly, and on the following lap Masten Gregory joined the queue waiting to push over the line, the right-hand rear drive shaft universal joint having parted company.

On lap 57 McLaren equalled Brabham's 1 min. 08.1 secs. and it looked as though Bruce was going to try to get by just before the finish. As they accelerated out of Mobilgas bend and up Leighton Hill on their 59th lap, Brabham's engine failed most spectacularly, leaving a long train of smoke up the hill and round Dandenong Road bend. The car stopped 100 yards



LAST RACE for the Bowmaker Team did not bring victory. Tony Maggs finished third in his 2.7-litre Lola-Climax (above), while team-mate Masten Gregory stopped his poorly-handling car shortly before the end of the race. He pushed the car over the line to be classified seventh.

SUCCESSFUL SALOON CAR exponent in Australia is Bob Jane, whose Jaguar 3.8 is bored-out to over 4-litres. For once he was led by the Chevrolet Impala of Norman Beechey at Sandown Park, but after having got past the American car, Jane was shunted in the rear by it when its brakes and gearbox were failing under the strain.

THE Australasian season is now over and the visiting drivers are off to Sebring or back to Europe. Points from the Australian events: the precision of Geoffrey Sykes's organization at Warwick Farm. . . . The friendliness of the people at Lakeside, which almost made up for the rather haphazard organization. . . . The glowing reports everyone had of Longford track in Tasmania and, again, very good organization. . . . The fantastic potential of Sandown Park if a firm hand were at the reins to control it. Sandown has a grandstand Reg Parnell described as the most impressive he has seen at a motor-racing circuit. . . . Bruce McLaren was the most successful visitor, with two wins in New Zealand and two in Australia. . . . Lex Davison has bought McLaren's Cooper, less engine and gearbox. . . . McLaren was seen in earnest discussion with Harold Clisby, designer-builder of Australia's first attempt at a Formula 1 engine, a 120 deg. V6. . . . At a display of "exotic cars" before Sunday's events were a Mercedes-Benz 300SL which has been converted to right-hand drive, an engineering feat which Mercedes-Benz disown. . . . The Australian debut of the Triumph Spitfire and the Datsun Fairlady Sports, with the Spitfire coming a poor second on comparison. . . . And a 1951 Mercury, but why no one managed to work out. . . . Bruce McLaren won 100 bottles of champagne for fastest lap in practice. . . . Masten Gregory's tales of the cast mono-coque Scuderia Centro-Sud De Tomaso with fuel-injection B.R.M. engine sound intriguing.



from the finish line and Jack began to push as a grinning Bruce McLaren completed his final lap. Brabham crossed as Maggs, in third place, accelerated towards the line. McKay and Youl followed Maggs home, and then came pushers Gregory and Patterson.

Results

1, Bruce McLaren (Cooper-Climax), 1 h. 10 m. 03.8 s.; 2, Jack Brabham (Brabham-Climax), 1 h. 10 m. 05.1 s., 59 laps; 3, Tony Maggs (Lola-Climax), 1 h. 10 m. 14.7 s., 59 laps; 4, David McKay (Brabham-Climax) 1 h. 10 m. 52.7 s., 59 laps; 5, John Youl (Cooper-Climax), 58 laps; 6, Tony Shelly (Lotus-Climax), 58 laps; 7, Masten Gregory (Lola-Climax), 56 laps; 8, Bill Patterson (Cooper-Climax), 51 laps; 9, Chris Amon (Cooper-Climax), 50 laps; 10, Bob Holden (Lynx-Peugeot), 41 laps.

There was a total of 18 events on the programme for the two days, and these

certainly kept the public happy. Class lap records were beaten no fewer than 12 times and some very good handicapping on Monday brought about some really good racing. Controversy of the weekend was the battle between Bob Jane's 3.8 Jaguar and Norm Beechey's Chevrolet Impala. Beechey led for most of the race, but Jane passed him on the last lap. At this stage the Chev ran into the back of the Jaguar, causing its temporary exit. Following a protest from Jane, stewards excluded Beechey from the event, fined him £10 and cautioned him for "not exercising due caution under the circumstances". It seems that the Chev had run out of brakes and when Beechey selected a lower gear to slow down he didn't have that either.

← JOHN SURTEES

BY CHRISTOPHER NIXON

PROFILE



"As a kid I was always interested in tinkering with bikes." This statement, coming as it does from John Surtees, will doubtless surprise no one, for as long as he can remember motor-bikes have been a part of his life. He was born at Tatsfield in 1934. He left Ashburton Secondary school at the age of 15 and went to work for his father. Jack Surtees was a motorcycle trader in South London and since he was 11 years old John had been helping his father out in the evenings.

After a year with his father John left to start a five-year apprenticeship with the Vincent-H.R.D. Company. Here he spent his first 18 months in the machine shop and then moved to the experimental department, working on the Picador—a Target Aircraft engine. With one year of his apprenticeship still to go, he left and joined Fergusons in Coventry, where he studied general engineering, with the accent on welding and metal work. The reason for this move was simple: the Air Ministry closed the Vincent experimental department and had John stayed on he would have had to go back to departments he had already been through, and this he rightly considered a pointless procedure.

"Tinkering with bikes". The tinkering began, as I said, at the age of 11. His first machine was a pre-war two-stroke Wolf, minus a rear sprocket. In this condition, of course, it wasn't a "goer". Nevertheless, John rebuilt it and it was eventually disposed of. Next came a Wallis-Blackburn speedway machine, and this was the first motor-bike that John actually rode, and he rode it at—you've guessed it—Brands Hatch. In those days Brands was a grass track surrounded by a cinder track and it was on the latter that John did his first tentative laps.

The Wallis-Blackburn was superseded by an Excelsior B14, powered by a J.A.P. 500 c.c. T.T. engine. Armed with this beast, John decided to go racing, and one day in 1949 he arrived at a grass-track meeting at Luton for his first event. The rain poured down all day and as a result John spent more time off the bike than on, he fell over so often! The next couple of meetings produced the same result, and forced John to the conclusion that he was trying to do too much, too soon. So a Triumph Tiger 70 was purchased, modified

almost beyond recognition, and entered for the one and only scramble of his career. The venture was not a success, for the fork broke. Before the season ended, John competed in a couple more meetings. It was at this time that he left school and joined his father. Early in 1950, Bill Oliver, a very successful 250 c.c. rider, stopped off at the Surtees shop to have a chat with Jack and his son. Oliver was on his way to Brands, and young John, hearing this, asked if he might tag along, which he did. At Brands he was completely enthralled by what he saw, and there and then decided that he was going road racing.

Immediately, he set about preparing the Triumph Tiger for the circuits. It was lightened and modified to hell and gone, and John spent £20—then a small fortune—in the process. He first raced the Tiger early in 1951 at Brands Hatch. After a good start he found himself dicing with Harry Pearce and this went on until the last lap, when the bike and its rider went their separate ways at Paddock Bend. From then on John competed regularly but finished seldom, for the bike refused to stay in one piece. It fell apart so often that John had to get rid of it.

The next acquisition was a Vincent Grey Flash which Jack Surtees found more or less in a heap at the factory. Once again John carried out his own extensive modifications. After an initial disappointment there suddenly came success, and at circuits all over Britain the name John Surtees began to appear at the top of the result sheets. With ever-increasing experience he moved on to bigger things, and the Vincent was replaced by a 500 c.c. Norton. With this bike he entered his first Grand Prix—the 1952 Ulster, in which he finished a very creditable sixth.

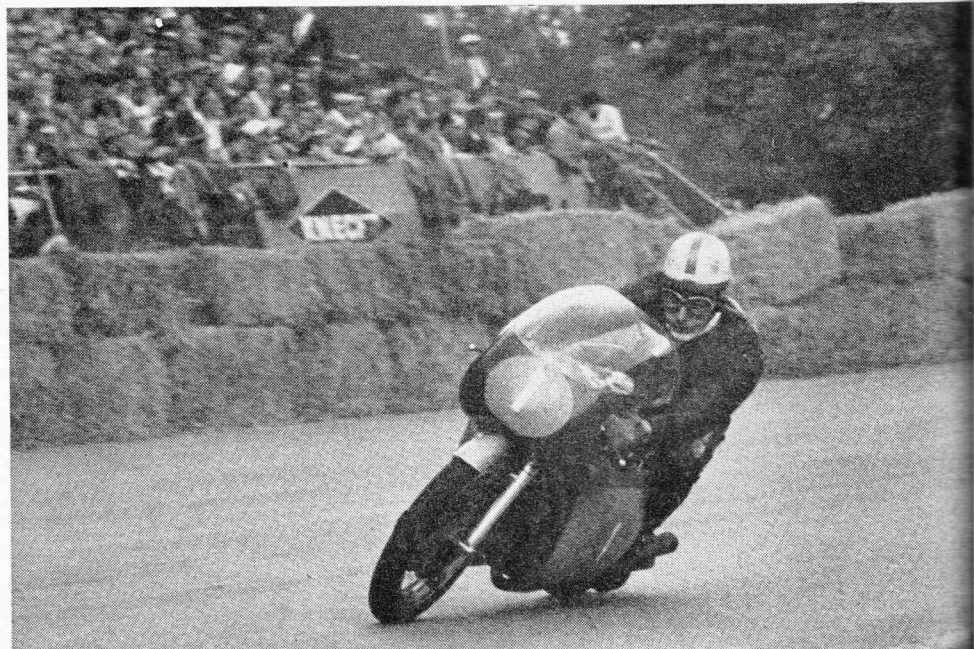
From this point on it was laurels all the way. As a result of a crash in 1953 he was unable to take up an offer of a works Norton, but the next year, on his own bikes of the same make, he cleaned up to such an extent that the start of the 1955 season saw him in the works team. By this

time the Continentals were watching with more than a passing interest. The next year he was snapped up by MV Agusta and the combination proved invincible. So much so that he won his first World Championship.

The following year was disastrous as a result of persistent mechanical troubles, but in 1958 the Surtees/Agusta combination was back with a vengeance, likewise in 1959. Indeed, so effective were the pair that in those two years they won every classic Grand Prix in which they started and won two World Championships each year—and you can't ask for much better than that! At the end of 1959 John capped this remarkable run of success by winning the three biggest popularity polls in Britain—the B.B.C. Sportsview Personality of the Year, the Sportswriters' Association, and the *Daily Express* Sportsman of the Year. John Surtees had, as they say, arrived!

It was at a Sportsman of the Year gathering late in 1958 that the seeds of John's interest, and subsequent entry, into the world of four-wheeled racing were sown. At the dinner he found himself seated between two of the motor racing world's greatest personalities—Tony Vandervell and the late Mike Hawthorn. "Mike was pretty keen on bikes and was due to ride in a trial the following weekend. We got talking and Mike said, 'Why don't you come up to Snetterton sometime and try a car?' At this point Tony Vandervell joined in the conversation and said, 'Why not try a Vanwall?' I had no idea whether to take him seriously or not and afterwards I more or less forgot about the whole thing."

In 1959 John watched practice for the British G.P. at Aintree and found himself more than a little interested in the goings on. Later, shortly before the Italian G.P., he was asked by Reg Parnell, a very astute judge of talent, if he was interested in trying a car. John replied that he was indeed, but at the moment he was very much occupied with bikes. However, he happened to be at Monza at the time of



WORLD CHAMPION—and then some!
John rides his MV Agusta to victory in
the 1960 German G.P. at Solitude.

the G.P., for the bike G.P. was due to be held there a week later. So he and Reg met at the Italian circuit and the latter suggested that John should try a DBR1/300 Aston Martin at Goodwood. John agreed, and so after the Italian G.P., which he won, he went to Goodwood with his MV teammate John Hartle.

"As soon as I got into the Aston the seating position felt all wrong, so I had it changed. I then drove off, only to come in again almost immediately to have the seat put back to its original position, for I just couldn't drive the car as it was! My immediate impression of this, my first racing car, was that it seemed terribly rough. There were noises coming from everywhere, and to a bike man this was strange, to say the least. After about half a dozen laps I began to settle down,

spinning way past St. Mary's, which must give me a record of some sort!"

Immediately after the Vanwall test, Reg was on the phone. "He had offered me a contract with Astons and wanted to know if I had come to any decision." This was a rather difficult moment for John, but after considerable thought he came to the conclusion that getting involved with a works team straightaway would not be for the best. Instead he decided to go it alone, and to that end he bought an F.2 Cooper. Whilst at Coopers one day he met Ken Tyrrell, who invited him to join his team. And so it was that on 18th March, 1960 John Surtees competed in his first race on four wheels.

He went extremely well, too, and finished a fine second behind another promising young man named Clark, of

let the oil out. However, he had shown that he could drive a G.P. car in no uncertain manner, and Colin said that he could have a car whenever his bike racing commitments would allow, which, of course, suited John fine.

His first *Grande Epreuve* was Monaco, where the crown wheel and pinion broke. After that his activities were confined to two wheels until the British G.P. In this race he finished a fine second behind Brabham, after Graham Hill spun off when in the lead. The F.2 race at Solitude, in which he drove Rob Walker's Porsche, proved fruitless for John, but he did win the motor-cycle G.P. the same day!

The Portuguese G.P. at Oporto gave John his finest hour that season. He took the lead on lap 11 and stayed there until the 35th. For some time he had been

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THE MEN BEHIND THE LOLA. John Surtees with Eric Broadley. Colin Chapman wanted to sign Surtees for the 1961 season but was unable to do so. However, he thinks highly of Eric Broadley's flair for racing car design and suggested that John should approach him with regard to building a G.P. Lola. It is sad indeed that the works Lolas won't be seen this season, for last year they showed great promise.

★



although the car still felt unsteady, but very soon I began to learn how to use the power, and this impression disappeared.

"No sooner had the news of my test with Astons got out than Tony Vandervell was on the phone: 'What's all this?' he said. 'I said you were to drive a Vanwall.' Then David Yorke got in touch with me and I found myself at Goodwood once more, this time in a full-blooded G.P. car. I had three days there, during which time my confidence and skill increased considerably. There was one corner that always bothered me, though, and that was Fordwater. At one stage I came in to ask how it should be done. 'Oh,' they said, 'the boys go through there flat.' This didn't seem quite right somehow, but I decided in my innocence to try it. I went out again and after a few laps screwed up all my courage and went into Fordwater full bore. I finally stopped

whom you may have heard. Having completed his first event so successfully he gained his International licence. Next came the F.2 race at Oulton Park (the Goodwood event was for Juniors) where he again finished second, this time behind Innes Ireland.

It must be remembered that during this season John was also heavily involved with bikes, being engaged in defending his World Championships. This being so, his third drive didn't take place until May, when he came fourth in the Aintree 200, behind the Porsches of Moss, Bonnier and Hill. At this meeting Colin Chapman asked Surtees if he would like to try an F.1 Lotus. John said he would and had a go at Silverstone, with the result that Colin offered him a drive in the International Meeting at the same circuit. He was lying fourth when after nine laps the sump came loose and

bothered by a leaking fuel tank, which had been pouring petrol over his feet. This was to be his undoing, for his feet slipped off the pedals and he clobbered the kerb, splitting his radiator and having to retire. This must have been a great disappointment, for he was 24 secs. ahead of the second man, Brabham. To have won a *Grande Epreuve* in his first season would have been something indeed!

At the end of the 1960 season, having won his two motor-cycle World Championships again, John decided to retire from the two-wheeled world and concentrate entirely on cars. Colin Chapman wanted him to sign with Lotus for 1961, but there were certain contract problems and so the deal fell through. John eventually signed with Bowmaker.

The 1961 season was a pretty poor one for British cars and John didn't exactly set



the world on fire with the four-cylinder Cooper. He had some good races but he also had quite a number of bumps and shunts, and people went around mumbling about ex-motor-cyclists who should learn to walk before they try to run, etc.

For 1962 John signed with the Bowmaker team once again. This time, however, they decided to run not Coopers but Lolas. It was Chapman who recommended Eric Broadley to John, back in March or April the previous year; Eric and John got together and decided to build a G.P. car. The first four-cylinder machine (using the engine from John's F.2 Cooper) was completed by the end of '61. Bowmaker then took over Lolas and they went ahead with the construction of an eight-cylinder car. They finished putting this one together at 6 a.m. on the morning of practice for the Goodwood Easter meeting. Not surprisingly, they had troubles: the carburation was up the slot and the car understeered violently. As if that wasn't enough, it was plagued alternately with locking brakes and a sticking throttle! John retired, as well he might, but he did get the lap record, which, under the circumstances, must have taken some doing.

Gradually the car was sorted out and began to go properly. After working on the suspension they came up with a Cooper-Lotus-Lola cocktail which largely solved the understeer problem and enabled John to win at Mallory. The real turning point came at the Belgian G.P. For this race the chassis was modified, increasing the torsional strength by 30 per cent. The car went well, but one of the rubber fuel tanks somehow became pressurized and John had to come in and let the air out. At Rheims a fortnight later the Lola simply left everything standing, and was leading by over 20 secs. when a valve spring broke. At Rouen the Lola went like a bomb, and

in the early laps John had a great dice with Graham Hill for the lead. Then a plug lead got trapped between the engine plate and the engine and began shorting. A quick pit stop put this right, and John fought his way back up to second place again, only to have a linkage break, jamming the car in gear, at which point his race came to an end.

In the British G.P. he gained a fine second place behind the invincible Jim, and repeated the performance two weeks later in Germany, this time behind Graham, after a truly magnificent race. At Monza luck deserted him, for the Lola holed a piston when in second place. In America, at Watkins Glen, a wishbone snapped in practice, sending John into the woods. He took over Salvadori's car for the race but the crankcase plug came adrift after 20 laps and that was that. The final G.P. of the year brought no better luck, for he was forced out with engine and gearbox troubles.

All things considered, it was a pretty successful season for a brand new car, and it was indeed a pity that Bowmaker's interest in racing declined at the end of the year. It was this fact, coupled with Coventry Climax's withdrawal from racing that made John decide to join Ferrari in 1963. Incidentally, it was widely reported early last year that Surtees' decision not to join the Italian team in 1962 was made because he didn't want to drive G.T. and sports cars. This was not so: at the time he had two retail businesses in England which needed his personal attention, and he therefore found himself unable to join Ferrari. He has now sold these two concerns and can thus devote more time to racing.

In three short years John Surtees has risen to the top of the motor-racing tree, finishing fourth in the last World Championship. When pondering this remarkable

1962—and John rounds the Station hairpin at Monaco, where, two years earlier, he competed in his first Grande Epreuve.

achievement one cannot help wondering just how much his experience on two wheels has helped him on four. Obviously it has helped him tremendously, as it did Nuvolari and Rosemeyer before him. John puts it this way:

"My experience with bikes was invaluable in that it gave me the very necessary appreciation of speed and the ability to pick the right line through a corner. Also, of course, it developed my sense of balance to a high degree. It was a disadvantage, too, especially on slow circuits. The cornering techniques on a fast bend are similar, but on a slow one they are quite different. A bike must be restrained on a slow corner; if you scrabble round you lose time. But in a car you have to be all crossed up and scrabbling to get through a hairpin quickly.

"Then there is co-ordination; on a bike you do all the work with your hands, but in a car your feet have to work as well. This made a great difference, initially, for I had to think all the time, and this was very tiring. On bikes I used to act first and think afterwards, but when I changed to cars I found I had to think and then act. I still do occasionally. To my mind my biggest disadvantage was that I missed the ground work that you get in Club racing. With bikes I knew the temperament of each of my competitors, but when I started racing cars I didn't know anybody—I hadn't 'grown up' so to speak with any of the other drivers—I had to learn the hard way—and fast!"

Whilst "learning the hard way" during his first couple of seasons, John made a number of errors for which he was criticized rather severely by many people (including myself), both orally and in print. On reflection, it seems to me that this was largely unnecessary and perhaps rather childish. There was a definite feeling of resentment towards the ex-motor-cycle champion when he first started racing, and any mistake on his part was seized upon as an example of his apparent lack of judgment and common-sense. We pride ourselves that our sport is just about the "cleanest" there is, and yet when one of the all-time greats of motor-cycle racing decides to try our side of the sport, instead of giving him encouragement we criticize him! Geoff Duke got more or less the same treatment, I'm afraid. John was very conscious of this, and expressed a determination to make his critics eat their words. I have a feeling that the soup course is on its way.

John Surtees is a quiet, serious young man who takes his motor racing very seriously indeed. He and his very attractive wife, Pat, have recently bought a truly lovely house, standing in seven acres of wooded ground, near Westerham, in Kent. This is their hideout, away from the hectic world of racing. For their personal transport they use a Mini-Cooper, but John also has his beloved BMW 507. This car has a special 200 b.h.p. engine and has given him virtually no trouble at all during the 85,000 miles it has done since John bought it in 1957.

As for the future: well, he intends to continue racing "until I cease to enjoy it." He still remains a "sleeping partner" in a couple of businesses which he intends to expand when he retires.

Anything else? Oh yes—hobbies. Well it's like this, you see: "As a kid I was always interested in tinkering with bikes. . ."

B.A.R.C. OPEN RACING SEASON AT OULTON PARK

By FRANCIS PENN



A DULL, windy day greeted a well-above average crowd of spectators, who attended the B.A.R.C. race meeting for clubmen at Oulton Park last Saturday. An attractive programme consisting of two handicap and five scratch races produced an entry of nearly a hundred competitors. Unfortunately, last year's problem of the non-starter again reared its ugly head, no fewer than 39 entrants failing to appear for their scheduled events. Now this sort of thing created havoc with far too many club events during 1962, penalizing those who really wanted to race and could not get an entry due to supposed oversubscribed lists. It is high time a "black list" was started of those who make a practice of entering events and failing to appear!

One last grumble: a race meeting attended by "cash" customers is neither the time nor place to try out "embryo" commentators. There are plenty of sprint and driving tests meetings where they can learn their trade of relaying to the public factual and correct information—and that the art of silence (when in doubt) can be golden!

The meeting commenced smack on time with a handicap, over five laps, for sports cars in which Adrian Dence (Morgan Plus 4), a near limit man, walked home with over half a minute in hand from Nick Cussons (DB4GT) with Miss Natalie Goodwin (Lotus-Ford) third, some distance in arrears. A really determined effort by scratch man David Eva (Lotus-Ford) was spoiled by a near spin on his penultimate lap, which put paid to his chance of a place.

Event Two was similar, but for closed cars. Here again the near limit man J. Fitzpatrick (Austin Mini) was never headed and he won by 25 secs. Second place, however, went to scratch man John Fenning (Cooper-Mini) after a truly magnificent drive in which he went right through the field in the manner born. Third, 2 secs. later, came R. Buchanan-Michaelson (Fiat-Abarth).

FORMULA JUNIOR driver John Fenning who is, of course, a member of the 1963 Ron Harris Team Lotus team, at the wheel of a Mini-Cooper for a change. He leads the Fiat-Abarth of R. Buchanan-Michaelson at Lodge Corner.

Next on turn was a seven-lap scratch race for sports cars subdivided into classes for 1,000 c.c., 1,200 c.c. and unlimited. Taking the race overall, lap one saw Mike Beckwith (Lotus 23) spin going into Old Hall and again entering Cascades: this exhibition was to cost him a certain win. On lap two Greg Wood (Cooper Monaco) led Tony Hegbourne (Lotus 23) by some 4 secs., which he increased to 8 on the fifth tour, but then Hegbourne's car seemed to be firing on three cylinders only. Beckwith, who was really motoring by now, caught the ailing Hegbourne on the sixth and only failed by 2½ secs. to catch Wood—see what I mean! Mike Costin, driving the Rodney Bloor Lotus 23 complete with twin-cam engine, was never in the hunt, retiring early on with selector trouble.

Marque cars now made their appearance for five laps, this event producing a grand scrap. Derrick Astle (A.H. 3000) who, after a big lead unaccountably slowed, won by only 2½ secs. from Adrian Dence's very quick Morgan Plus 4, with J. Dangerfield's TR4 in third spot.

Formula Juniors over ten laps produced a much depleted field, only seven cars circulating in a rather processional event in which Alan Rollinson (Cooper-Ford) won by 10 secs. from Eddie Fletcher (Lotus-Ford) who, in turn, was 16 secs. in front of John Dunn (Brabham-Ford). Unfortunately, Roy James (Brabham-Ford), who had challenged strongly for the first three laps, spun at Knicker Brook and retired.

Event six was over seven laps for Grand Touring cars, again subdivided into classes for 1,150 c.c., 1,600 c.c. and unlimited cars.

Overall it was Derek Alderson (Elite) by 5 secs. from Nick Cussons (DB4GT), with Derrick Astle (A.H. 3000) a further 2 secs. down. The best scrap, however, was between Dave Rees (Marcos-Ford) and John Bloomfield (Diva-Ford) who battled out fourth spot.

Last came *Formule Libre* cars over ten laps and off went Rodney Bloor (Lotus 23) like a bomb to show a commanding lead on the second tour. Unfortunately he overdid things at Esso, smiting the bank hard enough to cause instant retirement. After this Tony Hegbourne, his Lotus 23 now on all four, really went to town, winning by some 34 secs. from Greg Wood's Cooper Monaco with Alan Rollinson's F.J. Cooper-Ford third, some 3 secs. later.

Organization and Press information service was as usual, up to B.A.R.C. standards—they don't come any better!

Results

Handicap Race for Sports and G.T. Cars (5 laps): 1, A. C. Dence (Morgan Plus 4), 75.25 m.p.h.; 2, L. N. Cussons (Aston Martin DB4GT); 3, Miss N. Goodwin (Lotus-Ford). **Fastest Lap:** D. Eva (Lotus-Ford), 2 m. 03.8 s., 80.29 m.p.h. **Closed Car Handicap (5 laps):** 1, J. Fitzpatrick (Austin Mini), 67.18 m.p.h.; 2, J. E. Fenning (Morris-Cooper); 3, R. Buchanan-Michaelson (Fiat-Abarth). **Fastest Lap:** Fenning, 2 m. 13.2 s., 74.62 m.p.h. **Sports Cars (7 laps):** 1, A. G. Wood (Cooper-Climax Monaco), 84.79 m.p.h.; 2, M. Beckwith (Lotus-Ford 23); 3, A. V. Hegbourne (Lotus-Ford 23). **Fastest Lap:** Beckwith, 1 m. 49.4 s., 90.86 m.p.h. **Unlimited Class:** 1, A. G. Wood (Cooper-Climax Monaco), 84.79 m.p.h.; 2, M. Beckwith (Lotus-Ford 23); 3, A. V. Hegbourne (Lotus-Ford 23). **Fastest Lap:** Beckwith, 1 m. 49.4 s., 90.86 m.p.h. **Up to 1,200 c.c. Class:** 1, W. J. Stein (Lotus-Ford 23), 83.11 m.p.h.; 2, R. K. Parsons (Lotus-Ford 23); 3, C. M. M. Williams (Lotus-Ford 23). **Fastest Lap:** Stein, 1 m. 56.0 s., 85.69 m.p.h. **Up to 1,000 c.c. Class:** 1, D. Eva (Lotus-Ford 7), 77.62 m.p.h.; 2, T. G. Smallman (Lotus-Ford 7); 3, N. H. Wilson (Lotus-Ford 7). **Fastest Lap:** Eva, 2 m. 05.0 s., 79.52 m.p.h. **Marque Scratch Race (5 laps):** 1, D. C. Astle (Austin-Healey 3000), 75.28 m.p.h.; 2, A. H. Dence (Morgan Plus 4); 3, J. Dangerfield (Triumph TR4). **Fastest Lap:** Astle, 2 m. 05.6 s., 79.14 m.p.h. **Formula Junior and 1964 Formula 2 (10 laps):** 1, A. W. Rollinson (Cooper-Ford), 85.24 m.p.h.; 2, D. E. Fletcher (Lotus-Ford); 3, J. S. Dunn (Brabham-Ford). **Fastest Lap:** Rollinson, 1 m. 53.8 s., 87.34 m.p.h. **Grand Touring Cars (7 laps):** 1, D. C. Alderson (Lotus Elite), 80.03 m.p.h.; 2, L. N. Cussons (Aston Martin DB4GT); 3, D. C. Astle (Austin-Healey 3000). **Fastest Lap:** Alderson, 2 m. 00.8 s., 82.28 m.p.h. **Over 1,600 c.c. Class:** 1, L. N. Cussons (Aston Martin DB4GT), 79.57 m.p.h.; 2, D. C. Astle (Austin-Healey 3000); 3, D. S. Jones (Triumph TR3A). **Fastest Lap:** Cussons, 2 m. 03.0 s., 80.81 m.p.h. **1,151-1,600 c.c. Class:** 1, D. C. Alderson (Lotus Elite), 80.03 m.p.h.; 2, D. Wharton (Lotus Elite). **Fastest Lap:** Alderson, 2 m. 00.8 s., 82.28 m.p.h. **Up to 1,150 c.c. Class:** 1, D. A. T. Rees (Marcos-Ford), 78.28 m.p.h.; 2, J. R. Bloomfield (Diva-Ford); 3, E. B. H. Woolley (Turner-B.M.C.). **Fastest Lap:** Rees, 2 m. 03.6 s., 80.42 m.p.h. **Formule Libre (10 laps):** 1, A. V. Hegbourne (Lotus-Ford 23), 89.71 m.p.h.; 2, A. G. Wood (Cooper-Climax Monaco); 3, A. W. Rollinson (Cooper-Ford F.J.); 4, N. Garbett (Lotus-Ford 23); 5, C. M. M. Williams (Lotus-Ford 23); 6, D. E. Fletcher (Lotus-Ford F.J.). **Fastest Lap:** M. Beckwith (Lotus-Ford 23), 1 m. 47.2 s., 92.72 m.p.h.





EVENTUAL WINNERS Tony Fisher/Brian Melia leave the start of the "Express and Star" National Rally last weekend in their Mini-Cooper. Once again, this rally was considered to be the best event of the year.

THE "EXPRESS AND STAR" — ANOTHER VICTORY FOR TONY FISHER/BRIAN MELIA

By
GRAHAM
ROBSON

THE *Express and Star* was wonderful—no more need be said, and no further qualification is needed, for this fabulously routed, impeccably organized, but flexibly run rally.

Before the start of the 1963 event from the Staffordshire Tyre Co. buildings in Wolverhampton, the Ecurie Cod Fillet Rally of the Year award was presented on behalf of all members by Roy Fidler, and at the finish the general opinion was that the club might as well keep it for 1963 as well.

Harry Morgan and Richard Binns had laid out a testing route on the lesser rallied areas of 129, 118, 117, 128 and 127, with 68 manned controls and no tricks at all. The weather had relented at last, and this must be the first championship rally for over three months which has been run on clear roads—not too clear, however, as there was still a liberal coating of gravel on all the hills, and the frost had taken its vicious toll of the road surfaces as well. The effect of greasy gravelly surfaces, sprinkled with potholes, was to produce conditions as prime as any encountered for a very long time, and the number of incidents was indeed very high. Well-deserving winners were Tony Fisher and Brian Melia in the now veteran Cooper, who lost no fewer than 14 mins., followed at a respectable distance by David Seigle-Morris and David Stone in an exhaustless factory Anglia.

There were quite a few amendments to the published programme when the field actually lined up to go. Roy Fidler had borrowed a factory Vitesse instead of his more usual Allardette, while Simister had to effect a sudden change of mount when his old Allardette expired on the way to the start. Peter Astbury was back with a rebuilt Vitesse (after his Cats' Eyes accident) while David Hiam was driving a Wolseley Hornet (some say it was chauffer driven!).

The complete route details were issued when signing in at the start, and by the time the first control was reached on top of the Long Mynd, every navigator had a nice tidy "office" ready for a good drivers' thrash, which is just what it turned out to be. The first batch of sections were all in the western shadow of the Mynd, and even on the first section there were some surprises (some say that there was road under all that water); at the first control Pauline Mayman and Val Domleo were eliminated when their factory M.G. 1100 shed its sump shield and part of the exhaust system, which became untidily mangled underneath the car. The Broad/Shiela Taylor 1100 was already out with failed transmission on the Mynd and by the time Control 5 was reached (after only

15 mins. rallying) on a new white road near New Leasowes all the clean sheets had been dirtied! First really new stuff, needing the use of powerful magnifiers, was in the woods south of Habberley, with a tight 2-minuter causing wholesale loss of time on approach to Snail Beach, then the route dodged back onto 129 for a further dozen controls round the Bog and Old Church Stoke areas. The usual Sprinzel luck struck after 12, when John was forced to change a punctured wheel on a main road section, and, of all things, a stone punctured the distributor of Fidler's factory Vitesse, and needed fabrication of cardboard and masking tape before the car was able to show its true capabilities by being clean from here to Control 54.

A short foray onto Map 118 led on to the more familiar battleground of the Welshpool area, and the inclusion of the first "new" road in the shape of a slippery white through 117/157000, closely followed by more tricky stuff just east and south of here. At this point the borrowed Allardette of Phil Simister announced its presence by hurling a useless

dynamo into the roadway, and the remaining half hour of the first part of the rally was spent without either battery charge or water circulation. The dynamo was changed at the night halt, with a loss of a further 15 mins. on schedule, and resulted indirectly in this unfortunate crew incurring five fails at the very end of the rally through inability to keep away from the dreaded 30 mins. lateness.

The petrol stop was of only 15 mins. duration, and here at Tregynon the order of arrival was very disjointed. Among the tales of woe was that of Gerald Bloom, who complained that his Cooper had done the entire first half of the rally without a throttle return spring attached. Brian Harper/Ron Crellin retired here with a dynamo which would not produce charge above 4,000 r.p.m. (and as Brian said—who uses less than 4,000 r.p.m. on a Sebring Sprite?).

Another non-arrival was the Standard 10 of Cyril Corbishley, who was reported to have had an accident with a non-competing car. Sprinzel also retired here with non-existent oil pressure on his Anglia, and in general the field which left for the final 34 sections was rather depleted.

The route from Tregynon used well-known stuff for a time, including the well-known "deep ford followed by hairpin right turn" south east of Clatter which collected a Saab as a drowned victim quite early on, and a sizeable block developed before this worthy device could be persuaded to two-stroke again in the correct sequence. A whole batch of 2-min. sections followed, which defeated everyone and these were followed by a well-known "blind brow followed by sharp left at T" which proved too sharp for Sydney Allard's Allardette, which was seen by your correspondent nestling cosily against the nearby telegraph pole for a short time. The same fate overtook Brian Culcheth's Sprite while the fancied Roger Clark Cooper went out with a sheared drive shaft at this point in the rally. Two longer and easier sections over the Dylife Road to Machynllech channelled the rally to the next interesting phase near the coast, and here Fidler's Vitesse finally expired with various bothers.

A sharp dash south to Glaspwll, then west to Pont Llyfiant with an approach direction from the N.E. caused some head scratching, for two bits of road are not marked, and even when found the necessary manoeuvres around hairpin junctions were sure to cause further extraction of penalty. Pat Giblett's Healey 3000 looked very unhappy on this stuff, and scuttled away down the road to turn round in a

wider area. A new section to many was the long belt up towards the Anglers Retreat, followed by two short sections south and east into the frankly space-fiction territory of bleak moorlands, half-completed dams, scaffolding and rough roads, which turned out to be a *pièce de résistance* over Central Electricity Board land at a higher average speed. For the latter 5-min. section—the road books comment was "Don't sweat—the approach direction is correct (127/762,864 N.W.)—the route will be obvious." It was obvious also how impossible it was to maintain the average speeds any more—and even Fisher lost more time in the last hour than for the whole of the rest of the rally.

The final half dozen sections lay in country already familiar to those who competed in last year's London Rally, and eventually the final two sections situated south of the main A44 had to be cancelled because they were only just "on" for the early arrivals, and later numbers found that it was impossible to climb the grassy hills, and were unable to reach the controls.

It was a welcome end also for Seigle-Morris whose Anglia shed its exhaust system, as did the veteran Mini of Mike Sutcliffe and others. A scrap metal agent in Goginan would do a roaring trade after this event by going out on to the Dam Road and picking up all the dropped parts!

From Devils Bridge a 90-min. run home led the route back over the old coach road to the special test at the head of the Elan Valley (to sort out the clean sheets—if any) then via the Elan Valley Hotel and Rhayader to the usual finish rendezvous of Llandrindod Wells.



SECOND PLACE crew David Seigle-Morris and David Stone, who drove a Ford Anglia, receive their trophy and cash from Harvey Morgan.

Result calculations were if anything quicker than ever, and each competitor had his own detail results within minutes of handing in all the time cards, and full provisional results were announced by Richard Binns as soon as the last car had arrived.

Naturally, there were no protests, and the only mystery was how it is only the *Express and Star* organizers who can put on such a wonderful thrash as this, where much of the time there is no public to disturb, and much of the meatier sections are really in the wilds of the mountains. It is my personal opinion that it will not be possible for any other championship rally to approach the standards set by the W.S.S.C.C. for 1963.

Results

1, A. T. Fisher/B. Melia (Austin-Cooper), 14 mins. lost; 2, D. Seigle-Morris/D. Stone (Anglia), 19; 3, R. McBride/D. Barrow (Allardette), 22; 4, D. H. Ray/A. Straker (Allardette), 37; 5, C. Nesbitt/J. Williams (Morris-Cooper), 37; 6, R. N. Richards/G. C. Davies (M.G.B.), 40; 7, A. Cowan/B. C. Coyle (Sunbeam Rapier), 41; 8, D. Thorne/I. Cameron (Anglia), 43; 9, M. Sutcliffe/T. Rowlands (Mini 7), 43; 10, J. Anderton/A. Baines (Allardette), 43.

Photo: A. Fulwood.



UPSET of the day was when David Alexander rolled his A.C. at Riches. Although he was thrown out of the car, which landed upside-down, Alexander escaped without injury.

Deacon was a fine third in the hairy Lister-Jaguar and Chris Williams was fourth in yet another Lotus 23.

Finally, we had a *Formule Libre* race. Unfortunately, Chris Summers' 4.7 litre Cooper-Monaco was a non-starter. He would, no doubt, have been interesting to watch in the rain! Mike Beckwith led away, followed by Julian Sutton and Keith Greene. Then came Mike De-Udy in the first of the Juniors, and he was followed by N. Johannesen and J. Horner, both in Lotus 20s.

Keith Greene passed Sutton and went after Beckwith, who obligingly spun, letting Keith into the lead. Sutton also went by but Mike got back into second spot very shortly. The rain was apparently playing havoc with electrical systems for the four leading cars were popping and banging like nobody's business. However, they all made it to the finish, the Lotus 23s of Greene, Beckwith and Sutton making it a 1-2-3 ahead of Johannesen.

RACING is under way again: Snetterton's first meeting of the year was held under wet, cold and windy conditions last Sunday. In spite of the weather, the boys produced some good dicing, and there was only one major incident, from which the driver happily escaped more or less undamaged.

As is usual at the opening of the season, many entrants were unable to compete, their cars not being yet ready.

All the races were over 10 laps, the first being for Formula Junior cars. Jim Russell had no fewer than 13 of his pupils entered, and they filled five of the first six places. B. H. Griffin led away, from John Mastin, D. E. Fletcher, M. Knight and J. Hatter, all in Lotuses. Mastin put on the pressure and by lap four had taken the lead which he held to the end. Griffin retired the next time round, victim of a slipping clutch. Fletcher now moved into second spot, with Hatter and D. Zacharias, both fighting hard, behind him. And so they finished, Mastin winning by 10 secs. and setting up the fastest lap with a time of 1 min. 40.6 secs. (96.98 m.p.h.). Hatter just beat Zacharias by .2 sec.

Race two, for G.T. cars, was run in two parts, owing to the large entry. The first half was for cars up to 1,150 c.c. and produced a fine win for Chris McLaren in his very fleet Marcos. Second, also after a good run, was the little Diva G.T. of J. R. Bloomfield. R. Seth-Smith in his Lotus 7 G.T. held third spot for some time but spun on the ninth lap, dropping to sixth. For some time D. Wood (Sprite), M. G. White (Turner) and B. W. R. Hart (Sprite) had a great dice farther back in the field, but they eventually spread out and Hart retired, leaving White the victor of that particular little battle.

Heat two of this race was virtually a walk-over for Ken Baker in his very fast E-type. Lotus Elites took the next three places, driven by M. B. Johnson, Roger Nathan and Clive Hunt. D. Alexander had the big shunt of the day when he rolled his A.C. at Riches. He was thrown out and was very lucky to escape injury.

Race Three, for Touring cars, was the best event of the day, for fighting it out all the way were our old mates Doc Merfield and Chris Craft in their very hot Anglias. Chris led for the first lap, Doc being slowed a bit when the back of his seat broke under his weight! He passed Chris very soon and the pair went round almost nose to tail for the entire 10 laps, Doc eventually winning by 1 sec.

The two ex-Equipe Endeavour Jags were in this race, in the hands of Chris McLaren and Bill Aston, the latter causing a fair amount of panic by spinning in the middle of the pack at Riches on the first lap. He clobbered a Simca and both cars retired. McLaren finished third behind the battling Anglias, with A. Powell in another Anglia fourth. The up to 1,300 c.c. class was won by Mick Clare in his Mini-Cooper.

The sports racing car event was won by

SNETTERTON SURPRISES

Snetterton M.R.C. Start Racing in the South for 1963

By CHRISTOPHER NIXON



Keith Greene in his Lotus 23. Keith led from the start but was overhauled by Mike Beckwith, also in a 23. On lap four, Mike passed Keith at Riches but then spun a few laps later letting Greene into the lead again. Alan

ON THE RAGGED EDGE is Jack Oliver in his Marcos. Following him is the eventual winner Chris McLaren (Marcos) and second man John Bloomfield (Diva).

Results

Formula Junior (10 laps): 1, J. Mastin (Lotus-Ford 22), 93.61 m.p.h.; 2, D. E. Fletcher (Lotus 20); 3, J. Hatter (Lotus-Ford 20). **Fastest lap:** Mastin, 1 m. 40.6 s., 96.98 m.p.h. **Grand Touring Cars up to 1,150 c.c. (10 laps):** 1, C. McLaren (Marcos-Ford), 83.89 m.p.h.; 2, J. R. Bloomfield (Diva G.T.); 3, J. Oliver (Marcos-Ford). **Fastest lap:** McLaren, 1 m. 54.2 s., 85.43 m.p.h. **Grand Touring Cars over 1,150 c.c. (10 laps):** Overall Winner: K. Baker (Jaguar E), 1,151-1,600 c.c. Class: 1, M. B. Johnson (Lotus Elite); 2, R. D. Nathan (Lotus Elite); 3, C. W. Hunt (Lotus Elite). **Fastest lap:** D. Hobbs (Lotus Elite), 1 m. 49.6 s., 89.02 m.p.h. **1,601-2,500 c.c. Class:** 1, V. J. Downie (T.V.R. Grantura); 2, R. H. A. Moseley (Morgan Plus 4); 3, R. B. Algate (Triumph TR2). **Fastest lap:** D. Alexander (A.C. Ace-Bristol), 1 m. 59.0 s., 81.98 m.p.h. **Over 2,500 c.c. Class:** 1, K. Baker (Jaguar E); 2, R. Crosfield (Daimler SP250); 3, H. E. Sargent (Jaguar E). **Fastest lap:** Baker, 1 m. 48.0 s., 90.33 m.p.h. **Touring Cars (10 laps):** Overall Winner: D. P. Merfield (Ford Anglia). **Up to 1,300 c.c. Class:** 1, M. H. Clare (Mini-Cooper); 2, M. C. Davidson (Mini-Cooper); 3, M. R. B. Clarke (Austin A40). **Fastest lap:**

Clare, 2 m. 02.6 s., 79.85 m.p.h. **1,301-2,000 c.c. Class:** 1, D. P. Merfield (Ford Anglia); 2, C. Craft (Ford Anglia); 3, W. A. Powell (Ford Anglia). **Fastest lap:** Craft, 1 m. 53.2 s., 86.18 m.p.h. **Over 2,000 c.c. Class:** 1, C. McLaren (Jaguar 3.8 Mk. 2); 2, M. Pendleton (Jaguar 3.8 Mk. 2). **Fastest lap:** McLaren, 1 m. 55.4 s., 84.54 m.p.h. **Sports-Racing Cars (10 laps):** Overall Winner: K. A. Greene (Lotus-Ford 23). **Up to 1,150 c.c. Class:** 1, C. M. M. Williams (Lotus-Ford 23); 2, R. K. Parsons (Lotus-Ford 23); 3, T. Bone (Lotus-Ford 23). **Fastest lap:** Williams, 1 m. 45.8 s., 92.21 m.p.h. **1,151-2,000 c.c. Class:** 1, K. A. Greene (Lotus-Ford 23); 2, M. G. Beckwith (Lotus-Ford 23); 3, J. M. Strutt (Lotus Super 7). **Fastest lap:** Beckwith, 1 m. 39.2 s., 98.35 m.p.h. **Over 2,000 c.c. Class:** 1, A. Deacon (Lister-Jaguar); 2, D. Ham (Aston Martin DBR1); 3, J. B. Alderslade (Aston Martin DB3S). **Fastest lap:** Deacon, 1 m. 45.6 s., 92.39 m.p.h. **Formule Libre (10 laps):** 1, K. A. Greene (Lotus-Ford 23), 82.25 m.p.h.; 2, M. G. Beckwith (Lotus-Ford 23); 3, J. Sutton (Lotus-Ford 23). **Fastest lap:** Greene 1 m. 56.0 s., 84.10 m.p.h.

Club News

By MICHAEL DURNIN

SEVERAL important announcements were made by the R.A.C. in the March edition of their Motor Sport Bulletin, and these will be found in the R.A.C. Motor Sport Year Book and Fixture List when it is published shortly. Among the more important of all the changes are the following:

Trials

After a year in which rear wheel marking has been used in trials, a change back to the front wheel system is to be made. This reversion follows discussions with the British Trials and Rally Drivers Association and a plebiscite of organizers and competitors interested in both sporting and production car trials, and will be maintained for a period of at least three years. . . . The start line will indicate the greatest penalty and the finish line zero penalty.

Rallies

Where competitors are given an option of visiting controls and/or checks, the time schedule must always be based on the mileage covered by a competitor who visits every control or check, whether optional or not. . . . If officials fail to man a control for the whole of an event all marking at this control will be ignored. . . . Any ford which exceeds six inches of water in depth will be deemed to be impassable! . . . Where clocks are not set to the actual time of day they must bear a fixed relationship to the time of day of which competitors are informed so that their corrections may be checked. Times from a clock more than 15 seconds adrift will be ignored.

Speed Events

When a car is allowed to practice but has not been passed for eligibility, any times recorded will not be counted in assessing starting positions. . . . The alternative to a grid start of a Le Mans-type start has been deleted and instructions to starters say that the starting flag will be held aloft only for the minimum time required to satisfy the starter that all cars are stationary on the grid. . . . In order to qualify as a finisher in a race a car must have completed not less than half the distance under its own power. . . . When cars have to be weighed as part of checking eligibility (this also applies to other motor sporting activities), the weight of any ballast or equipment will only be included if there is proof that it has been carried during the competition by reason of the fact that it has been permanently fixed in position or sealed in place.

Autocross

When the course is 30 ft. or over in width, four cars may be run on the course simultaneously, but started in pairs, the second pair being started when the rearmost of the first pair has covered a distance of 200 yards from the start line. . . . Only tyres advertised by the manufacturers for normal road or dual purpose use are allowed. . . . Specials and four-wheel drive cars should not compete for the same awards as production cars.

There are also several changes affecting the organizational side of motor sporting events. The new F.I.A. code of flag signalling is featured in the "Sports News" page. Restricted events open to member clubs of a regional association may include registered entrants in a national championship approved by the R.A.C. and sponsored by an organization of national character which does not itself promote competitions. In the case of joint promotions the permit application must be signed on behalf of each of the clubs concerned, although if the event is of a type subject to an annual quota it will still be recorded only against the quota of the first-named club on the application. The R.A.C. will not accept submission of a route unless it is made in conjunction with a complete application for permit. When cars have to be registered, a Road Fund Licence Disc must be displayed as required by the law.

THE Scottish S.C.C. and the Kilmarnock C.C. are to hold their Spring Trial on 31st March. It is a closed event for production cars and all the sections have been attempted by the organizers in their everyday motor cars. Driving tests will be included as tie deciders. There are classes for front-engined, rear-wheel-driven cars with standard tyres on the driven wheels, front-wheel-driven cars with standard tyres on the driven wheels, rear-engined cars with standard tyres on the driven wheels and front-engined cars of any type with "Town and Country" type tyres on the driven wheels. The entry list remains open until 28th March and regs. may be obtained from the secretary of the meeting, W. L. B. Callander, 100 West Regent Street, Glasgow, C.2. . . . An Autocross will be held on 14th April at Langston Farm, Shillington, Dorset. It is to be co-promoted by the West Hants and Dorset C.C., the Vickers-Armstrong (Hurn) C.C. and the Volkswagen O.C. (Southern Centre). Entries close on 8th April and regs. may be obtained from P. J. Macdonald, 59 Petersfield Road, Boscombe East, Bournemouth, Hants. . . . The Midlands Centre of the Austin-Healey C. have arranged a practice day on the Silverstone club circuit in April and further details may be obtained from the centre secretary, John Flynn, Flat 1, 30 York Road, Edgbaston, Birmingham, 16. . . . National Production Car Trial of the Shenstone and D.C.C.—the V. T. Fellows event which had to be postponed from 3rd March—is now to be held on Easter Sunday, 14th April. There are a limited number of vacancies to replace withdrawn entries and regs. may be obtained from M. F. Finemore, 3 High Street, Sutton Coldfield, Warwickshire. Entries close on Monday. . . . Sevenoaks and D.M.C. hold their 60th Anniversary Lorraine Barrow Memorial Driving Tests meeting on 7th April. This year it is to be held at the Crystal Palace motor racing circuit, having been held at Biggin Hill last year. On the back page of the regs. will be found Sam Actman's report of last year's event which appeared in AUTOSPORT—and they would not have done this if Sam hadn't liked the meeting! The organizers point out that they have once more concentrated on providing enjoyable and fast tests; reverse gear will not be overworked and with two runs at each test and best performance only to count, the tests may be attacked without restraint! The entry list closes on 1st April and invited clubs are Austin-Healey C. (S. E. Centre), B.A.R.C., Bexley L.C.C.,

R.B.S.C.C., London M.C., East Surrey M.C., M.G.C.C. (S.E. Centre) and registered drivers from the Association of S.E. Motor Clubs. Secretary of the meeting, from whom regs. may be obtained, is David Stevens, Beverley, The Park, Sidcup, Kent. . . . The first Manchester to Blackpool Veteran and Vintage Car Run is to be held on 21st April, organized by the Lancashire A.C. Whereas, the Brighton Run caters only for the classified veterans, built before 1905, this event accepts cars in three groups: Veterans, Edwardians and Vintage and P.V.T. cars up to 1934. Each group will be set a different average speed (15 m.p.h., 20 m.p.h. and 30 m.p.h. respectively) and the last two groups will cover slightly longer routes. The Veterans face a run of 48 miles, the other two groups about 55 miles and 65 miles each. Time controls will make the event a true rally, of the "regularity run" kind, and the Lancashire A.C. have given up one of their R.A.C. permits to secure official recognition. It is a closed event (entry fee includes temporary membership of the club) and regs. may be obtained from J. Taylor, Lancashire A.C., Sudell Cross, Blackburn, Lancs. The event is being run in conjunction with Blackpool's "Drive For Safer Motoring" week and after the finish at the Norbreck Hydro there will be a grand parade of all entrants along the Blackpool promenade followed by a *concours d'elegance*. . . . Cumberland Centre of the Seven-Fifty M.C. are holding their Cumberland Dias Trial on 31st March. Regs. are obtainable from Stella Blair, Arthuret House, Longtown, Cumberland, for this closed event. . . . another Seven-Fifty M.C. event is the Debden race meeting on Easter Saturday. Last year's meetings saw club racing in which genuine club drivers competed—a rare thing these days. There will be events for 750 Formula, 1172 Formula, Monoposto Register, sports and saloon cars and regs. for this closed event may be obtained from Peter Haddon, 71 Cricklewood Lane, London, N.W.2. . . . A Spring Driving Tests meeting is to be co-promoted by the Vickers-Armstrong (Hurn) C.C., the Winchester and D.C.C. and the West Hants and Dorset C.C. on 7th April. These tests are to be held at the popular Blandford Camp, by kind permission of the C.O., and they will be laid out on the Karting track. The secretary of the meeting, M. J. Hickman, 2 Thursby Road, Highcliffe, Hants, from whom regs. may be obtained, must receive all entries by 2nd April. . . . Yeovil C.C., West Hants and

Coming Attractions

22nd-23rd March. Sebring Three-Hours (G.T. 1) and Sebring 12-Hours (P., G.T. 2-3), Florida, U.S.A.

23rd March. B.A.R.C. Race Meeting, Goodwood, near Chichester, Sussex. Starts 2 p.m.

R.A.C. Trials Championship Final, Vintners Park, Maidstone, Kent, organized by the Kentish Border C.C. Also Autocross, Driving Tests and Production Car Trial organized by the Maidstone and Mid-Kent M.C. and the Rochester, Chatham and D.C.C. in conjunction with the B.T.R.D.A. Starts 9 a.m.

Liverpool M.C. and B.A.R.C. (N.W. Centre) Over 40's Rally. Starts Park Hotel, Nether-

ton, Worcs., at 7.30 p.m.

Scottish S.C.C. March Driving Tests. Starts Georgetown, Renfrewshire, at 2.30 p.m.

23rd-24th March. Vintage S.C.C. Pomeroy Memorial Trophy Competition, including speed test at Silverstone on 23rd.

East Surrey M.C. Teamsters Rally. Starts T.A. H.O., Marlpit Lane, Coulsdon, Surrey (M.R. 170/308583), at 9 p.m.

Leicestershire C.C. Bat Bo Trophy Rally. Starts Croft Filling Station (M.R. 132/526980), at 11 p.m.

Malden and D.M.C. and Mid-Surrey A.C. Sixth March Hare Rally. Start Hill Farm Garage, near Stockbridge (M.R. 168/432382) at 9 p.m.

23rd-27th March. Hants and Berks M.C. Mobil Economy Run. Starts Harrogate, Yorks.

24th March. B.R.S.C.C. Race Meeting, Brands Hatch, near Farningham, Kent. Starts 12.30 p.m.

South Wales A.C. Hill-Climb, Castel Farm, Llangynwydd, near Bridgend, Glamorgan-

shire. Starts 2.30 p.m.

R.A.C. Junior Trials Championship, Vintners Park, Maidstone, Kent, organized by the

Kentish Border C.C. Starts at 11.30 a.m.

West Hants and Dorset C.C. Hartwell Cup Trial. Starts Daddings, Bere Regis, Dorset (M.R. 178/852938), at 10.30 a.m.

Thames Estuary A.C. and East Anglian M.C. Anniversary Rally. Starts Lichfield Cafe,

Witham, Essex, at 10 a.m.

Wilton Works C.C. Routemaster Rally. Starts Saltburn, Middlebrough, Yorks, at 9.30 a.m.

Volkswagen O.C. March Hare Rally. Starts Denham Motor Sales, Denham, Bucks, at 10.30 a.m.

30th March. Snetterton M.R.C. International Race Meeting, Snetterton, near Theford, Norfolk. Starts 2 p.m. (F.I. S. T.).

500 M.R.C. of Ireland Race Meeting, Kirtistown, Newtownards, Northern Ireland.

30th-31st March. Maidstone and Mid-Kent M.C. National Hopper Rally. Starts Tunbridge Wells Southern Counties Car Auction Centre,

Kent, at 9 p.m.

Romford E.C.C. Clockwatcher's Rally. Starts Stansted Airfield, Essex (M.R. 161/528228).

31st March. Bossier City, U.S.A. (I.C.F., F.I. F.J., S.).

West Essex C.C. National Sprint, Debden, near Saffron Walden, Essex. Starts 11.30 a.m.

Sporting Owner D.C. Hill-Climb, Woburn Park, Woburn, Beds.

Swansea M.C. Sprint, Pembrey, near Llanelly, Carmarthenshire.

Yeovil M.C., West Hants and Dorset C.C., Taunton M.C. and Burnham-on-Sea M.C. Sprint, Yeovilton, Bridgehampton, near Ilchester, Somerset. Starts 2 p.m.

Seven-Fifty M.C. (Tunbridge Wells Centre) Ten Bob Trial. Starts Ikenhurst Manor, Cross-in-Hand, near Heathfield, Sussex, at 10.30 a.m.

Scottish S.C.C. and Kilmarnock C.C. Spring Trial. Starts Tongue Farm, near Newmilns, Ayrshire (M.R. 67/595385), at 2 p.m.

7th April. Brussels Grand Prix, Belgium (F.I.)

11th-15th April. East African Safari Rally.

13th-16th April. Circuit of Ireland International Rally. Starts Bangor and Malahide and finishes Larne.

14th April. Cesenatico, Italy (F.I.).

15th April. Pau Grand Prix, France (F.I.).

B.A.R.C. International Race Meeting, Goodwood, near Chichester, Sussex (F.I. F.J., S., G.T., T.).

19th-21st April. Brussels Cup, Belgium (G.T., T.).

Dorset C.C., Taunton M.C. and Burnham-on-Sea M.C. hold their co-promoted Yeovilton Sprint on 31st March. Entries must be received by P. E. Gillard, 3 Westbourne Close, Yeovil, Somerset, not later than 26th March. There are classes for saloon cars, series-production sports cars, sports-racing cars and racing cars, each further sub-divided into various capacity classes. . . . Sir Norman Hulbert has been re-elected chairman of the House of Commons M.C. Marcus Lipton and Sir Gerald Nabarro continue as Joint Secretaries. . . . As from 31st March, the Fiat C.C. will be known as the Fiat C.C. of Great Britain. The Fiat C.C. was originally founded in the 1950s to cater for owners of all Fiat cars and, whilst its home base has been in the Midlands-North of England, "branch offices" were subsequently formed to cover the whole of Scotland, Wales and Southern England. Two events this year are open to non-members: the Harrogate Rally on 28th July and the International Second Lincoln-Torino-Arezzo Rally (1st-15th September). Entry forms for both are obtainable from B. E. Maxwell, The Mount, Lea, near Gainsborough, Lincs. . . . The recent bad weather put paid to three Trials that were to have been run by the Seven-Fifty M.C. The Ten Bob Trial to be held at Cross-in-Hand, near Heathfield, Sussex, is now to be organized on 31st March, the Conquest Trial should be on 21st April, and the Walsingham Trial will not be until 10th November because of the racing commitments at Brands Hatch during the summer months. Incidentally, members of the club

will have an opportunity to try out their cars at Brands Hatch on 7th April when their annual Brands Hatch Practice Day takes place. Novices will also be given instruction. . . . B.A.R.C. (Yorkshire Centre's) Restricted All Fool's Eve Rally takes place on 30th-31st March. Entries close tomorrow, and must be received by E. D. Clark, 10 Wormalds Yard, Boar Lane, Leeds, 1. Members of the following clubs have been invited: Airedale and Pennine M.C., B.T.R.D.A., De Lacy M.C. of Pontefract, East Yorkshire C.C., Huddersfield M.C., Knowldale C.C., Rotherham and D.M.C., Stockport M.C., Westmorland M.C. and Yorkshire S.C.C. A 200-mile route has been planned, starting at Crofton, near Wakefield, and finishing at Queensbury. . . . Lancashire and Cheshire C.C.'s 22nd Derbyshire Trial is to be held on 7th April. An R.A.C. Trials Championship event, it is open to members of the B.T.R.D.A., Hagley and D.L.C.C., Peterborough M.C., SUNBAC, Sheffield and Hallamshire M.C., North Midland M.C., Yorkshire S.C.C., Kentish Border C.C. and North London E.C.C. This year an entirely new course has been arranged—it is approximately four miles south of Macclesfield adjacent to the Macclesfield-Leek road. . . . Regent Trophy Rally of the Rolls-Royce M.C. is to be held on 6th-7th April. It is open to all members of the East Midlands Association of Motor Clubs, and a route of 180 miles is envisaged. Entries must be received by 1st April, and regs. may be obtained from A. B. Eley, 20 Westbourne Park, Mackworth, Derby.

SUTTON AND CHEAM MOTOR CLUB'S

Tempest Rally



WHEN an experienced, regular rally competitor sets out to organize a straightforward, modern event, he will usually succeed in providing a worthwhile offering, acceptable to serious crews and capable of sorting them out, even in such allegedly easy terrain as Kent. The Sutton and Cheam Tempest on 16th-17th March, was a case in point, and the credit goes, in this instance, to Jimmy Gregson. The Tempest, re-arranged from January, was an A.C.S.M.C. Championship qualifier and it attracted a fine entry of 76 cars.

Throughout, the tempo was pitched exactly right. A nose up a wrong slot, or anything less than the best available from car and driver was sufficient to inflict a penalty, and yet, in theory at any rate, the route was "on", and Jimmy was offering Coupes for clean sheets as an added inducement. It was unfortunate that certain of the marshals, in marked contrast to the majority, appeared to have been without benefit of briefing. These officials seemed incapable of appreciating that, with watches set back, all competitors who were on time would arrive at the same indicated minute. The

NEGOTIATING a hairpin bend on full lock is a Riley 1.5. The bend, which must have caught some competitors unawares, was situated near Great Ninevah.

first three cars in running order all suffered from wrongly marked time cards, unwittingly baulking each other while words of one syllable were used to explain things. Overall this probably made no difference to their final placings, even although they were each separated by only one minute in the results, but the effect may have been beneficial to John Otton and Terry Weaver, running number 30, as some compensation to them for having such a late number. This crew came through in fine style to take the overall win with a loss of three minutes. This was a very late entry, scheduled to start 74, and the Mini crew were delighted at the opportunity to come forward to number 30 due to the withdrawal of another competitor who did not consider that the seeding did him justice.

A Tulip-card run-in of 54 minutes was the only period of comparative relaxation. This



WATCHED by a marshal and a photographer—no lesser person than our Club and Rally Editor—a Mini-Cooper stops at a control near Ham Street.

served to bring the rally deep down onto O.S.172, where the short, sharp stuff commenced in earnest. Two new white roads were featured almost immediately, one through a farm, by courtesy of a pro-rally Mini-Cooper-owning farmer. Most crews lost time here since the road did not tie-up with the ground.

Straightforward plot-and-get-on-with-it followed over some very fine territory, well clear of habitation. Supper was taken, almost inevitably, at the Robin Hood near Charing and the same formula was used thereafter to route the surviving 41 cars down to Romney Marsh, where some fine imaginative sections were employed. The five leading crews all cleaned this stint, consolidating the advantage they had built up before supper.

Now came signs that the organizers had run out of territory or marshals. The pace slackened perceptibly. Sections became longer, and a few route checks crept in by way of variety. These were not appreciated by Colin Kirkaldie and Brian Robson, whose Alpine was in trouble with its overdrive, nor by Lloyd Roberts and Eddie Clarke, who suffered a broken back axle in their Riley 1.5.

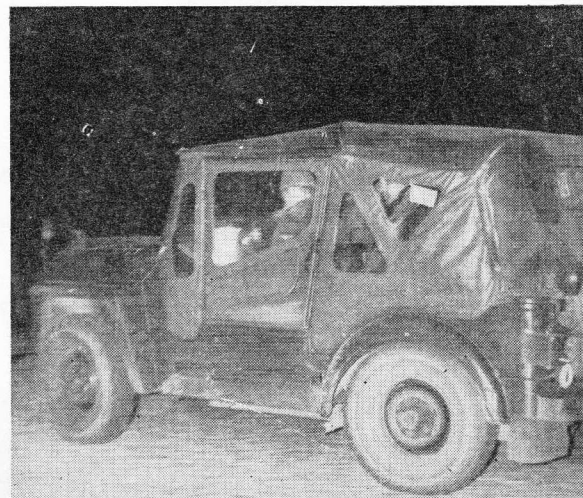
Dawn broke for the later numbers before they were able to complete the last section, which was short, but extremely tight, using short sections in the hilly lanes north of Hildenborough. No doubt there would still have been darkness had the Tempest run on its original date, but the daylight dicing was as unpopular as ever.

Nevertheless, by common consent, the 1963 Tempest was of a very high standard, an enjoyable "no-nonsense" thrash without trimmings, rounded off by one of the best rally breakfasts we have ever had. The Felbridge Hotel at East Grinstead is the place.

Results

1. J. Otton/T. Weaver (Mini-Cooper), 3 mins.; 2. D. Street/D. Jewell (Vitesse), 4; 3. B. Russell/Miss A. Scott (Healey 3000), 5; 4. R. Ambrose/M. Addington (Allardette), 6; 5. B. Head/O. Fowler (Mini-Cooper), 6. Team Award: Vickers-Armstrongs.

PERHAPS not the ideal rally car, this Army vehicle nevertheless provides great enjoyment for its crew. It is seen near Bilsington.



KILMARNOCK C.C. DUNLOP RALLY

(Mini-Cooper), Arthur Jasper/P. Thomson (Anglia), Tom Paton/Brian Coyle (Mini-Cooper) and Logan, Morrison/Ross Finlay (Sebring Sprite).

At the start the competitors were given the route cards for the whole rally. The length of the route was 200 miles and there were 86 controls. Failed sections were in operation, but what caught out most competitors was D.34 of the standing supplementary regulations, which states that no competitor may cover the distance between two controls in less than three-quarters of the time allowed. The organizers enforced this rule and no fewer than 27 competitors were excluded from the results, including the English visitors.

In the first half of the rally, which was in North Ayrshire, nine competitors returned clean sheets and 16 were excluded for making up time on two or more of the short 2- and 3-minute sections. Of the nine clean sheets three were carried on to section 82 in the second half where it is fair to say that a 4-minute section decided the whole rally. The section was on a white road which was virtually a quagmire and no competitors managed to do it on time. The three competitors with clean sheets up to here were: Tom Paton/Brian Coyle (Mini-Cooper), Lindsay Kerr/Jim Bryden (Mini-Cooper) and Logan Morrison/Ross Finlay (Sprite). On this section they dropped 5 minutes, 6 minutes and 10 minutes respectively. Tom's 5 minutes included stopping to help Frank Inglis (M.G.B) out of difficulty and Logan's 10 included helping two competitors.

After the results had been issued at the finish, clerk of the course Jim McInnes noticed that three competitors had covered 1 mile in 1 minute. This had occurred on one of the 6 one-minute sections, where a control was unmanned and the section was extended to two minutes. This made a difference to the

Results

1, T. Paton/B. Coyle (Mini-Cooper), 50; 2, C. F. Kerr/G. Youngson (Renault R8), 50; 3, K. Kerr/J. Bryden (Mini-Cooper), 60; 4, H. Wilson/R. Wilson (Rapier), 70; 5, W. L. Morrison/R. Finlay (Sprite), 100; 6, D. C. Black/A. Munn (Renault R8), 100; 7, F. Inglis/A. F. Stubbs (M.G.B), 110; 8, W. H. Syer/J. Syer (Morris-Mini), 120; 9, J. S. Martin/J. G. Lees (Morris-Mini), 120; 10, W. Duff/J. A. B. Milne (Wolseley), 140.

results, dropping Charlie Kerr (Renault R8) from second position to 12th and Hamish Wilson (Rapier) from fourth to 13th. Jim decided to seek a decision from the R.A.C. and was told that he would have to scrub the section as the competitors had not been told that controls might be unmanned.

ROD MACADAM.



HAMISH and Rusty Wilson (Rapier), the present leaders in the Scottish Rally Championship. They finished fourth in the Dunlop Rally.

CHARLIE KERR and George Youngson (Renault R8) finished second in the Dunlop Rally and are at present lying seventh in the championship.

THE third counter in the Scottish Rally Championship—Kilmarnock Car Club's Dunlop Rally—attracted a record entry of 68. The Knowldale Car Club was among the list of invited clubs and three English competitors entered for the rally, Don Grimshaw/Ted Rowland (Healey 3000), Bob Lamb/Tony Mason (Humber Sceptre) and B. Figg/D. Lauder (M.G.A.). The English challenge, however, was reduced to two before the start as Don Grimshaw was a non-starter. Among the Scottish competitors were last years, champions Frank Inglis/Arthur Stubbs (M.G.B), the leaders in this year's championship Hamish and Rusty Wilson (Rapier) and the main contenders Lindsay Kerr/Jim Bryden

HAGLEY AND D.L.C.C.

WELLESBOURNE SPRINT

THE Hagley and District Light Car Club's fourth annual speed trial was held last Saturday at Wellesbourne Airfield, near Stratford-upon-Avon. Although there were heavy showers during the morning practice, the course had dried in time for the first runs.

The Hagley Cup awarded to the best Group 2 production car was won by M. Pritchard in his TR3A, who recorded a best time of 61.92 secs.

The event started with the up to 950 c.c. saloon car class, R. G. Ordway winning with the excellent time of 67.28 secs. in a 850 c.c. Mini. The 951-1,600 c.c. production car class was won by Nick Porter in 62.04 secs., followed by J. May in 63.51 secs. A remarkable performance was shown by John Handley who recorded 64.74 secs. in the much heavier M.G. 1100 to take third place. The times of these three cars were only beaten by Pritchard in the production car classes.

P. A. Byrne in his 1,098 c.c. Midget took the up to 1,200 c.c. sports car class with a creditable time of 66.47 secs., this beating the time of the larger, up to 1,800 c.c. class winner R. C. Hickman.

The new cup for G.T. and modified saloon and sports cars, the Marsh Trophy, was won by Bob Rose driving his much modified 1,460 c.c. Elite. He recorded 56.04 secs. to beat Ray Meredith's well-known Morgan Plus 4 by 0.08 secs.; Meredith retired with an electrical fault on his second run. His first run, however, was quick enough to comfortably win the over 1,500 c.c. class from N. Cope in his E-type Jaguar.

Bob Rose's performance, which augurs well for the coming season, left Mike Virr the winner of the up to 1,500 c.c. class with a time of 61.02 secs. in his Ford-engined Morgan.

The classes for sports racing and racing cars, though poorly supported, were dominated by

Frank and Harry Livingston in the Cooper 1100, the latter taking the class with a time of 53.54 secs., this being the B.T.D., but not qualifying for the major awards. These classes saw the appearance of reputedly the only XKSS Jaguar remaining in the country in the hands of Mark Rigg who unfortunately spoilt a promising run with a violent spin and yet still recorded a time of 62.16 secs.

N. W. PARRISH.

Results

The Hagley Cup: M. Pritchard (Triumph TR3A), 61.92 s. The Marsh Trophy: R. Rose (Lotus Elite), 56.04 s. Production Saloon Cars. Up to 950 c.c.: R. G. Ordway (Morris Mini), 67.28 s. 951-1,600 c.c.: N. Porter (Mini-Cooper), 62.04 s. Production Sports Cars. Up to 1,200 c.c.: P. A. Byrne (M. G. Midget), 66.47 s. 1,201-1,800 c.c.: R. C. Hickman (M.G.A.), 67.00 s. Over 1,801 c.c.: M. Duncan (Morgan Plus 4), 65.86 s. G.T. Cars and Modified Sports and Saloon Cars. Up to 1,600 c.c.: M. J. Virr (Morgan 4/4), 61.02 s. Over 1,600 c.c.: R. E. Meredith (Morgan Plus 4), 56.12 s. Sports Racing Cars: R. C. Tolley (Lotus-Climax), 59.67 s. Racing Cars: H. L. Livingston (Cooper 1100), 53.54 s.

FALCON M.C.

MARCH HARE TRIAL

THE "Clerk of the Weather" smiled kindly on 10th March upon the 46 competitors in the Falcon Motor Club's March Hare Trial, despite one hill having to be cut out due to the previous day's heavy rain.

From the start in Stevenage Town Centre, a short run through the lanes took competitors to Nup End, a short section of about 50 yards which was a nice appetizer to start the event. Section 2, called High Heath after the nearby farm, proved to be the decider of the day with only 17 competitors making a clean climb; amongst the failures were four Volkswagens, twoSprites, one Special and several Ford saloons.

The short lane at Nuffin was ideal for a special test which was a timed hill from line A

to line B, with the time counted in seconds and fractions plus distance beyond B in feet to nearest foot. Falcon secretary Ron Warren had the fastest climb and also slid the farthest beyond line B.

Agnells Lane was an easy climb up a green lane between high hedges and after a run through the country lanes competitors found the chalky surface of Telegraph I with its snow drift at the top quite sticky, but bouncing passengers were able to regain their wind on the easy slope of Telegraph II. Back through the lanes for a restart test at Nuffin and the observed section at Agnells Lane; this time the start line was higher up the hill. And then came the last hill, Sapseds Stopper, which included the top half of High Heath; surprisingly, this hill only stopped nine competitors. So to tea at the Roebuck Inn and before all the cakes had vanished the results were ready!

In this event competitors compete against the club, so a "clean" wins a first class award. Of the 46 entrants only the class winners and 10 others achieved this target, so second class awards went to 14 competitors who complied with all but one of the requirements for a first class award.

A good day and a good event go together well, and everyone is looking forward to another such event.

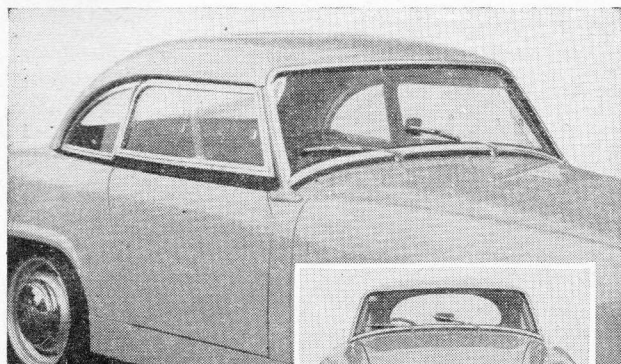
R. E. WARREN.

Results

Class winners: W. Vincent (Ford); R. Horsnell (Austin); T. Wood (Messerschmitt); D. Frost (Dellow). First Class Awards: P. le Couteur (Dellow); K. Shaw (Dellow); E. Green (Ford); T. Dives (Roche); R. Barlow (Dellow); E. Walsh (Volkswagen); A. Clift (Volkswagen); M. Croome (Trojan); J. Tucker-Peake (Olympic); R. Warren (Dellow). Second Class Awards: J. Hill (Austin); P. Noad (Volkswagen); M. Hayward (Volkswagen); E. Moss (Ford); A. Blick (Ford); B. Moss (Ford); F. Manyweathers (Ford); D. Bickell (Sprite); C. Talbot (Morgan 4/4); E. Buxton (Ford); P. Haden (Sprite); J. Loveday (Ford); D. Allen (Austin); Miss M. Tucker-Peake (Tucker Nipper).



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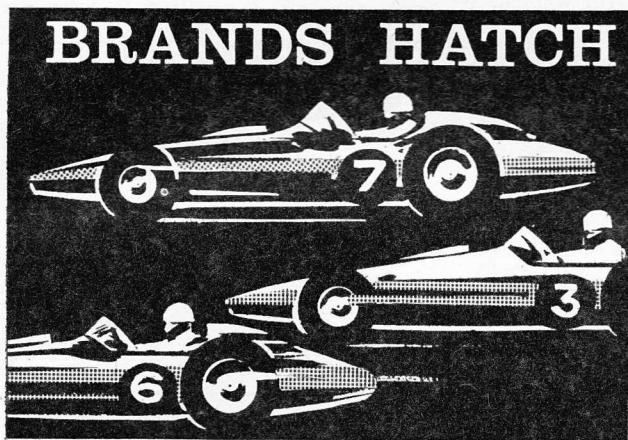


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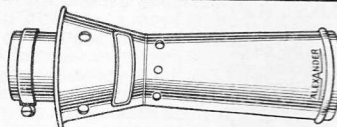
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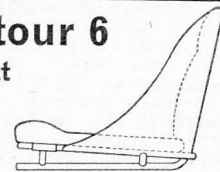
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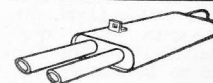
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B.A.R.C. (S.E. CENTRE)**MARCH HARE RALLY**

WITH the weather far too good, but roads appallingly damaged by frost, last Saturday saw 32 competitors start off on the B.A.R.C. (South-Eastern Centre) March Hare Rally.

Determined to have no trickery, the clerk of the course produced a superb route on Sheet 183, cleaned only by two competitors and it is doubtful if even they would have done it had it been anything but a dry, clear night as it was.

Starting from the Sheffield Arms Hotel, near Chailey, the rally went straight into a tight Section 1. Twelve mins. to Control 1 and then 2 mins., 1 min. and 2 mins. to Control 4—and this was all on really vile Sussex lanes with a couple of fords and a hairpin thrown in for good measure. Horace Appleby, who usually does so well, had the bad luck to throw a big-end in his Sprite between the start and Control 1. The Sprite was a borrowed car! From Control 4 competitors went into Section 2 which took in all the route checks used in the whole rally. In fact 58 mins. were allowed to Control 5 and the route went south by way of Newick, Barcombe and Ringmer, to Berwick. Nineteen mins. was the time set to get to Control 6 and this was on the eastern side of Halsham just on the edge of the dreaded Pevensey Marshes.

Control 6 saw the start of Section 3 and with the first three very close across the Horse Eye Level at 2, 1 and 4 minute intervals. Unfortunately it was on this first part of Section 3 that a much favoured competitor, Malcolm Knight, had the misfortune to run out of road with his highly modified 1,000 c.c. Fiat 600 (it produces a lovely smell of Castrol R). Luckily neither he nor his crew was hurt but the car, although drivable by virtue of having the engine at the rear, was very badly damaged. From Control 9 at the northern side of the Level, the route led past Herstonceux north towards Ashburnham, Penhurst and Brightling passing through Controls 10 to 13 at times of 8, 4, 7 and 10 mins. respectively. It was while pressing on ahead of the competitors that the chief marshal had an anxious moment when soon after leaving Control 10 a mysterious knocking was heard coming from the back of his Morris 1100. Anxious not to be delayed, he pressed on to Control 11 where, upon checking, it was found that all the nuts on the nearside rear wheel were well on the way to coming off!

WORKSOP AND D.M.C.**NOTTINGHAM S.C.C.****EASTWOOD AND D.M.C.****SPRING AUTOCROSS**

A CO-PROMOTED Spring Autocross was held last Sunday, organized by the Worksop and District Motor Club, the Nottingham Sports Car Club and the Eastwood and District Motor Club. The event was held at Thornbury Hill, Oldcoates, near Worksop, by kind permission of Mr. W. B. Smith. The programmed morning practice was cancelled in order to avoid more damage to the soft surface of the field than was necessary. The field was so wet, in fact, that the Saturday afternoon before the event the organizers doubted if it could possibly be held.

Due to the cancellation of the morning practice the original three planned laps per car was split to give one practice run and two qualifying laps. The course consisted of an 880 yards lap with a short, slightly downhill gradient into a 90 deg. right-hander, through a downhill double esses leading to a 200 yards straight along the bottom of the field into a sharp right-hand bend back up the hill and another right-hander to the finish.

By the start of the event the surface of the track had been dried out slightly by the strong wind blowing across the course, but the underneath was still very marshy. Despite the pre-event gossip deciding that the track favoured the front-wheel-drive cars, after the first practice lap the results showed there to be very equalizing conditions for all cars. Although the best time during the practice

Continuing on to Control 15, the route crossed the Rother Valley, by-passed Mayfield to the Control south-west of Wadhurst. From Control 15 to 16, 1 min. was allowed down a very narrow and rough lane, and it was down here that the only trouble was experienced with local habitation. This is really pretty good considering the limitations of Sheet 183. From Control 16 the route headed for home keeping south of Wadhurst to 17 in 3 mins., 6 mins. to Control 18 and then 7 mins. to the finish at the Postboy Cafe near Lamberhurst.

So ended a very good rally which, according to some of the competitors, had them on their toes the whole time, and they all reckoned that it was the best March Hare yet. Incidentally, it was surprising the number of hares that were seen during the night dashing across in front of oncoming cars. Casualties were very slight considering the state and type of some of the roads. Apart from Malcolm Knight, J. T. Murrow well and truly ditched his Alpine between Controls 13 and 14, fortunately with no damage, and another competitor in a Morris Minor was reported to be off the road on the marshes somewhere. Mention must be made of the really tremendous performance of John Church in his Saab, who, after visiting only the first three controls, lost his navigator through sickness, yet completed the entire route single-handed with the loss of only 2 mins. This really was a Herculean effort and it is only a shame that he could not feature in the results due to the R.A.C. rules that state that a navigator must be in the car as well. Horace Appleby also did remarkably well because after blowing up the Sprite he returned to the start, got into his hack—a Victor Estate Car—and proceeded to complete the route clean with his navigator Doc McGhie using only a torch and a ruler as equipment. They also were eliminated, obviously, because officially they had retired in the Sprite.

It was extremely encouraging to see at least half the entry to be newcomers to the centre's activities and it is hoped that this rally has encouraged them to come back for more. Provisional results were announced soon after the last car arrived.

TIM WALTON.

Results

Winners (Joint): H. J. Harper (M.G.A.), 0, and P. Steiner (Austin-Cooper), 0. Novice Award: B. Perring (Sunbeam), 80. 1st Class Awards: D. R. Milton (Morris 1100), 10; D. R. Troubridge (Riley 1.5), 40. Navigators' Awards: J. Mace, 0 (navigator to Harper); B. Cumber, 0 (navigator to Steiner).

was put up by Chris Haslem's Mini-Cooper with 55 secs., Jeff Bingham's Morgan Plus 4 had a good run with 58.2 secs.

After this practice, the circuit surface became really churned up, and proved the organizers' decision to cancel the morning practice correct. During the practice Holmes in a Healey 3000 suddenly left the circuit at the esses, scattered the marker posts and made some of the marshals run. The first of the qualifying laps passed without any spectacular events, the best times in the classes being set by: B. Wilborn (Morris-Cooper), 57.0 secs.; C. Spedding (Minor 1000), 59.2 secs.; V. Loupart (Allardette), 60.4 secs.; R. Preston (B.R.G. Morris Special), 55.6 secs.; and G. Bingham (Morgan Plus 4), 56.9 secs.

The most interesting piece of machinery present at the meeting was the B.R.G. Morris Special built by Ron Preston; the car originally started life as a Morris 1000 Pick-up but after a slight mishap required a new body, and so was fitted with a very spectacular looking alloy body.

The second and final qualifying laps went very well for the first three classes, most spectacular improvement being made by Albert Cox in his 3.4 Jaguar, who clocked in a 61.4 second lap, when everybody else in the class took longer. Albert knocked 12.6 secs. off his previous time.

Then, unfortunately, the heavens opened and, in a downpour, the track was very soon converted into a skidpan with competitors leaving the track in all directions and, on the uphill sections of the course, losing momentum and becoming stranded. However, the ray of sunshine in this period was produced by Pete Ibbotson in his XK 120 who shot round the

course, passed all the stranded cars pushed off the course, and made it look remarkably easy.

The hard work of the afternoon was still to come however, when the spectators and competitors were trying to leave the venue. The gateway to the field soon turned into a 1½ foot deep mud bath, despite the straw and planks laid down, and in the end the landowner kindly opened up the fence at the bottom of the field, leading straight onto the main road, to ease the situation.

W. I. MACHRAY.

Results

B.T.D.: C. J. Haslam (Morris-Cooper), 54 s. Front-wheel-drive Class: 1, C. J. Haslam (Morris-Cooper), 54 s.; 2, R. Preston (Morris-Cooper), 54.6 s.; 3, B. R. Wilborn (Morris-Cooper), 55.8 s. Touring cars up to 1,300 c.c.: 1, B. Hodgson (Anglia), 57.8 s.; 2, C. B. Spedding (Minor 1000), 59.2 s.; 3, M. Pownall (Volkswagen), 59.4 s. Touring cars over 1,300 c.c.: 1, V. Loupart (Allardette), 60.4 s.; 2, F. Fleetwood (Supercharged Anglia), 61.4 s.; 3, A. Cox (3.4 Jaguar), 61.4 s. Sports cars up to 1,300 c.c.: 1, R. Preston (B.R.G. Morris Special), 55.6 s.; 2, P. Sands (Fairthorpe), 55.8 s.; 3, E. J. S. Townsend (Sprite), 55.8 s. Sports cars over 1,300 c.c.: 1, G. Bingham (Morgan Plus 4), 56.0 s.; 2, D. M. Robertson (Reliant Sabre), 56.6 s.; 3, P. Ibbotson (XK120), 63.8 s.

STOCKPORT M.C.**TROPHY RALLY**

THE Stockport Trophy Rally took on a new form this year, when it was held on Sunday, 3rd March. It consisted of a series of special stages linked together by road sections.

Leaving Hazel Grove at one minute intervals, the competitors made for Stage "A", which was about five miles out of Macclesfield. This was probably one of the most difficult parts of the rally, with sheet ice covering the hill to be climbed, as well as the half-mile-long road approaching it. Wheel grip was negligible, calling for the utmost care even from the most skilled drivers. Speed tests, including reversing and an obstacle course, were then taken at Chelford Cattle Market, Styperson Park, Addington and Towers Farm, Poynton.

For the second half of the rally, in the early afternoon, it was back to Styperson Park for two very tough trials which were both taken three times by each competitor, over hard icy mud, which turned rapidly into a quagmire.

Location "F" was a quarry in Bollington and G1 and G2 a firebrick works in Pott Shigley; the final section was a speed test along the drive of the Moorside Hotel, Disley. A convenient place for competitors to relax and discuss this highly successful rally.

P. M. NICHOLSON.

Results

Class A (cars with engines over the driving wheel): 1, Rodney Goodchild/Mrs. Pat Goodchild (Mini Cooper); 2, Graham Allan/P. Gregory (Morris Mini); 3, Arthur Branthwaite/S. Keeley (VW). Class B (all other cars): 1, Geoff Robbins/Mrs. Valerie Robbins (Healey Sprite); 2, D. Hulme/K. R. Billows (Austin A35); 3, Doc. Ian McPherson/Alan Nuttall (M.G. Midget).

ULSTER A.C.**SPRING RALLY**

THE Ulster Automobile Club's Spring Rally, under Clerk of the Course Eric Boland, covered a course of just over 60 miles. It started outside Magherafelt on the old Moneymore Road, and by three time checks reached the first control two miles north of Moneymore where the first driving test took place. Then there were three more time checks in the Desertmartin area to Control "B" where followed a short, sharp Tulip section of just over eight miles to Control "C". At this point there was a cross-roads driving test.

From this point on a dull, cold afternoon they navigated through two more controls, two checkpoints and two driving tests to the finish control at the Manor Hotel, Ballymena.

W. J. KINNEAR.

Results

1, F. A. Robinson (Volkswagen 1500), 0 marks lost; 2, R. J. McCartney (Morris-Cooper), 0.6; 3, D. D. Boyd (Austin-Cooper), 2.0. Ladies' Prize: Miss Pat Barr (Morris Mini), 31.0.

CORRESPONDENCE

A Grand Tourist Trophy

I SEE this year's R.A.C. Tourist Trophy at Goodwood is open to Grand Touring Prototypes up to 3 litres, with classes for G.T. cars over 2,000 c.c. and 1,001-2,000 c.c.

Prototypes? Fine, but how much better it would be to exclude the 2-litre category, pool the starting money into the prototype and big G.T. classes, and attract the more prominent cars and drivers from abroad. Quite what is allowed in the prototype classes I am not quite sure, but if 1962 is anything to go by one can expect Testa Rossa Ferraris, Porsches, Lotus 19s and 23s, Cooper Monacos, etc.; in fact all the types of vehicle that were previously thought of as sports cars. [This is not quite true!—Ed.]

It would indeed be pleasant to see a formidable array of cars such as these, driven by drivers of the first rank, together, of course, with those wonderful Berlinettas, Zagatos and things in the big G.T. class, perhaps with entries from N.A.R.T. or Equipe Nationale Belge. Entries of this calibre can be—and have been—obtained in Great Britain. (There were four big Italian sports cars entered in the Guards Trophy last year, and that was not a championship event.)

If the "little 'uns" could be given the miss, there would be that much more money available, and perhaps a really quality field of fast cars could be amassed. The number competing would be fewer than in previous years, but Goodwood is a comparatively short circuit, and with a field of 30 or more one tends to become overwhelmed after a few laps, with so many cars being lapped and lapped again.

True, it is in the smaller G.T. classes that British products do well, but I for one would rather see a couple of prototype Italian Ferraris rather than the usual swarm of English Lotus Elites.

MORDEN, SURREY.

JOHN E. THOMPSON.

Empty the Museums!

RECENT copies of AUTOSPORT have carried letters advocating various regulations to bring back a "hairy" Formula 1. However commendable these are, it seems we are going to be stuck with the present 1½-litre formula until 1966 and there is little hope of the C.S.I. introducing any regulations leading to a "hairier" formula before then, if at all. As far as I can see the cars complying to the correspondents' specifications are basically similar to the Formula 1 cars between the period 1954-58. We all remember these cars with their front engines, "dope" fuel, drivers sitting high in the cockpit, and plenty of galloping

horses. These exciting cars can still be seen at hill-climbs and exhibitions.

Now, organizers of Formula 1 races are always saying they want the supporting races to be a direct comparison with the Grand Prix cars, hence, saloon car races. If they want a good comparison, how about a short race for the obsolete racers. They could be driven by the Grand Prix drivers, possibly some driving the cars they once competed in, but others finding it a completely new experience. If Vanwall, B.R.M., and Mercedes-Benz allow their cars to be shown at exhibitions, could they not be persuaded to lend them for such an occasion? Failing this, I am sure there are plenty of private owners of such cars who would be only too pleased to lend them to the G.P. drivers.

I can just picture the starting grid now: G. Hill (Connaught); J. Clark (Vanwall); J. Surtees (Mercedes); M. Gregory (Maserati); J. Bonnier (B.R.M.); B. McLaren (Vanwall); J. Brabham (Ferrari); D. Gurney (Mercedes); and so on.

Just an idle dream, I suppose, unless some enlightened race organizer would like to take up the challenge.

DUFFIELD, DERBYSHIRE.

ANDREW R. MARRIOTT.

Twin-engined B.R.M. for Land Speed Record?

I GREATLY enjoyed John Bolster's review of the B.R.M., which showed new light on this somewhat remarkable story of endeavour. Mr. Bolster's point that as a G.P. contender the 16 cylinder B.R.M. was a "never-waser" possibly explains why, although desperately short of races, it did not compete at the Rouen G.P. of 1953, held under the 1946-'53 Formula 1, Rouen being a twisty, undulating circuit.

What does intrigue me is why the V16 never ran at Indianapolis, where the rewards would surely justify the expense, or do even those shallow-banked corners demand a torque range embarrassing to the power characteristics?

The V16 engine was certainly an engineering achievement and it seems a pity that its 600 b.h.p. could not have found a niche in the hall of fame.

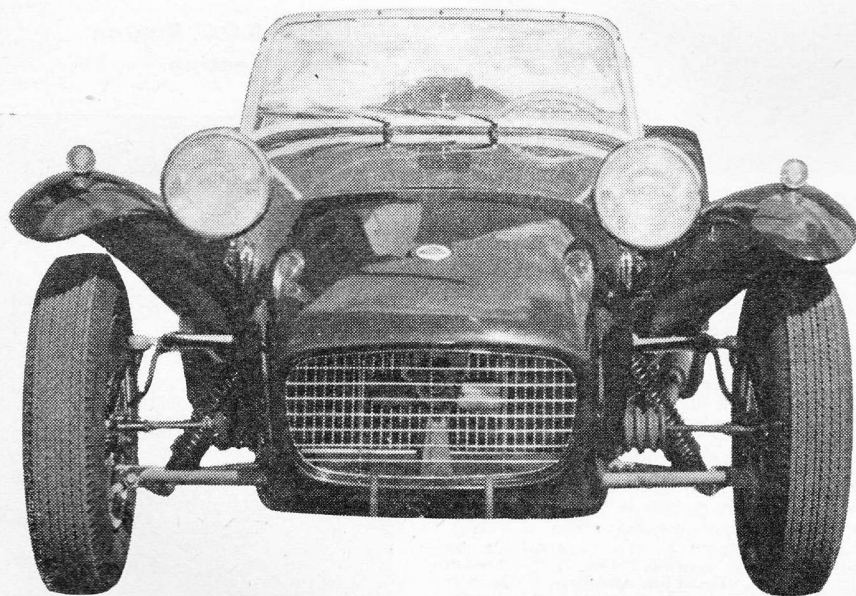
Talking of 1½ litres and Indianapolis, I believe that in 1946 Mr. Lou Fageol—better known in Unlimited Motor Boat Racing—entered his "Twin-coach" special with two 1½-litre Miller engines installed *à la* Bimotore Alfa Romeo with the driver in the middle. A similar B.R.M. with over 1,000 b.h.p. would appear an undoubted 500 Mile winner until one reflects the problems involved in building such a vehicle. The Land Speed Record would still appear, however, as a reasonable objective.

LONDON, W.1.

A. F. NEEDELL, A.M.R.I.N.A.

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

GIANTKILLER!



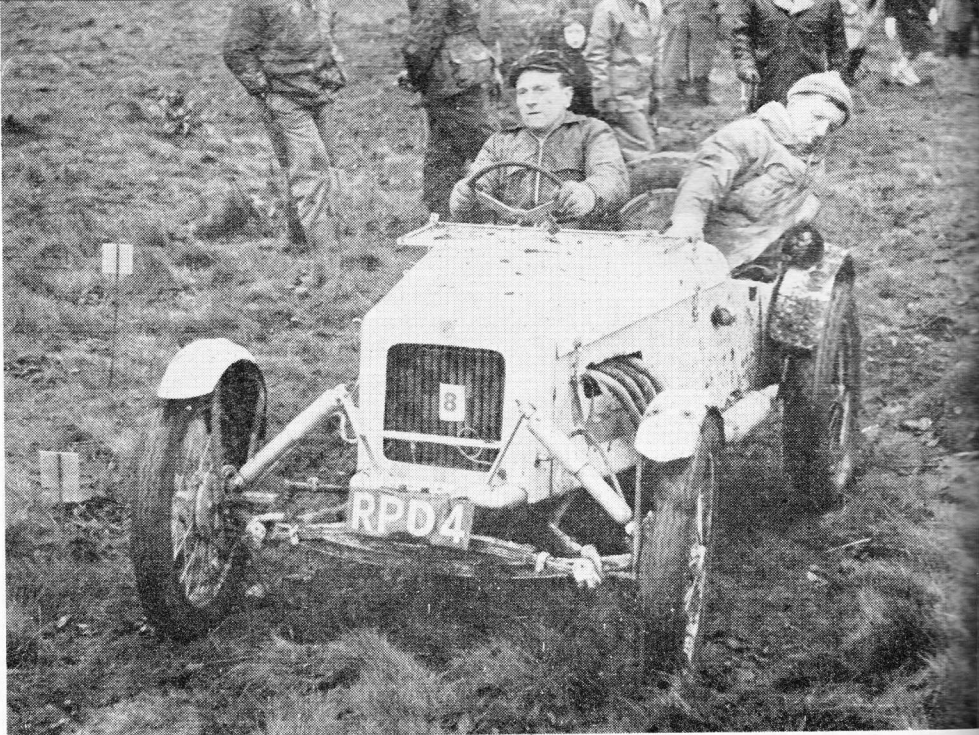
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ERIC JACKSON and his passenger both look determined—just look at the fag dangling from the latter's mouth—tackle the last hill.

HELD on a warm 10th March, the 4/44 Trophy Trial of the Yorkshire Sports Car Club attracted a total of 38 entries, of whom five did not report to the start at the very hospitable "Pack Horse" at Southowran on the outskirts of Halifax. Last year the 4/44 was moved from its normal home near Ilkley to the more industrialized Cromwell Valley and so popular was the new course with the competitors that once again Clerk of the Course, Harry Tregenza, had made use of the same area to provide a total of 25 observed sections, 10 of these being tackled before lunch was poured out.

From the start, competitors on the morning section took divergent paths, the even numbers going to Ashday Farm where six sections were laid out side by side on sloping grassland, whilst the odd numbers proceeded to tackle four sections in the quaintly named "Fairy Dell". Conditions underfoot were, to say the least, moist which, coupled with low cunning on the part of the organization, led to widespread loss of marks throughout the morning. As an additional hazard, the local Electricity



Board had decided to string out some very stout cables across the Ashday area which led to one or two temporary suspensions of activity. As each section was completed, odds and evens exchanged locations before returning to Southowram for lunch. Of the 10 hills, not one had been climbed completely, although in all cases the summit had been nearly achieved and the field were pretty well strung out below, with Lol Hurt leading, having dropped 68 marks, and Eric Jackson second with 73 marks.

The eight sections used in the afternoon were all generally similar in character twisting their way up one side of the valley on fairly firm grassland with lots of trees to add diversion. The competitors did the first six of the sections twice, whilst a final climb was achieved as a combination of numbers seven and eight. This latter was a straight blind up the hillside put in by the organizers as a hill some people could climb and produced three clean climbs, the only ones recorded during the whole event.

Lol Hurt came out a convincing victor with 129 marks dropped, from Rex Chappell who

REX CHAPPELL, on "Cromwell 8", swings to the left while his wife Renée leans out. Rex was second in the Trial behind Lol Hurt.

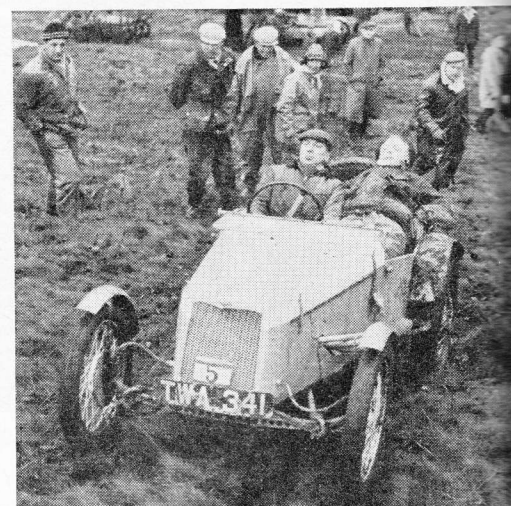
was 35 marks worse off. Third man John Harrison had also dropped 164 marks, but the verdict went in favour of the reigning champion on the basis of "leastest penalty on mostest sections". Certainly the 4/44 had proved a very enjoyable trial with a course which showed a slight tendency to favour the earlier numbers on some sections balanced by others cutting down to firmer grip. The winner ran fourth, the runner-up last but two and the third man in the middle of the field.
M. S. W.

Results

1, ("4/44 Trophy") L. Hurt (Ford Special), 129 marks; 2, ("The Gambles Trophy") R. Chappell (Cannon), 164. **First Class Awards:** J. F. Harrison (Harford), 164; E. Jackson (Cannon), 168; D. Render (Cannon), 169; G. J. Newman (Cannon), 170; R. Kemp (Cannon), 173. **Novice Award:** F. Dean (Ford-Hilfred), 233. **Team Award:** "The Shy Tots"—T. A. Marshall, E. Jackson, R. Kemp.

4/44 TRIAL TO LOL HURT

Yorkshire S.C.C. Run an Excellent Meeting



LOL HURT on his way to cleaning the last section of the day.

EAST ANGLIAN M.C.

FIRST WINTER TRIAL

EAST ANGLIAN MOTOR CLUB's first attempt at running a Trial for 10 years proved that such are the events members want, for 43 entries were received, and several late ones turned away. Held on Committee Member Alec Turner's farm, Semer Hall, near Hadleigh, on 10th March, several alterations had to be made to the proposed course to allow for very heavy overnight rain, but the day of the Trial was fine and warm, and the hills dried out tremendously from the time Norman Morley, Alec Turner and David Short decided on the final sections on the morning.

Seven observed sections of varying severity, and two tie-deciding driving tests, sorted out the entry in astonishing fashion, and for once not everyone got similar marks. Even the two "warming up" sections caught a few, while many failed to stop astride at the end of the straight 190-yard first test, including racing driver Jonathan Williams in his Mini, who was truly trounced by his father in a Morris 1100 throughout the day. Erle Morley, in the Alpine winning Healey 3000, found too much power, and too little ground clearance, causing excessive drag on the soft ground, but he recovered well where a longer approach run was permitted, and was one of the few non-specials to clear Test 7, a reverse up-hill section, with Mrs. Claire Short the only Mini to manage this, and by far the best lady performer out of nine entries.

A Vanguard had five children and a Springer Spaniel bouncing! Ray Hanson's Autocross Special, a rear-engined device with the passenger hanging on where he could, is about as far from a regulation trials car as it could

WEST LANCASHIRE M.C.

CROSS KEYS RALLY

THE CROSS KEYS Rally, with a varied history of North Wales and South Lancashire motoring, this year took in fresh territory: 130 miles on sheets 94/95. In spite of the fact that the route was drastically altered to follow roads known to be passable, the absence of ice on 9th-10th March was well compensated by the frost-damaged surfaces—and dry stone walls had collapsed on the road in certain parts.

The event started at the Sablesbury Filling Station (94/598302) and led straight into a series of yellow road sections leading to two sharp ones through 95/722345, the well-known ridge road into Whalley. Then followed a number of tortuous sections of varying length round Pendle which took their toll of competitors—the odd minute was lost here and there—culminating in a steep, narrow, winding slot with an easily missed entrance through 840404. It was on this group of sections that a reliable authority (*i.e.* himself) stated that the clerk of the course wrong slotted into a farm and lost five of his 15 minutes' lead on competitors. At this stage four cars were unpenalized: McBride/Barrow, Fishwick/Middleton, Norman/Huyton, and Haworth/Hallin in the novice class.

After a main road section through Gisburn, the route took in the much used gated road through 773520, skirted Slaidburn and Newton to Whitewell and 5, 2, 2 and 1 minute sections through the Trough of Bowland. But for the confusion caused to two competitors by a misprint on the route card the aforementioned clean sheets would still have been clean.

There followed an interesting S-shaped course using the inevitable white road through Abbystead, and the route check on it caught many crews napping. It is believed that many cars also took a short cut by using the same road twice. What a pity there was no marshal to nobbie them!

On to Brock Mill and Beacon Fell where 2, 1, 1, 5 and 1 minutes were to sort the men from the boys. Unfortunately the marshal at the end of the second one minute got lost on his way from an earlier control so that the expected dropped minutes did not all materialize. However, the last clean sheet disappeared here, and a long section round Longridge Fell and a slow main road section to allow refuelling led to the final series of controls.

be, but no one minded, and everyone enjoyed the fun; many had never done a trial before.

Ballast, if fixed, was allowed, Town and Country tyres earned a 10 per cent. penalty, and 12 lbs. p.s.i. was minimum. Taking full advantage of this, Terry Wilson in his Victor just beat Rennie-Roberts's 150 b.h.p. Zodiac to win the 14 strong normal drive saloon class.

Most entries as usual, 20, in the Mini-VW-Renault class, with the two oldest being the best Minis, but managing only 5th and 6th in class, behind a 4L, an 1100, the 4L again, and a VW. Only four sports cars entered, Roger Powell's Morgan 4/4 providing astonishing grip, but a misfire spoilt it on the steeper sections.

Even the Specials could be stopped, and Ray Hanson in the Autocrossing Renault was unlucky to collect the markers when going strongly on Hill 3, and thus lose at least 3 points and thereby best performance to Rennie-Roberts in Bert Westwood's Cannon. Rennie was the first to clear a particularly difficult section, a long muddy hill with a small pit to traverse at the top.

Organization was such that the 41 cars completed their nine hills or tests between 2.15 and 5.15 p.m., before departing for an excellent high tea in Hadleigh. A cheap, friendly and enjoyable event.

Results

Class A: 1, K. C. Truscott (Renault 4L), 19.8 points; 2, James Williams (Morris 1100), 20.0; 3, G. Dixon (Volkswagen), 21.0. Class B: 1, T. G. B. Wilson (Victor), 31.0; 2, W. Rennie-Roberts (Zodiac), 31.9; 3, R. J. Smith (A35), 33.0. Class C: 1, K. E. Kent (TR3A), 24.0; 2, G. E. Morley (Austin-Healey 3000), 27.0; 3, R. Powell (Morgan 4/4), 30.0. Class D: 1, W. Rennie-Roberts (Cannon), 6.6; 2, R. Hanson (Renault Spl.), 8.8; 3, K. C. Truscott (Renault Spl.), 8.8. Ladies: Mrs. Claire Short (Austin 7), 25.

To keep navigators awake the triangle at 601 1/2 283 1/2 was taken the wrong way round, confusion being added by the fact that the junction is drawn differently on the two maps. Some 2, 1, 2, 2 and 5 minute sections round the east side of Anglezarke Reservoir brought the rally to a snappy close at Limbrick, from where competitors proceeded to the St. Helens and Wigan C.C. Club House at Gathurst for breakfast, excellently cooked and served by the ladies of the club.

J. K. WOOD.

Results

1, R. McBride/D. Barrow (Mini), 10 penalties; 2, E. Fishwick/J. Middleton (Vauxhall), 30; 3, M. Norman/E. Huyton (Rapier), 60; 4, J. Akers/A. W. Gill (T.V.R.), 130. Novice Award: G. W. Haworth/J. H. Hall (Austin), 290. Team Award: McBride/Barrow and Fishwick/Middleton.

LANARKSHIRE C.C.

CLYDESDALE RALLY

ON Wednesday, 6th March, the Lanarkshire Car Club held their Clydesdale Rally, a 60-mile evening event which attracted an entry of 23. The navigation was what one might call "old style", with grid bearings, regularity sections and crows flying as well as the more usual map references, spot heights and ball-and-arrow.


After a winter marred by cancelled and postponed rallies, this proved too much for many of the navigators and eight retired. Of those who did finish, the winners, Tom Paton and Brian Coyle (Mini-Cooper), were the only competitors to score fewer than 100 penalties. Even in the first section the big names were collecting penalty points.

The reigning Scottish Rally Champions, Frank Inglis and Arthur Stubbs (M.G.B.), together with the present leaders in this year's Championship, Hamish and Rusty Wilson (Hillman), missed a code-word in the first section and collected 150 penalties. Frank also dropped a code in section 5 and Hamish in section 6 to put their scores in the 300 mark. However, they still put up the best performance in their respective classes.

ROD MACADAM.

Results

Premier Award: T. Paton/B. C. Coyle (Mini-Cooper), 70 penalty points. Class winners: D. C. Black/R. Finlay (Renault R8), 230; H. Wilson/R. Wilson (Hillman), 330; F. Inglis/A. Stubbs (M.G.B.), 300. Novice Class: I. McIntyre/O. Jarrett (Mini-Cooper), 560.



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OUR CATALOGUE FREE ON REQUEST

HAT-TRICK FOR PETER HIGHWOOD

By COLIN TAYLOR

Jacobean Trophy Trial Proves to be an Excellent Event



THE Jacobean Trophy Trial, an R.A.C. qualifying and B.T.R.D.A. Gold Star Championship Event run last Sunday, produced a win for Peter Highwood and his passenger wife Dorothy, driving a well-tried Cannon christened "Canhi". This was their third consecutive Jacobean win, a fine achievement considering the large entry of 50, which included all the leading lights of the trials fraternity with the notable exception of Tony Marshall, Percy Barden, Frank Lewis, the family of Harrison, and trials car builder Mike Cannon, who on this occasion came as a spectator.

The Jacobean Trophy Trial, promoted by the North London Enthusiasts Car Club, started from "The Engine Hole", Ware, Herts, an ideal trials arena containing all the required ingredients; sand, mud, grassy slopes and gradients, which are easier to slide down than to climb up. The course consisted of 20 hills to be climbed twice; this gave the drivers a run for their money, with a grand total of 40 hills. The large entry was divided into "odds" and "evens", "evens" starting at Hill 11 and "odds" at Hill 1.

Hill 1, a seemingly tricky muddy climb, produced 19 clean climbs. Hill 2 was a different kettle of fish, starting with a short hump, down, then up an extremely steep muddy bank, this hill defeated the entire entry both morning and afternoon, the highest up being Malcolm Eaves, Peter Highwood and T. Thompson. They all cleared the 11 marker.

Hill 3 had an impossibly tight corner at the five marker, which failed the entire field, that is except Highwood, who cleared the section and was the start of Peter's climb to fame. Hill 4 was a belt up between the trees and proved difficult for the early numbers, the first car up, D. Cressey, only notching up three points; the final tally for the hill was 33 cleans.

Hills 5, 6 and 7 presented little difficulty, many clean and near clean climbs being recorded.

Hill 8 on the other hand gave only one clean score, to Charles Pollard, who had now got the hang of the course and was pushing Peter Highwood for the premier position. Hill 9 had an awkward sandy hump, which caught a number of unsuspecting customers, and then a tight fiddle brake corner culminating in a steep bank. Six competitors scored full marks, namely Eaves, Ron Blundell, Rex Chappell, Highwood, Pollard and A. Robbins. Hill 10, a steep but straight climb, necessitated a gentle approach over the first couple of bumps, then your foot went through the floor, to keep it going. Only R. Chappell and T. Thompson made the grade. Hill 11 progressed up a gully, at the end of it being a sharp right-hand corner, on a muddy hump, then on a twisty course to the finish. Rex Chappell, although he cleared it both morning and afternoon, reckons it to be his "hoo-doo" hill. Another 20 competitors also had clean sheets, starting with hot foot Sid Seely running number three.

Hill 12 presented no problems, in contrast to unlucky 13, a gooey left-hand down-and-straight-up affair. Only Geoff Lindsay scored maximum, followed by the tens of Highwood, Dennis Hobson and W. Faulkner.

Hill 14 provided no problems for 15 clear rounds. Hill 15, although it let through eight clean scores, included two cunningly placed trees which stopped the majority from scoring anything, including Pollard.

Hills 16, 18 and 19 were comparatively easy once one had reached the top, as many did. Hill 17 up, down, round and up again leaving a sturdy old oak tree in the middle. Only five drivers succeeding, Seely, Eric Jackson, Highwood, Lol Hurt and Pollard. Bernard Dees got to the 11 marker and ran out of puff.

The last hill before lunch, Hill 20, was the famous one of last year, with an amended start by means of a sharp left turn, which made competitors assault the steep grassy slope at a near normal speed and saved the inspiring sight of airborne trials cars. The sting in the hill came at the end of the section, with an acute left-hander surrounded by ominous marker poles. Only Seely, Colin Taylor, Ivor Portlock, Alex Francis and Ron Kemp avoided the markers to attain clean climbs.

The lunch time score board read—Highwood, 225; Pollard, 206; R. Chappell and G. Lindsay, 204; Portlock, 203; Dees, 197; Hurt, 195. Having topped up with water and tea, the competitors with their trusty mounts lined up for the remaining 20 afternoon hills, which remained much the same with a few interesting adjustments.

Hill 21 again looked unsurmountable, but 30 cleaned the last section. Hill 22 remained unconquered, Fred Dean being highest up with eight marks. The remaining hills were all climbed by one or more competitors, except Hills 5, 7, 16 and 19—they beat all the sporting trialists, by inches on some.

There were a number of welcomed newcomers to the trials circus, the most notable being a motor bike trials and scrambles champion, Gordon Jackson, who thoroughly enjoyed himself, which he said was the idea after retiring from the arduous job of works motor-cycle team rider.

The final results showed that Peter Highwood had won again, although Charles Pollard had picked up by making the best afternoon score, and leading Rex Chappell, Colin Taylor and Geoff Lindsay, the latter having had his rear Panhard rod go ten hills from home, and Geoff Newman filled the last R.A.C. qualifying position. The 750 award went to Ron Mansfield in his Mango Austin, beating Tony Tickle in his new creation called "Tickford".

All the competitors and large gathering of spectators enjoyed this wonderful trial, which was due to the efforts of three trials experts: Gordon Holdrup, Ken Lindsay and David Render, ably assisted by Chief Marshal Eric Yelland and his merry bunch of men and ladies. Well done the Enthusiasts of North London!

Results

- 1, P. F. Highwood (Canhi), 437 marks scored;
- 2, C. W. Pollard (Cannon "21"), 425; 3, R. Chappell (Cannon), 403; 4, C. Taylor (Cannonball), 397;
- 5, G. R. Lindsay (Cannon), 390; 6, G. J. Newman (Cannon), 389; 7, E. Jackson (Cannon), 389; 8, B. Dees (Cannon de luxe), 387; 9, I. Portlock (Cannon), 383; 10, L. Hurt (Ford Special), 381. Team Award: Newman and Highwood, 826.

NATIONAL DRIVING TESTS

ON 10th March the Bolton-le-Moors Car Club held their National Inter-Club Driving Tests Challenge Trophy event at Blackpool. The team prize was won by the M.G. C.C. (Scottish Centre), whose drivers were D. R. Hall and J. A. Hall. Second was another Scottish club, the Kilmarnock C.C., and third Hagley and D.L.C.C. Best standard car in the individual event was D. Paterson's M.G.A 1600 Mk. 2, while the Austin-Healey Sprite of A. C. Whatmough won the modified award.

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ALVIS, 1954, Greylady convertible TC 21/100, £425 o.n.o., will effect reluctant sale.—Kingsbridge 6223 (day).

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DB3/S SALOON. Built for David Brown and raced by Jean Bloyam. This unique car is now offered for sale. It has been maintained at the highest level. £875.—Harold Smith (Motors), Ltd., 129-131 Park Road, London, N.W.8. PADDINGTON 4295.

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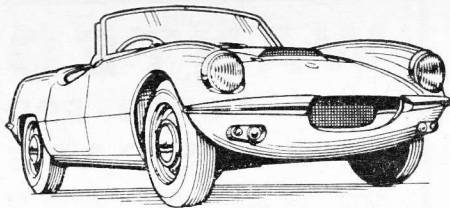
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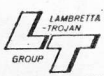
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NOTICES

1963 ANNUAL READY EASTER.—The Motor Racing Register, 25 Hans Place, S.W.1.

PERSONAL

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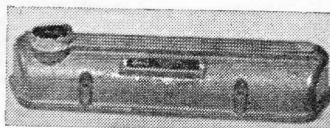
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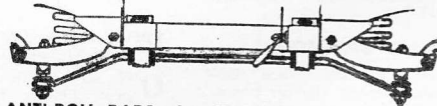
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Classified Advertisements—continued

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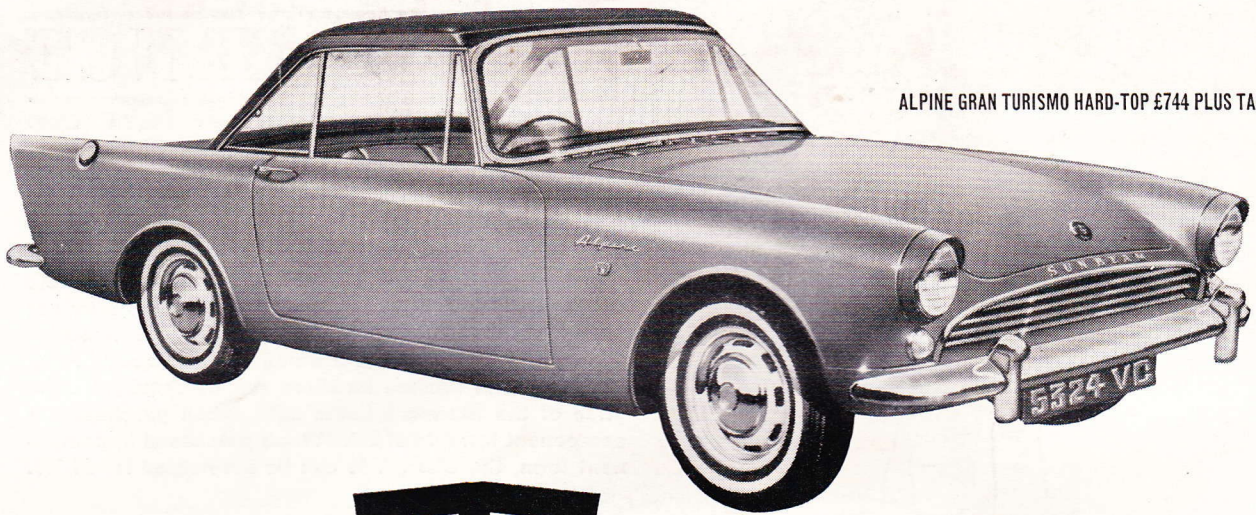
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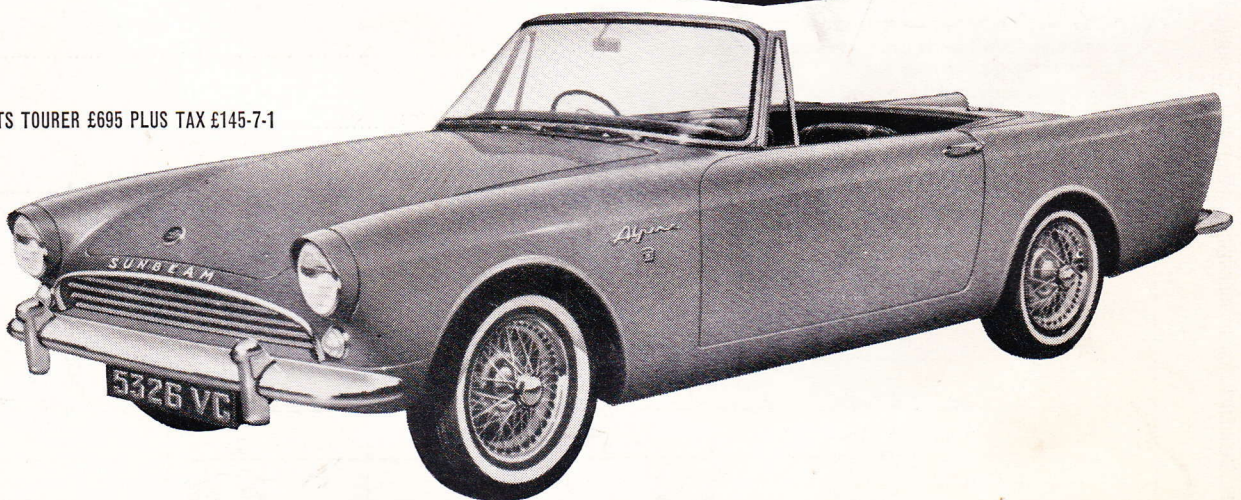
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