GERMAN GRAND PRIX

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

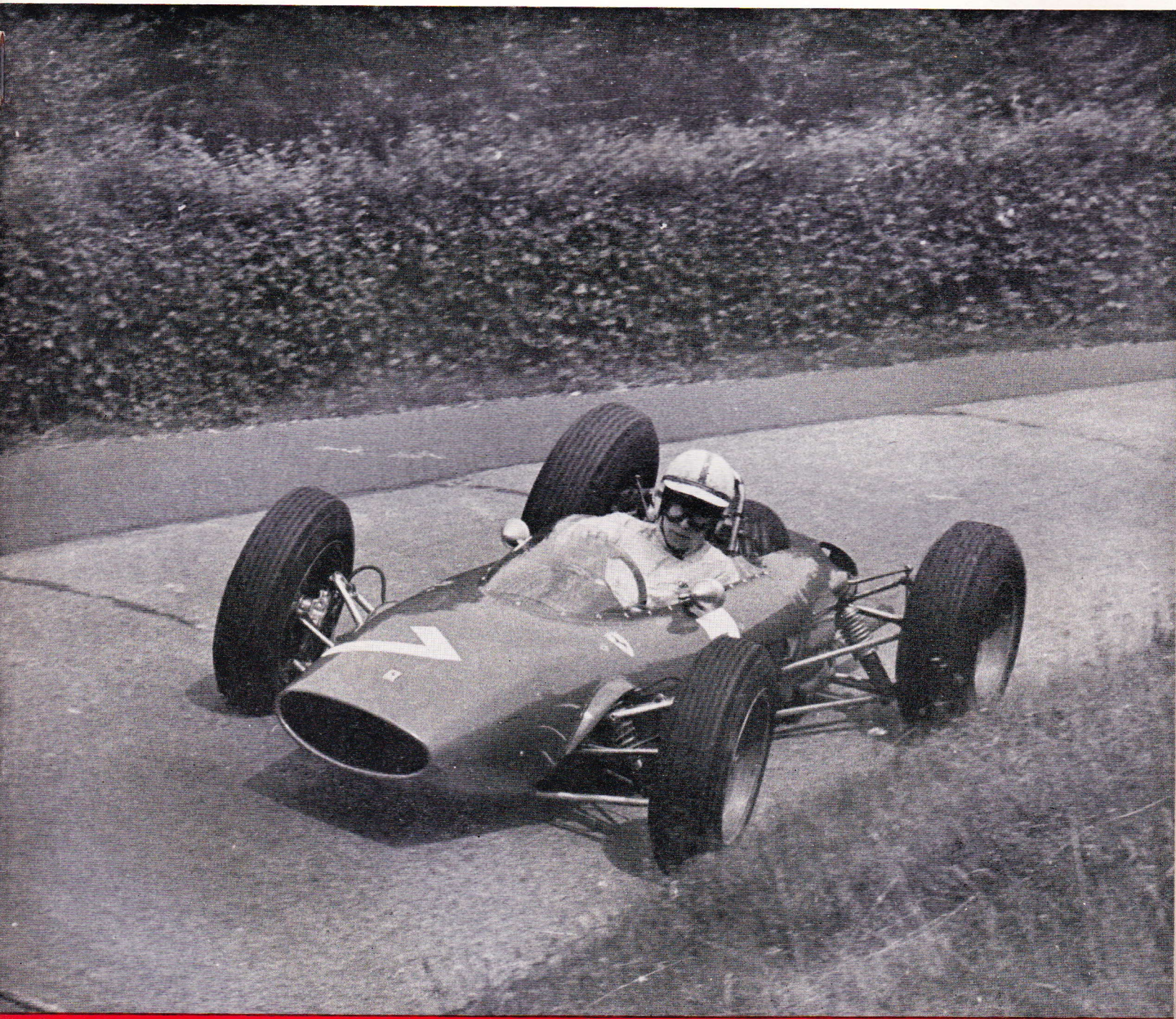
AUGUST 9, 1963

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EVERY FRIDAY

Vol. 27 No. 6

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



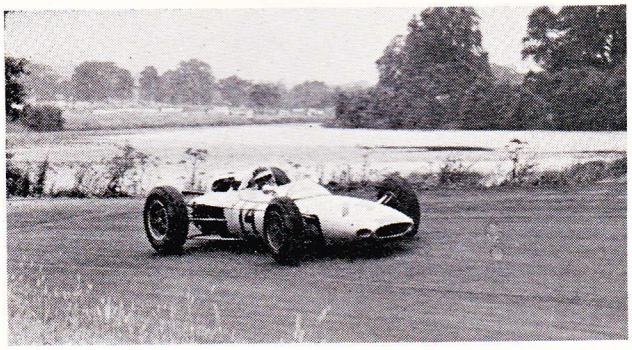
IN THIS ISSUE

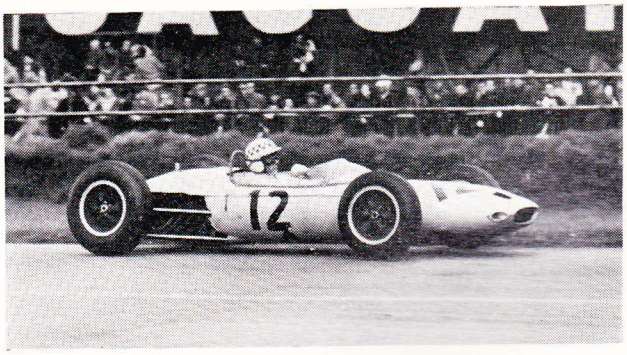
BANK HOLIDAY RACING AT BRANDS HATCH, SILVERSTONE, SNETTERTON AND MALLORY PARK

TAUNTON NATIONAL AUTOCROSS : ROAD TEST OF THE DAIMLER 2½-LITRE V8 SALOON

RACING CARS AND EQUIPMENT

The British Racing Partnership will be building its own cars for 1964, and as a result is offering for sale the following cars and equipment





LOTUS 24 FI V8 CLIMAX ENGINE

This car, raced by Innes Ireland in 1962, has a strengthened and modified chassis and is fitted with a Colotti type 32 gearbox. The Coventry Climax engine (with carburetters) has been completely overhauled and the car is absolutely ready to race and is in immaculate condition. An ideal machine for a private entrant in Formula I racing.



LOTUS NINETEEN 2½ LITRE SPORTS

The B.R.P. Lotus Nineteen is probably the most successful sports car to be seen in the past few seasons. It is powered by a 2½-litre Coventry Climax engine, with new cylinder head and crank-case, and is fitted with Colotti Type 32 5-speed gearbox, oversize brake discs, Borrani knock-on wheels and modified suspension. During the last winter the car was completely stripped and rebuilt, including re-panelling and a new body.

LOTUS 24 FI V8 B.R.M. ENGINE

This is the ex-Innes Ireland car which holds the Silverstone Grand Prix circuit lap record at the present moment. The engine has fuel injection, and the chassis and suspension have been modified. Successes this year include winning the Easter Monday Goodwood Formula I race : the car has several times finished in the first three and is a potential winner.

EQUIPMENT

A brand-new Colotti Type 32 5-speed gearbox, with bell-housing to fit a B.R.M. engine, or the box can be supplied with standard bell-housing to fit a Coventry Climax unit.

A Mark I 1½-litre 4-cylinder Coventry Climax FPF engine.

A new 2-litre Coventry Climax engine.

A special short-stroke crankshaft for Coventry Climax FPF 1½-litre 4-cylinder engine.

A titanium crankshaft for a Mark 2 Coventry Climax FPF engine.

Two small-valve cylinder-heads and two sets of pistons for a Coventry Climax 2½-litre engine.

Rear wheels (6.50 x 15) to fit Lotus 18 chassis.

Two sets of Colotti-manufactured rear hubs, with spacers, races and all other parts for 1960 Cooper chassis: two knock-on Borrani rear wheels (5.50 x 15) to suit.

Four honeychrome liners for Coventry Climax FPF Mark I engine.

A pair of SU DU6 Mark 2 carburetters.

A pair of Cooper front wheels (1959 and 1960 pattern).

And many other parts.

THE BRITISH RACING PARTNERSHIP LTD.,

DUKE'S HEAD YARD, HIGHGATE HIGH STREET, N.6.

FITzroy 2889-2905

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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August 9, 1963 Volume 27 Number 6

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Contents

183 Pit and Paddock

184 Sports News

186 Racing in Germany and Spain

189 BRANDS HATCH INTERNATIONAL—Full Report and Pictures

192 THE PANHARD-LEVASSOR STORY by John Bolster, Part 2

193 Nottingham S.C.C. Silverstone Race Meeting

194 GERMAN GRAND PRIX—Full Report and Pictures

198 B.R.S.C.C. (Midland Centre) Mallory Park Race Meeting

199 Snetterton M.R.C. Snetterton Race Meeting

200 John Bolster Tests the Daimler 2½-litre V8 Saloon

202 Club News

203 Taunton M.C. National Autocross

204 Bentley D.C. and Jaguar D.C. Silverstone Race Meeting

206 Correspondence

Published every Friday by **Autosport**
159 Praed Street, London, W.2

Editorial and General Office Telephone Paddington 7673
Advertising Department Telephone Paddington 7671-2

Advertisement Director **Norman H. Bigsby**
Business Manager **W. R. Blackmore, M.Inst.MSM**

Annual subscription: U.K. **£5 15s**
Overseas **£6 1s 6d**
U.S.A. and Canada **$17.00**

Direct from the Publishers or all newsagents

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EDITORIAL

SURTEES DOES IT AT LAST !

EVERYONE knew that, sooner or later, John Surtees would win a *grande épreuve*. In 1962 he came within an ace of doing so on at least two occasions with the Lola-Climax, but mechanical troubles intervened. Now he has done it with a Ferrari, on the most difficult racing circuit in the world—the Nürburgring. He fought a stern battle with Jim Clark and his all conquering Lotus-Climax, driving an inspired race, and fully vindicating those who felt that, given the machine, the former champion motor-cyclist would be a most difficult man to beat. Whilst Clark suffered from a misfiring engine during the later stages, Surtees won fair and square. It was his day, and amongst the first to congratulate him was Jim Clark. The latter is still comfortably placed in the World Championship table, with four wins and a second place for a total of 42 points, and four races to be run. Surtees has 22 points, and could still finish on top, by winning the remaining events. So the Italian Grand Prix at Monza next month may be vital for the chances of both drivers—and also for Graham Hill, who, to retain the title, must win all four Grands Prix. For Monza, Surtees will have the choice of the interim V6, or a brand new V8, for Enzo Ferrari is behind the British driver, lock, stock and barrel. It might be a wise plan to try out the V8 in Austria on 1st September, for not only would it be race-proved, but valuable data would be gathered for 1964, when the race will probably receive Championship status. B.R.M. have not been conspicuously successful with the new monocoque, but doubtless the Owen people will have this sorted out before Monza. It is also on the cards that Jim Clark will have a newer, and even faster Lotus, for Chapman is not a man to hold on to a design once it has been defeated. Ginther did extremely well to take third place with his B.R.M., and the points could be extremely decisive for the Constructors' Championship. In Gerhard Mitter, Germany seems to have discovered a driver who may make Championship material. Admittedly his fourth place came by reason of the mishaps of others, but even so, with an outmoded, four-cylinder Porsche, he averaged 90.34 m.p.h.—the identical speed achieved by Tony Brooks when he won the same race, over the same distance, with the 2.5-litre Vanwall in 1958.

A SPLENDID ACHIEVEMENT

CRAIG BREEDLOVE of U.S.A. is now, officially, the fastest man on wheels in the world. Driving his jet-powered three-wheeler, Breedlove achieved 388.49 m.p.h. and 427.37 m.p.h. in two directions, for a mean 408.43 m.p.h. This speed puts the so-called Land Speed Record in a curious position, for the three-wheeler, with no transmission as such, does not qualify under F.I.A. rules. However, it is permissible under F.I.M. regulations, and can be regarded as a motor-cycle.

OUR COVER PICTURE

FIRST CHAMPIONSHIP WIN for John Surtees was at last Sunday's German Grand Prix at the Nürburgring, after a race-long duel with Jim Clark (Lotus-Climax). This race also marked the first championship win for Ferrari since the 1961 *Italian Grand Prix.*

Photo: Francis Penn

After 1 year's motoring in 4 days on CASTROL

BALANCED MULTIGRADE

"the engine was found to be in excellent condition"

SAY R.A.C ENGINEERS

"Internal cleanliness good. Sump and filter free of sludge."

"All bearing shells in good condition."

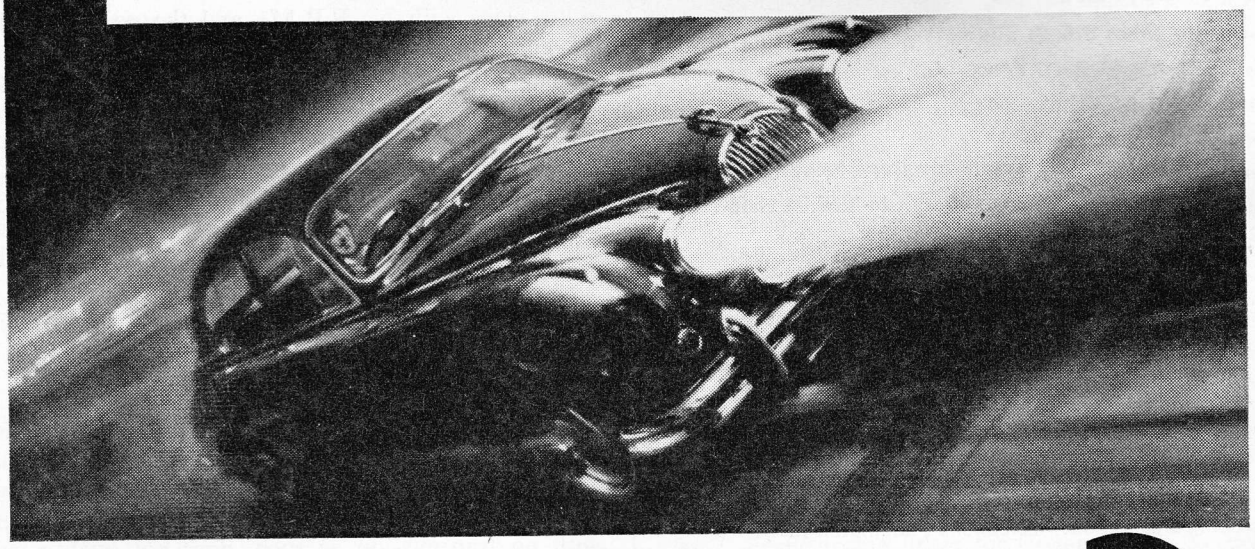
"Sprockets and chains are in good condition. The hydraulic chain adjuster shows negligible wear."

"Both camshafts in good condition. All cams and journals entirely free of surface defects."

"All rings free in their grooves and in good condition. No wear could be detected in the small ends. Piston thrust faces in good condition."

"All cylinder bores in good condition and free of surface defects."

"All valves and seatings in good condition with no sign of burning. Valve guide wear small and insufficient to call for any attention."



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. on Improved Castrol XL Multigrade—a year's motoring in 4 days! This spectacular achievement demonstrated the superiority of Improved Castrol Balanced Multigrades—(Castrol XL on this occasion). Whatever your car, whatever model or year, follow the lead of the experts and always ask for Castrol by name.

Castrol MOTOR OIL



AUTOSPORTSMAN by GUS
No. 14 : Willy Mairesse

IN a readers' poll conducted by *The Motor*, 97 per cent. stated "Marples must go", and only 3 per cent. were in favour of retaining the unpopular Minister of Transport.

ACCORDING to a Press Release given by the organizers of the German Grand Prix, Richie Ginther drove a "B.R.M. Cooper V8 Climax" in the Belgian Grand Prix.

THE Austrian Grand Prix for Formula 1 cars will be held on 1st September, not 19th August as given a few weeks ago. First entries received are Joseph Siffert (Lotus-B.R.M.) and Bernard Collomb (Lotus-Climax).

B.R.S.C.C. CHAMPIONSHIPS

THE B.R.S.C.C. are running four championships at Brands Hatch, Mallory Park and Snetterton this year and the leaders before the Bank Holiday sport were Roy Salvadori and Peter Harper (Slip Molyslip Touring Car Championship), Mike Young (Slip Molyslip Club Saloon Car Championship), Warren Pearce (John Davy Championship) and Jim Morley (Guards Championship).

THE smooth running engine of our recently road tested Dové GTR4, commented upon by John Bolster, was balanced by Laystall.

COLIN CHAPMAN has relinquished the post of Managing Director of Lotus Cars, Ltd. He will remain Chairman of the Lotus Group of Companies and Managing Director of Team Lotus.

EUROPEAN SALOON CAR CHALLENGE

NOW that the first four qualifying rounds of the newly instigated European Saloon Car Challenge are over—Nürburgring Six Hours, Mont Ventoux hill-climb, Brands Hatch Six Hours and Mallory Park Three Hours—it has been possible to work out the leading positions, which appear below. The remaining qualifying events are the Zolder meeting (Belgium), the Zandvoort Trophy (Holland), the Timmelsjoch hill-climb (Austria) and the Budapest Grand Prix (Hungary).

1.	Björn Rothstein (Saab 96)	36
2.	John Aley (Morris-Cooper)	34
	Luigi Cabella (Lancia Flaminia)	34
4.	Ernst Furtmayr (Alfa Romeo Giulia) ...	32
	Gösta Karlsson (Saab 96)	32
6.	Leo Cella (Lancia Flavia)	24
	Hubert Hähne (B.M.W. 700)	24
	Peter Lindner (Jaguar 3.8)	24
	Peter Nöcker (Jaguar 3.8)	24
	Carl-Magnus Skogh (Volvo 122S) ...	24
	Tom Trana (Volvo 122S)	24
12.	Jürgen Grässer (B.M.W. 700)	22
	Jochen Neerpasch (Volvo 122S)	22
	Christabel Carlisle (Morris-Cooper S) ...	22
	Rob Slotemaker (Austin-Cooper S) ...	22

SWISS driver Charles Vögele recently set up a new hill record at Reisdorf in Luxembourg, driving his Inter-Continental 2.7-litre Brabham-Climax. His time was 1 min. 57.2 secs. A chap named Koob was second in an ex-Equipe Nationale Belge Emeryson-Maserati in a time of 2 mins. 4.1 secs. and Harry Zweifel (Lotus-Maserati 19) was third in 2 mins. 5.1 secs.

A MIRACULOUS ESCAPE

HENRI GREDER had a miraculous escape during the terrible earthquake disaster at Skopje, Yugoslavia. Buried for 24 hours under the wreckage of the Macedonia Hotel, he and Ford-France's chief mechanic Foulgac were eventually extricated comparatively slightly injured. Their Ford Falcon Sprint, in which they were doing a recce for the Spa-Sofia-Liège, was completely destroyed.

CURRENT positions in the Spring Grove Saloon Car Championship are Mick Cave (Austin A40), 9 points; Doc Merfield (Ford Lotus Cortina), 7½ points; and John Fenning (Morris-Cooper), 7 points.

SIR ALFRED ENTERTAINS

SIR ALFRED OWEN, and Mrs. Jean Stanley, entertained many motoring personalities at a cocktail party and film show in the R.A.C. on 29th July. Occasion was to celebrate the success of the Rover-B.R.M. project. Two excellent colour films, devised and photographed by A. F. Rivers-Fletcher were shown, the first dealing with the B.R.M. "One-two" at Monaco, and the other with the gas-turbine car at Le Mans.

MARSHALLS (Cambridge), Ltd., are to stage a *Concours d'Elegance* for Austin cars built prior to 1958, on Midsummer Common, Cambridge, on 31st August. Closing date for entries is the 24th August, and they should be sent to C. J. Rush, Marshalls (Cambridge), Ltd., Jesus Lane, Cambridge.

RICHARD SHEPHERD-BARRON, who produces the Chris Lawrence Driving Gloves, is moving to Faraday House, The Green, Hampton Court, Middlesex, next Thursday.

MARPLES MUST GO!

A NEW, popular and very commendable craze that Britain's frustrated motorists are now indulging in is the displaying of "Marples Must Go!" stickers in the back windows of their cars. We hear that the Sevenoaks and District Motor Club are distributing stickers to their members, and hope many other clubs will follow.

PIT and PADDOCK

SOLITUDE G.T. RACES

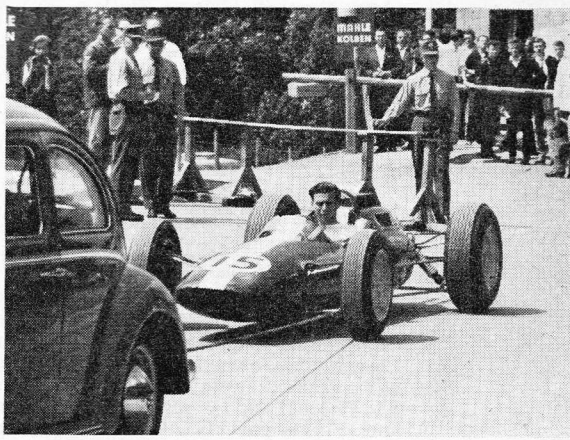
OWING to shortage of space, the results of the two G.T. races run at the Solitude Grand Prix meeting were omitted. They are as follows:

G.T. Cars up to 1,300 c.c. (10 laps—114.17 km.): 1, T. Pilette (Abarth-Simca), 47 m. 44.2 s., 143.5 k.p.h.; 2, L. Bianchi (Fiat-Abarth), 48 m. 46.5 s.; 3, A. Hachen (Abarth-Simca), 48 m. 47.3 s.; 4, T. Hofer (Fiat-Abarth), 49 m. 10.4 s.; 5, K. Zuegg (Fiat-Abarth), 49 m. 11.1 s.; 6, K. Geiss (Abarth-Simca), 49 m. 59.3 s.; 7, J. P. Humberset (Alfa Romeo), 51 m. 21.3 s.; 8, D. Wipperfürth (Alfa Romeo), 51 m. 23.8 s.; 9, H. D. Dechent (Alfa Romeo), 51 m. 38.6 s.; 10, H. Illert (Fiat-Abarth), 51 m. 43 s. **Fastest lap:** Pilette, 4 m. 38.3 s., 147.6 k.p.h.

G.T. Cars 1,301-2,500 c.c. (10 laps—114.17 km.): 1, J. Bonnier (Porsche Carrera 2), 45 m. 58.9 s., 149 k.p.h.; 2, B. Pon (Porsche Carrera 2), 46 m. 8 s.; 3, H. Schiller (Porsche Carrera 2), 46 m. 10.1 s.; 4, H. Linge (Porsche Carrera Abarth), 47 m. 4.2 s.; 5, E. Rank (Porsche Carrera), 48 m. 23.1 s.; 6, G. Koch (Porsche Carrera 2), 49 m. 46.3 s.; 7, H. Dorner (Porsche Carrera), 50 m. 48.9 s.; 8, G. Schwarz (Porsche Carrera), 50 m. 49.6 s.; 9, L. Walter (Porsche Carrera), 50 m. 57.8 s.; 10, W. Hees (Porsche S90), 9 laps. **Fastest lap:** Bonnier, 4 m. 32.8 s., 150.6 k.p.h.

CARL BORGWARD

WE regret to report the death of Carl Borgward at his home in Bremen at the age of 73. Borgward commenced manufacturing cars in 1938 and in 1949 came the first post-war mass-produced German car, the Hansa 1500. During the mid-fifties 1½-litre sports-racing cars appeared in motor racing and a serious, though unsuccessful, attempt at gaining the European Mountain Championship was made in 1958. The Borgward concern ran into difficulties in 1960, to be taken over and eventually wound up by the state of Bremen.



SEEN AT SOLITUDE: Jim Clark in a "Lotus Powered by Volkswagen". Is this Colin Chapman's answer to the much rumoured Japanese Hondas?

RELAY RACE

HIGHLIGHT of the club racing calendar each year is the Seven-Fifty Motor Club's Six-Hour Relay Race at Silverstone tomorrow. The club have come to an arrangement with the R.A.C. to use the pits, so essential in this type of race, provided several safety precautions are taken. The chief spectator interest in this race, which starts at 1 p.m., is the pit stops.

AN Autoclub has recently been formed at Kimbolton school which has had notable success. It is proposed that other Autoclubs should be formed throughout the country. Anyone who wishes to do so, should contact T. Bertrand, Marholm Farm, Marholm, Peterborough.

FORD "QUADRICYCLE" REPLICA

AT Crystal Palace, on 29th July, during the Henry Ford celebrations, a replica of the original 1896 Ford Quadricycle was demonstrated. This beautiful little machine was built by Ford apprentices, and has a 2-cylinder, 4-h.p. engine (rear-located), 45-in. wheelbase and pneumatic tyres on its cycle-type wheels. Steering is by tiller, and the car weighs just 500 lbs. Gear changes for the two speeds are by means of loosening or tightening belts. Maximum speed in first is 10 m.p.h., and "top", 20 m.p.h.

To reconstruct this famous car, scores of drawings had to be made, as few actual engineering blueprints were in existence.

During the Crystal Palace demonstration the "Quad" was driven by World Champion Graham Hill.

Henry Ford sold his first quadricycle in 1896 for £40. Today, it cost Dagenham about £1,500 to build a replica: the original, in its glass case at Dearborn, must be worth a king's ransom!

CESANA-SESTRIERE HILL-CLIMB

DRIVING a works eight-cylinder Porsche sports car, Edgar Barth won the fourth event of the European Mountain Championship on 28th July. This was the Italian Cesana-Sestriere hill-climb, which rises some 2,000 feet in 10.4 kilometres. Heini Walter, equipped with only a four-cylinder 1.7-litre Porsche of uncertain vintage, was second and the Austrian Alban Scheiber was third in his Lotus 23.

RESULTS

1, Edgar Barth (Porsche 8-cyl.), 5 m. 36.2 s.; 2, Heini Walter (Porsche RS), 5 m. 50.4 s.; 3, Alban Scheiber (Lotus-Ford 23), 5 m. 53.5 s.; 4, Odoardo Govoni (Abarth 2000), 5 m. 53.7 s.; 5, Sepp Greger (Porsche RS), 5 m. 53.8 s.; 6, Anton Fischhaber (Lotus-B.M.W. 23), 5 m. 55 s.; 7, Bruno Deserti (Lotus-Ford 27 F.J.), 5 m. 55.7 s.; 8, Carlo Abate (Ferrari GTO), 5 m. 56.6 s.; 9, Edoardo Lualdi (Ferrari 196SP), 5 m. 58.8 s.; 10, Charles Vögele (Lotus-Climax 19), 6 m. 0.6 s.

CHAMPIONSHIP PLACINGS

1.	Edgar Barth (Porsche Carrera and Porsche 8-cyl.)	27
2.	Heini Walter (Porsche RS)	18
3.	Sepp Greger (Porsche RS)	11
4.	Odoardo Govoni (Abarth 2000)	7
5.	Herbert Müller (Porsche Carrera)	6
	Hans Herrmann (Abarth 2000)	6
7.	Anton Fischhaber (Lotus-B.M.W. 23)	5
8.	Giampiero Biscaldi (Abarth-Simca)	4
	Alban Scheiber (Lotus-Ford 23)	4
10.	Hermann Müller (Porsche RS)	3
	Edoardo Lualdi (Ferrari 196SP)	3
	Mauro Bianchi (Abarth 2000)	2
12.	Eberhard Mahle (Fiat-Abarth)	2
14.	Michel Weber (Porsche Carrera)	1
	Régis Fraissinet (Lotus-Ford 23)	1

MANAGEMENT control of Facel-Vega production has been assumed by the French state-owned Société d'Entretien et de Réparation de Materiel Aéronautic. The Facel II and III, respectively Chrysler and Volvo powered, will benefit from increased production facilities.

THE Italian-based Argentinian constructor Alessandro de Tomaso has built an Indianapolis car to an American order. It weighs only 489 kg. and is powered by a 4.2-litre V8 Ford engine.

EDGAR BARTH, leading driver on points in the European Hill-Climb Championship, is critical on the development of the Formula 1 Cars of today. He says that, in the search for the smallest possible frontal area/wind resistance factor, designers have all followed the same path, compelling the driver to adopt a reclining position in a restricted cockpit behind a steering wheel too small in diameter. Adequate vision is restricted and control impaired, while the driver's health is endangered.

Barth is reported to have suggested to the F.I.A. about drafting regulations for the new Formula 1, saying these should compel the driver to be more normally seated, with adequate vision and full control.

SPORTS NEWS

A NEW club has been formed, called the Motoraces Book Club, which offers to members a low-priced edition of an important motor sporting book every other month. In addition, extra optional volumes will be offered on occasions. Further details may be obtained from Sportsman's Book Club, 10-13 Bedford Street, London, W.C.2.

PEGGY SANDBERG, formerly of the "Steering Wheel", has opened a new boutique: Peggy Rose, 3, West Street, Reigate (Reigate 46313). She specializes in telephoned orders for last-minute birthday presents, etc.

CALTEX AMATOLA RALLY

EXPERIENCED rallyists Jan Hettema, a former Springbok cyclist, and Tom Oerder, well known as Clerk of the Course for the Total International Rally, won the Caltex Amatola Rally, held over 5th-6th July, in a Volvo 122S B18. This was the sixth of the eight events counting towards the 1963 South African Rally Championship.

Second, for the fourth successive rally, were Ewold van Bergen and Rex Wakely-Smith in a Datsun Bluebird. The Hettema-Oerder car had a total error of 4 mins. 23 secs. for the 1,100-mile rally, while the Datsun crew were a further 1 min. 24 secs. out.

In third place came the Cape crew of B. Droomer, G. Erasmus and R. Thomas in a Volvo 122S. This placing was very creditable, as it was achieved without the expensive calculating equipment used by most of the top crews in South Africa.

The dirt roads and mountain passes encountered took a big toll of the entry. Seventy-two cars set off from starting points in Bloemfontein, Cape Town, East London, Johannesburg, Pietermaritzburg and Port Elizabeth on the Friday morning, but only 43 qualified as finishers when the rally finished in East London on the Saturday afternoon. Mechanical troubles took the biggest toll and there were fortunately no injuries incurred by the crews of the cars that went "farming".

The crews rallied from their starting points to Cradock in the eastern Cape. From there they followed a common route to Cathcart. The last 350 miles from Cathcart to East London was a Regularity Trial, divided into stages. Incorporated in the rally were a series of Caltex Performance Tests, based on the successful annual events held in Europe. They included a timed standing quarter and hill-climb.

The Muhl brothers, South African rally champions for the last two years, and at present leading this year's championship, only finished in eleventh place in their Auto Union 1000S, and did not improve their position. They took a wrong road near Cathcart on the Saturday morning and went about 20 miles off course, losing a considerable amount of time in the process.

Van Bergen and Wakely-Smith, with 44 points now, are only one point behind the Muhl brothers, with two events still to be run—the Total at the end of August and the Vaal Gold Cup at the end of November. The best four performances in the eight events will count.

ROGER HOUGHTON.

RESULTS

1, J. Hettema/T. Oerder (Volvo 122S B18), 4 m. 23 s. error; 2, E. van Bergen/R. Wakely-Smith (Datsun Bluebird), 5 m. 47 s.; 3, B. Droomer/G. Erasmus/R. Thomas (Volvo 122S B18), 7 m. 11 s.; 4, G. Palmer/M. Reid (Vauxhall VX4/90); 5, J. Andrews/T. Campher (Volvo 122S B18).

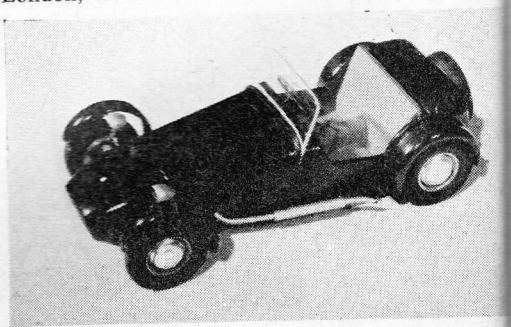
THE SPEEDWELL MIDGET

IN shortening my road test article of 26th July to save space, I appear to have inadvertently criticized the standard Midgets and Sprites. This was not my intention.

Practically all successful competition cars, irrespective of makes, have their steering and suspension meticulously checked and fitted. This is just one detail of normal racing preparation. That this work is carried out on the Speedwell Midget is no criticism of the steering of the standard car, which is perfectly satisfactory without any modification.

JOHN V. BOLSTER.

THE Motortune steering wheel is a real de luxe production. The spokes are of aircraft specification aluminium, engine turned on both sides, and the wooden rim is built up from obecci and mahogany laminations with mother of pearl inserts covering the rivets. It costs £10 flat or 10 guineas dished for popular models, or a little extra for more exotic makes, from James Tilling, at Motortune, Adam and Eve Mews, Kensington High Street, London, W.8.



LATEST MODEL by Auto-Models, Ltd., is the Lotus Super 7. The kit includes headlights, windscreen, facia panel, tonneau cover, spare wheel, exhaust pipes, etc. Price: £6 6s.

"AUTOSPORT" NATIONAL SPRINT TROPHY

Positions After Church Fenton

1.	Mike Eyre (Cooper-Buick)	21
2.	Sydney Allard (Allard Dragster)	9
3.	Tony Marsh (Marsh-Climax and B.R.M.)	8
4.	Patsy Burt (Cooper-Climax)	6
	Austen May (Cooper-Ford)	6
6.	Ken Baker (Jaguar E)	4
	T. B. Gibson (Jaguar C)	4
8.	Bill Camp (Cooper-Ford)	3
	Phil Chapman (Chapman-Mercury)	3
10.	Peter Gaskell (Kieft-Ford)	2
	E. A. Worswick (Lotus-Climax 7)	2
12.	Charles Sgonina (Aston Martin DBR1)	1
	Brian Waddilove (Jaguar E)	1

DOUG GRAHAM, of the *Express and Star*—and, of course, driver of an Elva and an Ecurie Ecosse Tojeiro—has informed us of the latest positions in his paper's Formula Junior Championship after Silverstone. They are: 1, Denis Hulme (Brabham-Ford), 33 points; 2, Peter Arundell (Lotus-Ford), 24; 3, Frank Gardner (Brabham-Ford), 21; 4, David Hobbs (Lola-Ford), 18; 5, Richard Attwood (Lola-Ford), 16; 6, Paul Hawkins (Brabham-Ford), 11; 7, Bill Bradley (Lola-Ford), 8; 8, Mike Spence (Lotus-Ford), 5; 9, Alan Rees (Lola-Ford), 4; 10, John Fenning (Lotus-Ford), 3; 11, Peter Procter (Cooper-B.M.C.) and John Rhodes (Cooper-B.M.C.), 2; 13, Ross Greenville (Gemini-Ford) and John Taylor (Cooper-Ford), 1.

ECURIE ECOSSE ASSOCIATION will be holding their third annual *Concours d'Elegance* on 31st August at the Royal Highland Showground at Ingliston, near Edinburgh.



WINS AGAIN!

SOLITUDE GRAND PRIX — *Germany, July 28, 1963*

FORMULA I RACE

1st Jack Brabham BRABHAM-CLIMAX

FORMULA JUNIOR RACE

1st Peter Arundel LOTUS-FORD Team Lotus entered by R. Harris

BRANDS HATCH MEETING—August 5, 1963

GUARDS INTERNATIONAL TROPHY

1st Roger Penske COOPER ZEREX-CLIMAX

SALOON CAR RACE

1st Jim Clark FORD GALAXIE Entered by Alan Brown

(Subject to official confirmation)

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THE TRIER AIRPORT RACES

BY PAUL WATSON

RACING in Germany is probably a lot more widespread than is generally thought in England. The Nürburgring is by tradition the centre of activity and there is, of course, racing at Solitude, Avus, Hockenheim and several small road circuits suited only to minor Formula Junior races, mostly in East Germany. It is, therefore, not so surprising to learn of another circuit in Germany that up till now seems virtually unheard of and which every year holds a composite International race meeting. Such a circuit is Trier, a small airfield a few hours' fast motoring from the 'Ring and in the heart of the wine growing Mosel district.

A few weeks ago the Eifel Motor Sports Club organized an International meeting for Touring, Grand Touring and Formula Juniors. Although overseas entries were few the racing was of a very high standard indeed, and saw many of the better German drivers struggling for points in the various national championships that continue throughout the year.

Most important race of the day was a 27-lap race for over 2,500 c.c. Grand Touring cars, which drew a mixed field of 11 cars, all but two being Ferraris and Jaguars. Without any doubt the fastest car present was the brand new Ferrari 250GTO of Hermann Cordes, while older 250GT models were in the hands of Günther Lohstrater, Hans-Georg Plant and the experienced Peter Nöcker. E-type Jaguars were out in force, four in all for Horst Becker, Ed Zeller, Klaus Schmitz and John Nibert. Schmitz hailed from Switzerland and Nibert from the States. To complete the entry Erich Bitter drove a beautiful Mercedes 300SL, Erich Loebe an XK 150S and Gustav-Dieter Edelhoff a 3-litre Austin-Healey.

Right from the word go Cordes jumped into the lead, the beautiful GTO hotly pursued by Nöcker, the other two Ferraris and Becker with the leading E-type. The race soon became a Ferrari benefit, the Jaguars not only lacking top-end speed but also the ability to manage the tight twists and turns that comprise the Trier circuit; all four E-types were "heavyweights".

Just when Maranello looked all set for the first four places Cordes, in the leading car, and Lohstrater pulled into the pits to retire with engine maladies. Peter Nöcker then inherited the lead and went on to win comfortably by 21.8 secs. from Plant in the remaining Ferrari. Becker was third and although two laps behind the Ferraris did well to keep ahead of Zeller who was fourth, Bitter and Schmitz and the lone Healey which was a long way behind in last place. Nöcker's average speed was 110.5 k.p.h. and his race time 27 mins. 49.8 secs.

The 2-litre G.T. race was, as expected, a complete Porsche benefit. Willi Bartels got straight into the lead with one of those very fast 2-litre Carreras and stayed there throughout to win by 9.7 secs. from the similar cars of Ludwig Walter, Helmut Plaut and Schoppe. Bartels's average for the 27 laps was 101.7 k.p.h.

The 1,600 c.c. race was so heavily subscribed that it had to be divided into two separate races. In the first six Porsche Super 90s faced four Carreras, but with separate classes so as to give the more mundane Super 90s a chance of at least a class win. The race overall went to Gunther Schwarz, who averaged a splendid 101.6 k.p.h. in his Carrera, a speed that would have given him a very close second place in the 2-litre race. Herman Dorner (Carrera) was second ahead of Hans Werle in an exceedingly well-driven S.90, who actually held off Manfred Abels in a third Carrera. The fourth Carrera, driven by Hans-Dieter Blatzheim, retired early in the race. For the second part of the 1,600 c.c. race the Porsche 1600 Supers had a chance to compete among themselves, while there was a separate class for the normals. Kurt Louis won in a Super, similar cars filled the next four places, Albert Fischer coming in sixth and winning the slower class.

Although six in number, the Zagato Alfas stood little chance in the 1,300 c.c. race against the Belgian Jean Wauters with his very fast ex-Buxton Lotus Elite "Super 100". Wauters ran away with the race, finishing a clear 32.6 secs. ahead of Friedrich Kryzmann's Abarth-Simca 1300 and Hans-Dieter Dechent with the fastest of the Alfas; the rest of the competitors were lapped. Wauters's average was no less than 103 k.p.h., faster than all the other G.T. cars in the meeting save Nöcker and Plaut's Ferraris.

The two final G.T. races were rather tedious. In the 1,150 c.c. race only two Triumph Spitfires and a lone Skoda Felicia could be mustered to contest 27 weary laps; Dieter Mohr winning by four laps with the faster of the Spitfires. In the 1,000 c.c. race Andreas Schmalbach (Abarth-Fiat 1000) had no competition at all in the six B.M.C. Sprites and Midgets that faced him, and won easily by a lap from the American serviceman Baird's Midget. Gerhard Metz did well to finish fourth in a diminutive Fiat-Abarth 750. Schmalbach's average was 97.6 k.p.h.

Apart from all these G.T. races there were also no fewer than nine touring car races, in most cases dominated by one make. The 600 c.c. race contained all N.S.U.s save for Sepp Liebl's diminutive Steyr-Puch, which scuttled round to finish second behind Winfried Fettweis's Sportprinz. The 700 c.c. race saw swarms of B.M.W. 700s with Jürgen Grahser leading the entire distance in the car he drove so well at Mallory Park during the Three Hours. D.K.W. Juniors filled the first three places in the 850 c.c. event, led by Peter Marx and Dieter Fröhlich; the first Fiat-Abarth 850TC was fourth. A D.K.W. also won the 1,000 c.c. race, this time an F.12 driven by Günter Schreiber; however, Dieter Mohr gave the "Deek" a good run for his money, finishing just 1 sec. behind in his Cooper-Mini.

Alfas won both the 1,300 c.c. and 1,600 c.c. races. In the former Herbert Schulze won by 4 secs. from Frank Kalkuhl, both driving Giulietta TIs. Hans Braun and Hans Bergmann diced all the way in the bigger race, Braun just scraping home ahead after continual swapping of places; a Volvo PV544 was third.

The 2-litre race was an all Volvo benefit with six 122S models ranged against the same number of B18s. They were pretty evenly matched, Jochen Neerpasch (122S) heading Horst Floth (B18) home by 2.4 secs. In the 2½-litre race five Mercedes 220SEs circulated quietly at a speed somewhat slower than the faster B.M.W. 700s, local man Adolf Hess having an easy win.

The final touring car race was for cars up to 4 litres and saw on pole position on the grid the now famous, or should I say infamous, 3.8 Jaguar of Peter Nöcker/Peter Lindner, this time in the hands of the former. Other Jaguars were driven by Horst Suppan and Heinz Bitter, and there was a lone B.M.W. 502 for Friedrich Schalvarth, and an equally solitary Mercedes 300SE for Werner Fleck. Without much imagination one can guess the result of this race, the Nöcker Jaguar sailing home an easy winner in 31 mins. 49.8 secs., 96.9 k.p.h., from Suppan, Bitter and Schalvarth. It would appear that in Continental long-distance touring car races the Nöcker/Lindner Jaguar combination is quite unbeatable.

Finale to this International meeting was a Formula Junior race over 27 laps. Philipp Meub (Cooper) and Otto Lux (Lotus) fought a stern battle until the Lotus got sick and retired. Peter Behnke (Cooper-D.K.W.) then took up the challenge but could get no closer than 40 secs. to Meub. A further distance in arrears Adolf Korber (Lotus) and Nicolas Kobb (Stanguellini) fought hard with each other until the English car eventually pulled out 2 secs. on the Italian. The remainder of the finishers came home in the order: Helmut Eicker (Eicker-VW) 26 laps; Theo Harzheim (Melkus-Cooper) 25 laps and Dieter Lanzerath (Stanguellini) 22 laps. There were two retirements, Bortho Knipp (Bode-Auto Union), and, of course, Lux. Meub's average speed was 106 k.p.h.

So ended a good meeting that lacked nothing—save a few English entries.

RACING IN SPAIN—1st Trophy Juan Jover Meeting

FOR the past four or five years International motor racing has been extinct in Spain, but some weeks ago the Automobile Club of Cataluna made an effort to organize a National Formula Junior race with foreign participation. Unfortunately, they were unable to procure enough entries and were, therefore, forced to revert to a 15 lap over 850 c.c. Grand Touring car race as their main attraction.

The circuit at Cataluna is quite short, measuring just 3.790 km. per lap, and situated in the Montjuich public park. For the 1st Trophy Juan Jover the organizers received an entry of just nine cars. Unquestionably the fastest car was Alex Soler-Roig's brand new 2-litre Porsche Carrera; other Porsches were entered for Ignacio Baixeras (S90), Manuel de Sivatte (S90) and Francisco Godia (1600 Carrera). The last named of this Porsche quartet will be remembered by many as the successful private entrant of a 250F F.1 Maserati in Grand Prix racing some years ago. Alfa Romeo was represented by two Giulietta Sprint Zagatos for Felix Manuel Bruin and J. Fernand. The entry was completed by Luis Montal (Aston Martin), Salvador Ros (Lotus Elite) and Jaime Piera with a very quick Fiat-Abarth 1000.

At the start Soler-Roig jumped straight into the lead and by the completion of the first lap held a one second lead over Godia who, in turn, was no less than 20 secs. ahead of third man Bruin. Even at this early stage it was quite obvious that, barring trouble, the two Porsche Carreras had the superior speed to completely outstrip the field. However, on the second lap Soler-Roig had a moment on the back leg of the circuit and dropped to fourth behind Godia, Bruin and Baixeras. This, however, did not deter the Spaniard and by the completion of the third lap he was back in second place, 22 secs. behind the leader; a lap later he reduced this to 12 secs., on the following lap to 6 secs. and by the sixth lap was just 1 sec. behind Godia. For the next two laps he hounded Godia, biding his time, sure in the knowledge that he had the faster car and could pass just when he chose. His wait soon proved to be even shorter than anticipated as on the eighth lap Godia's engine went sick and on the following lap he retired. From then on Soler-Roig drew steadily ahead to win by a comfortable 12 secs. from Piera's Fiat-Abarth, who had done exceedingly well to pass the Alfa of Bruin and the Porsche of Baixeras. Luis Montal was fifth with the Aston, de Sivatte sixth and Salvador Ros seventh and last. Soler-Roig made fastest lap in 2 mins. 07.0 secs.

In the 850 c.c. G.T. race "Cosaco Imbert" led from the ninth lap, although his diminutive Seat 600 was in the early stages left well behind by the lone Saab 96 Sport of J.Gasau. Gasau made fastest lap in 2 mins. 32.0 secs.

The 700 c.c. Touring car race was divided into two heats. In the first, four Seat 600s took on a similar number of Goggomobils, the two marques proving very well matched; after a very close race a Seat just won by 3 secs. In the second race a lone N.S.U. faced four B.M.W. 700s, but was soundly thrashed by all four. Renaults were the only entries in the 850 c.c. race, Joaquin Escardo doing well to split the faster Gordinis with his less powerful Dauphine. Finally, there was a race for 1,000 c.c. cars which turned into a one-two demonstration of superiority by a pair of Austin-Coopers. P.B.W.

RESULTS

1st Trophy Juan Jover (15 laps, 56.850 km.): 1, A. Soler-Roig (Porsche Carrera 2-litre), 32 m. 41.0 s.; 104.383 k.p.h.; 2, J. Piera (Fiat-Abarth 1000), 34 m. 05.5 s.; 3, F. M. Bruin (Alfa Romeo GSV Zagato), 34 m. 06.0 s.; 4, I. Baixeras (Porsche S90), 34 m. 23.0 s.; 5, L. Montal (Aston Martin), 14 laps; 6, M. de Sivatte (Porsche S90), 14 laps; 7, S. Ros (Lotus Elite), 9 laps. **Fastest lap:** Soler-Roig, 2 m. 07.0 s.

TURNER AND NEWALL, Ltd., have announced their intention to form a company in Italy to manufacture and sell Ferodo brake linings, disc brake pads and clutch facings. The proposed company, Ferodo Italiana, S.p.A., will be near Mondovi.



WINS AGAIN!

SOLITUDE GRAND PRIX — *Germany, July 28, 1963*

FORMULA I RACE

1st Jack Brabham BRABHAM-CLIMAX

FORMULA JUNIOR RACE

1st Peter Arundel LOTUS-FORD Team Lotus entered by R. Harris

BRANDS HATCH MEETING—August 5, 1963

GUARDS INTERNATIONAL TROPHY

1st Roger Penske COOPER ZEREX-CLIMAX

SALOON CAR RACE

1st Jim Clark FORD GALAXIE Entered by Alan Brown

(Subject to official confirmation)

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GUARDS TROPHY RACE

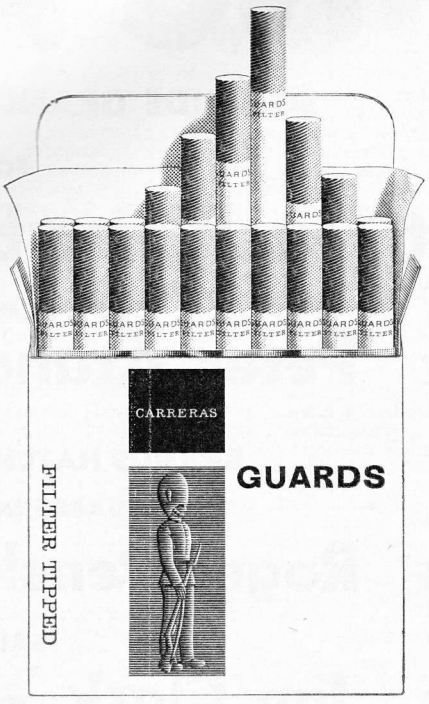
at Brands Hatch on August Bank Holiday

The Guards Trophy Race for sports cars, prototype grand touring cars and grand touring cars was won by Roger Penske, driving a Cooper Zerex Climax, in a time of 1 hour, 28 minutes, 46.8 seconds. His average speed was 89.55 mph.

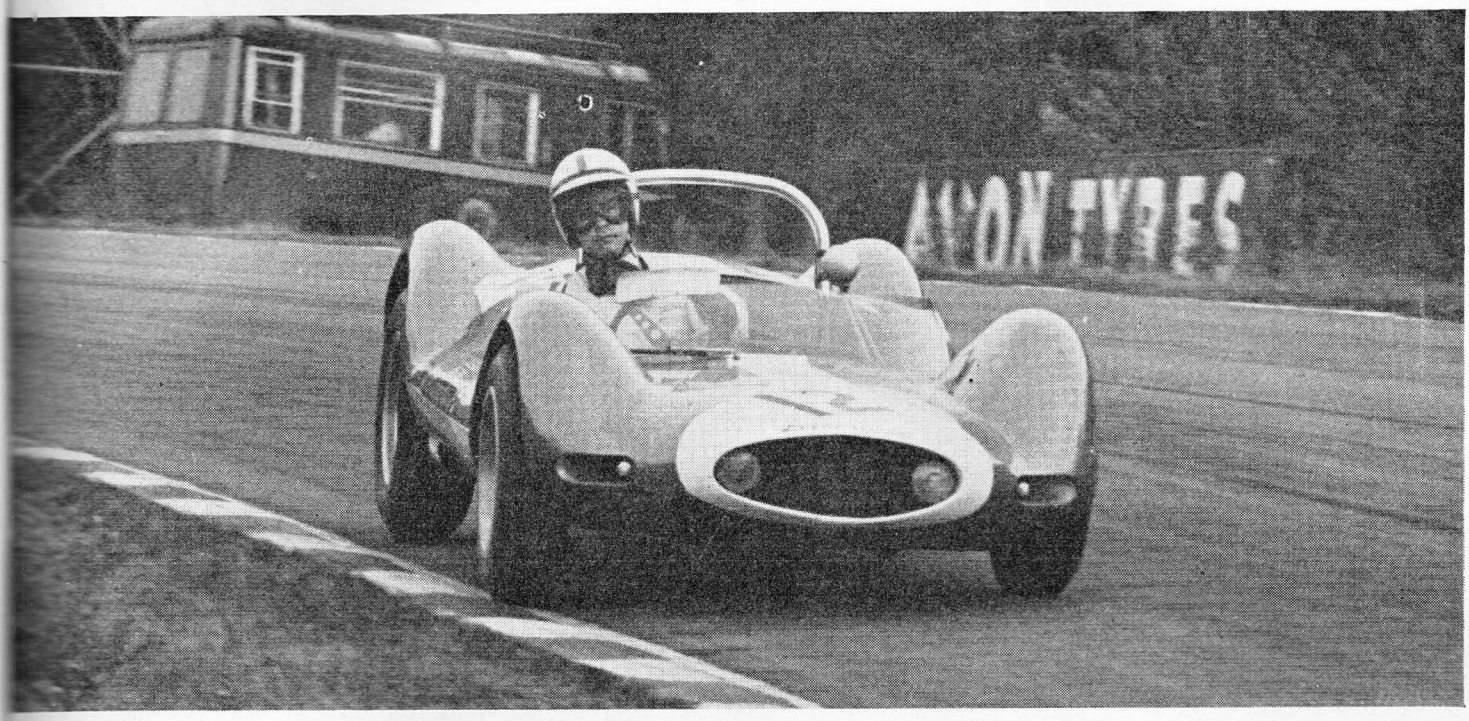
Second was Roy Salvadori (Cooper Monaco Climax), who set up a new lap record for sports cars of 2,000 to 3,000 c.c. of 91.73 mph.

Tim Mayer (Cooper Monaco Climax) was third.





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ROGER PENSKE'S GUARDS TROPHY

American Driver Leads From Start to Finish to Win Britain's Biggest Sports Car Race—G.T. Category to Jack Sears (Ferrari GTO)—Wins for John Young (Ford Anglia), Frank Gardner (Brabham Ford), Jim Clark (Ford Galaxie), John Whitmore (Lotus Elan)

By MICHAEL KETTLEWELL

Photography by PATRICK BENJAFIELD

DRIVING with the finesse and skill of an established Grand Prix driver, Roger Penske won the big sports car race at Brands Hatch last Monday, at the wheel of his once controversial Cooper-Zerex-Climax. Britain's most successful sports car driver, Roy Salvadori, drove in his usual manner, yet was over half a minute behind the flying Penske, whose fellow-American, Tim Mayer, was only 18 secs. behind in an older Cooper Monaco than Salvadori's.

Spills and thrills were unfortunately the order of the day, several drivers finding to their horror that they had over estimated the capabilities of their mounts. Luckily, no driver was at all hurt. All circuit records that could be broken, bar one for over 2,500 c.c. G.T. cars, were well and truly shattered.

The supporting races all provided their fair share of excitement, Nick Syrett of the B.R.S.C.C. having gathered a wonderful entry for his International meeting. Single-seaters were the only cars not catered for in the crowded programme of events, witnessed by a very large crowd in, mercifully, warm and dry weather.

THE first practice day was on Wednesday, this giving an opportunity for the drivers participating in the German Grand Prix to try out their mounts. There was also practising on Saturday.

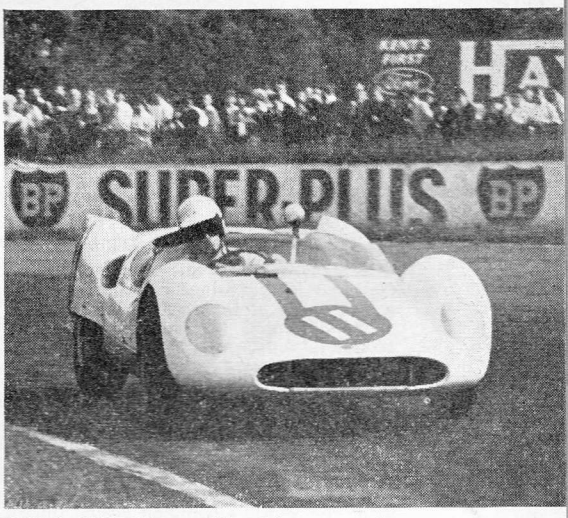
Racing commenced at noon with a 10-lap race for Group 3 saloon cars, this catering in the main for club drivers as it was run under a closed permit. Pole position on the grid was held by Albert Powell's Jaguar 3.8 and on his left were ranged Chris Craft's new Willment-prepared Ford Cortina, John Young's rapid Superspeed Ford Anglia and Paddy Hopkirk's works 1,285 c.c. Mini, which featured the new Cooper wheels.

It was Young who stormed into the lead, followed by Craft, Hopkirk and Powell, although the Jaguar driver was second at South Bank Bend. As they completed their first lap John Young still led in the maroon Anglia, having Powell, Craft, Hopkirk and brother Mike Young's Anglia 1200 on his tail. Alan Peer's Anglia ground to a halt along the Top Straight, smoking and showing all the signs of transmission failure. It soon became obvious that the leading Anglia was not going to be caught, while Powell, Craft and Hopkirk seemed secure in second, third and fourth positions. Behind the leaders, however, cars had their troubles, both the Broadspeed Minis retiring with sick motors after being well up in the 1,200 c.c. class. Mike Young also retired his Anglia after its gearbox expired.

So the race ran its course and after 10 laps Young finally won from Powell and Hopkirk, Craft having rolled his new Cortina down from Paddock, coming to rest up Pilgrim's Rise. Chris emerged from his inverted battle-wagon absolutely unhurt, thanks to his safety-belt. The 1,200 c.c. division was very hotly contested, the established Mini addict Harry Martin winning from John Maas and Ken Costello, also Mini-mounted. Costello must be commended for bringing his mere 850 Mini home third in these days of the Mini-Cooper S.

Serious International racing followed with a race for sports cars up to 2,000 c.c. After re-shuffling the starting grid to find the right hole for Mike Beckwith the flag dropped and the cars departed, save for Ewen Paul's Elva-Climax Mk. 7 which had to be push-started. Frank Gardner proved that the marque Brabham is also a serious threat to the sports car world by taking his yellow Ian Walker car into the lead, a lead which he never looked like losing throughout the 20 laps. Even the Normand Lotus 23Bs of Tony Hegbourne and Mike Beckwith couldn't do anything about the flying Australian, the latter prematurely terminating his race after a Bank-Holiday excursion at Clearways.

The racing farther down the field was exciting throughout, especially the battle for supremacy in amongst the 1150s. After their success in this class a month ago, the Elvas of Robin Benson and Steve Minoprio failed: Minoprio collided with the spinning Elva of Paul on lap 7, while Benson also revolved and lost time. This gave the category to the Lotus 23 brigade, Ray Parsons—another of these Australian drivers doing so well over here—winning after the Ian Walker Lotus of Paul Hawkins had succumbed to severe engine maladies. Terry Bone was a close second, having at one time overtaken Parsons, and Mike Keens, although third, spoilt a good run with a spin at Clearways on his 14th lap. Ewen Paul's Elva was eventually black-flagged as a front wheel looked as if it was about to part company.



THIRD HOME was Tim Mayer, another promising young American, who drove the ex-Roger Penske Cooper Monaco and is seen at Clearways (above).

TAKING A NEAT LINE through Westfield in his Cooper-based Zerex Special, Roger Penske is seen on his winning way (top of page). This remarkable car led from start to finish.

The Elva challenge in the big class also failed: Bill Moss, working his way up after a poor start, halting along the Top Straight with transmission failure. Roy Pierpoint's Attila-Climax dropped back after a reasonable start, but the feature of the race was the dice between Keith Greene and Alan Rees in Lotus 23s, the latter's being propelled by a 2-litre Climax engine. Rees had to give up the struggle when his engine elected to fire on about two cylinders and so Greene was assured of third place.

No sooner had the crisp, hard exhaust notes of the little sports cars died down then the vibrating rumbles of the Ford Galaxies and businesslike buzzing of the Minis filled the air. The 20-lap Group 2 saloon car race had an added attraction whereby Jim Clark took over the Alan Brown-entered Ford Galaxie, thereby giving Jack Sears in the Willment machine something to think about. Sir Gawaine Baillie completed the Galaxie trio, while the fastest Jaguars were those of Graham Hill, Roy Salvadori and Mike Salmon.

Blumer (Ford Cortina), David Haynes (Ford Cortina), Mike Young (Ford Anglia) and Hopkirk. Powell's car, belching thick smoke, died on the 11th lap, McLaren passed Whitmore, both these drivers taking Olthoff, and Hopkirk came to grips with Young.

David Haynes, travelling in close company with Paddy Hopkirk and Mike Young, had a nasty accident at South Bank Bend on the 17th lap when he rolled his Cortina in the middle of the track. Hopkirk took a wide diversion by going on to the grass, while Young got through safely and now apeared to have second place in the 1,300 c.c. class buttoned up—not bad going for a Group 2 Anglia 1200!

So Clark emerged winner from Hill and Salvadori, who had Mike Salmon right up his exhaust pipe during the closing stages. Whitmore, of course, gained the 1,300 c.c. class, while Olthoff made sure of the 3,000 c.c. honours.

Spectators come a long way to see big, hefty sports and G.T. cars in action, and



HOLD IT, PADDY! Paddy Hopkirk has his Mini sideways through Paddock Bend during his fantastic drive following a poor start. Next victim is Mike Pendleton's 3.8 Jaguar (above). TEAM-MATE John Whitmore diced with Bob Olthoff's class-winning Ford Cortina most of the way and finally beat him into seventh place overall behind the big stuff. They are seen at Bottom Bend (right).

Miraculous near misses came when Sir Gawaine Baillie found his charge unwilling to get going at the start and Mike Salmon for one dented his car. The traffic jam around Druids was a sight not for the nervous and it was a wonder that nothing untoward occurred. It was Clark ahead of Sears, the two Ford Galaxie pilots wrestling at the wheel, working as never before. The Jaguar pilots, too, were right on the ragged edge, Salvadori leading Hill and Salmon by a whisker. On the second lap Sears nearly got his Galaxie sideways at Bottom Bend, while the World Champion visited the green grass. It was on the third lap that Hill overtook Salvadori for third position, the Coombs machine taking the Atkins car brilliantly between Druids and Bottom Bend. Behind fifth man Salmon, who was keeping right on the heels of Hill and Salvadori, came the battling pair Albert Powell and John Adams (Jaguars) and then John Whitmore (Mini-Cooper S) and Bob Olthoff (Ford Cortina), the two last named leading their respective classes. Farther back Paddy Hopkirk was weaving his way through the field, following a none too brilliant start in the second works Mini-Cooper S, this car having a "Marples Must Go" notice affixed to the rear.

The splendid spectacle of Galaxie drivers working really hard ceased on the ninth lap when Sears trickled into the pits with a flat front tyre, leaving this year's likely World Champion in a commanding position. Hill, Salvadori, Salmon, Adams and Powell followed in Jaguars and, behind, Olthoff had taken Whitmore. Chris McLaren came next in his Jaguar followed by Jimmy

when there is to be a race for these magnificent beasts, then competitors, too, come from far and wide to compete. From America came Roger Penske in his converted single-seater Cooper, the Zerex-Climax, and Tim Mayer (Cooper Monaco). Penske's Mecom Racing Team partner Augie Pabst was in a Ford-engined Lola, this car starting from the back due to lack of practice. Other interesting machines were Lorenzo Bandini's 330LM Ferrari, the Maranello Concessionaires car that came fifth at Le Mans, Carlo Abate's TR1-61 Ferrari 3-litre, Lucien Bianchi's 5-litre Maserati 151 and Lucky Casner's 3-litre Maserati. After a recent succession of withdrawals, the Rolls-Royce-engined Marina, driven by Jimmy Blumer, appeared, while Chris Summers had his ungainly Chevrolet-propelled Cooper Monaco. The works Aston Martin team was to have appeared in full strength, but Bruce McLaren's Nürburgring accident entailed the non-starting of the 215 Prototype, Innes Ireland and Bill Kimberly taking over the DB4GTs.

During Wednesday's practising Roy Salvadori took the Tommy Atkins Cooper Monaco around in 1 min. 44.4 secs., beating Tony Maggs (B.R.P. Lotus-Climax 19), 1 min. 47.2 secs. and Tim Mayer (Cooper Monaco), 1 min. 47.6 secs. Graham Hill tried both John Coombs's E.-type and the Maranello Concessionaires GTO Ferrari, recording 1 min. 49.4 secs. in each. The E-type was withdrawn after a disagreement with the scrutineers, while Lorenzo Bandini also practised in the GTO as his 330LM had not yet arrived from Modena. Roger Penske put in an appearance on Saturday and was timed at 1 min. 47.4 secs., while Augie Pabst also qualified in the Zerex. Jack Sears had a go in the 330LM Ferrari to see if it was O.K., while Roy Salvadori tried all three works Aston Martins.

When the flag fell, Roger Penske, like Tim Mayer strapped into his car, made a copybook start and streaked off the line to lead Maggs, Mayer, Salvadori and Ireland up to Druids. It was Penske, Salvadori, Mayer and Maggs at Hawthorn Bend and at the end of the first lap this was how they came by, with Graham Hill a magnificent fifth in his GTO ahead of Ireland, Abate, Peter Sutcliffe (Jaguar E), David Piper (Ferrari GTO), Dick Protheroe (Jaguar E) and Summers. Sutcliffe went straight on at Paddock, bending his motor against the bank somewhat, and the Sting-Ray Corvette was retired brakeless on its fourth lap after a spin.

The first four positions remained unaltered for the rest of the race, Penske pulling ahead every time round, although Mayer did not drop too far behind Salvadori. Maggs, with only a 2½-litre Climax unit compared to the 2.7-litre engines of the first three, did well to keep his fourth position in the veteran B.R.P. Lotus 19.

On lap four the Lola retired with no oil pressure and Casner came to an abrupt halt on the Top Straight in the 3-litre Maserati. It was pushed back to the pits, but remained there with a useless oil pump. Jimmy Blumer retired the Rolls-Royce special with no oil pressure after six laps, while Tommy Hitchcock and Chris Summers both made pit stops, with brake and steering bothers respectively. The big Maserati of Lucien Bianchi, not at all at home at Brands, came into the pits after seven laps, also with braking troubles.

Poor Graham Hill, leading the G.T. category comfortably in his GTO, had his fine run end after but 10 laps when the throttle pedal sheared off. This let Jack Sears in the white John Coombs GTO into the lead of this class, pursued by Innes Ireland in the noisy Aston, which seemed a handful at times, and David Piper's GTO. Lorenzo Bandini was well down the field, getting used to the 330LM, and his drive was punctuated with a graceful spin coming down from Druids.

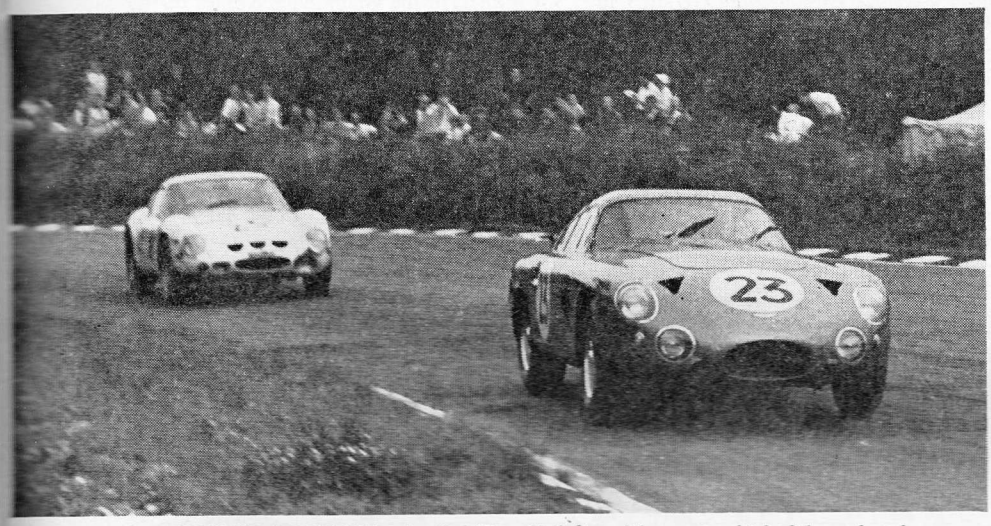
As Penske went on his merry way and



Bandini climbed up the lap chart, Tommy Hitchcock was black-flagged twice for having a window flapping, while Chris Summers retired his brute which was suffering from a misfiring engine. Peter Sargent came to a halt along the Bottom Straight with ignition trouble plaguing his lightweight E-type Jaguar and then Bill Kimberly also chose lap 20 to spin and hit the bank at Dingle Dell, thereby putting the second works Aston Martin out of the race.

Positions seemed to settle down from lap 16 onwards, but then Dick Protheroe's coupé lightweight E-type spoilt things by having fuel injection trouble on the 31st tour. By this time Bandini was tenth over-





LUCKY CASNER'S rebodied Tipo 61 3-litre Maserati, which did not last long, leads Peter Sargent's E-type Jaguar at Westfield Bend (above). Sargent's car also expired, being plagued with ignition trouble. BIG G.T. CARS are always a fine sight. Innes Ireland, in the sole surviving works Aston Martin, leads Jack Sears's GTO Ferrari during the early stages (top), but Sears soon reversed the position and won his class, finishing two laps behind Penske.

all and leading the over 3-litre class handsomely from the D-type Jaguar of Maurice Charles, which was being given its first airing for some time.

The Maserati, which had continued some time after its earlier pit stop, called in again, while John Coundley's immaculate Lotus 19 spun into the wreckage of Sutcliffe's Jaguar at Paddock, on its 37th lap when lying 7th. Three laps after Carlo Abate's Ferrari discarded a wheel up Pilgrims Rise when lying fifth, this putting Abate out of the race after an inspired drive in an old car —winner of Le Mans in 1961, Sebring in 1962 and Rheims and Clermont-Ferrand this year.

Fortunately nothing else spoilt the pattern of the race in the closing stages, apart from Protheroe making a fruitless attempt at rejoining the race and Les Fowler's last place ex-Lumsden/Sargent Le Mans E-type slowing drastically. But it finished, although it was eight laps behind. Incidentally, Penske during his winning drive lapped fifth and sixth men twice, seventh and eighth three times, ninth four times and tenth and eleventh five times, which gives some idea of the pace of the Zerex Special. The young American drove a well-judged race in his beautifully prepared car that cornered so superbly.

Last race of the day was for G.T. cars up to 2,500 c.c. and it showed just how much faster Lotus Elans are than Lotus Elites. Chris Lawrence's Morgan was delayed some while at the start, but nothing could have prevented John Whitmore and Graham Warner drawing away in their Elans, the former's the light green Stirling Moss-entered car with the Ogle body mods. Behind John Miles (Turner-Ford) kept Trevor Taylor's Elite at bay, but the effort proved too much and the Turner first of all spun and then lost over a lap in the pits repairing a broken fuel pipe.

Whitmore had the Elan sideways-on in an effort to keep Warner at bay, but the Chequered Flag car passed on the Top Straight after 10 laps, half distance. But as Whitmore speeded up in the closing stages, so Warner dropped back with apparent transmission difficulties, enabling the "Mini King" to take the chequered flag 28.4 secs. ahead. Dickie Stoop's fourth place Porsche won the 2,500 c.c. class and Andrew Hedges's sixth place M.G. Midget the 1,150 c.c. division.

RESULTS

Slip Molyslip Trophy "A"—Group 3 Saloon Cars (10 laps): 1, John Young (Ford Anglia), 19 m. 46.2 s., 80.43 m.p.h.; 2, Albert Powell (Jaguar 3.8); 3, Paddy Hopkirk (Morris Mini-Cooper S); 4, Doc Merfield (Lotus Ford Cortina); 5, Harry Martin (Austin Mini-Cooper); 6, John Maas (Morris Mini-Cooper). **Fastest lap:** Young, 1 m. 56.4 s., 81.95 m.p.h. **Over 1,200 c.c. Class:** 1, John Young (Ford Anglia), 19 m. 46.2 s., 80.43 m.p.h.; 2, Albert Powell (Jaguar 3.8); 3, Paddy Hopkirk (Morris Mini-Cooper S). **Fastest lap:** Young, 1 m. 56.4 s., 81.95 m.p.h. **Up to 1,200 c.c. Class:** 1, Harry Martin (Austin Mini-Cooper), 21 m. 40.4 s., 73.36 m.p.h.; 2, John Maas (Morris Mini-Cooper); 3, Ken Costello (Morris Mini). **Fastest lap:** Mike Young (Ford Anglia), 2 m. 3.6 s., 77.18 m.p.h.

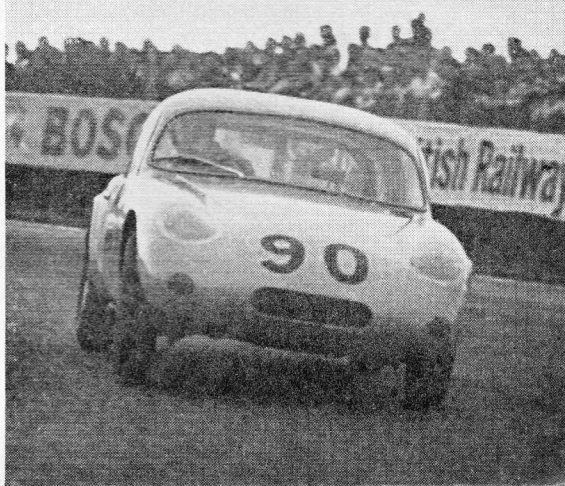
Twenty Guards Trophy—Sports Cars up to 2,000 c.c. (20 laps): 1, Frank Gardner (Brabham-Ford), 35 m. 11.8 s., 90.09 m.p.h.; 2, Tony Hegbourne (Lotus-Ford 23B); 3, Keith Greene (Lotus-Ford 23B); 4, Julian Sutton (Lotus-Ford 23B); 5, Roy Pierpoint (Attila-Climax Mk. 2); 6, Rodney Bloor (Lotus Ford 23B). **Fastest lap:** Gardner, 1 m. 44.0 s., 91.73 m.p.h. **1,151-2,000 c.c. Class:** 1, Frank Gardner (Brabham-Ford), 35 m. 11.8 secs., 90.09 m.p.h.; 2, Tony Hegbourne (Lotus-Ford 23B); 3 Keith Greene (Lotus-Ford 23B). **Fastest lap:** Gardner, 1 m. 44.0 s., 91.73 m.p.h. **Up to 1,150 c.c. Class:** 1, Ray Parsons (Lotus-Ford 23), 35 m. 21.4 s., 85.44 m.p.h.; 2, Terry Bone (Lotus-Ford 23); 3, Mike Keens (Lotus-Ford 23). **Fastest lap:** Paul Hawkins (Lotus-Ford 23), 1 m. 49.4 s., 87.20 m.p.h.

Slip Molyslip Trophy "B"—Group 2 Saloon Cars (20 laps): 1, Jim Clark (Ford Galaxie), 39 m. 0.6 s., 81.52 m.p.h.; 2, Graham Hill (Jaguar 3.8); 3, Roy Salvadori (Jaguar 3.8); 4, Mike Salmon (Jaguar 3.8); 5, John Adams (Jaguar 3.8); 6, Chris McLaren (Jaguar 3.8). **Fastest lap:** Clark, 1 m. 54.4 s., 83.39 m.p.h. **Over 3,000 c.c. Class:** 1, Jim Clark (Ford Galaxie), 39 m. 0.6 s., 81.52 m.p.h.; 2, Graham Hill (Jaguar 3.8); 3, Roy Salvadori (Jaguar 3.8). **Fastest lap:** Clark, 1 m. 54.4 s., 83.39 m.p.h. **1,301-3,000 c.c. Class:** 1, Bob Olthoff (Ford Cortina), 40 m. 48.8 s., 77.92 m.p.h.; 2, Jimmy Blumer (Ford Cortina); 3, Les Leston (Ford Cortina). **Fastest lap:** Blumer, 2 m. 0.2 s., 79.36 m.p.h. **Up to 1,300 c.c. Class:** 1, John Whitmore (Austin Mini-Cooper S), 40 m. 45.4 s., 78.02 m.p.h.; 2, Mike Young (Ford Anglia); 3, Paddy Hopkirk (Morris Mini-Cooper S). **Fastest lap:** Whitmore, 2 m. 0.6 s., 79.10 m.p.h.

Guards International Trophy—Sports Cars over 2,000 c.c. and G.T. Cars over 2,500 c.c. (50 laps): 1, Roger Penske (Cooper-Zerex-Climax), 1 h. 28 m. 46.8 s., 89.55 m.p.h.; 2, Roy Salvadori (Cooper-Climax Monaco), 1 h. 29 m. 23.2 s.; 3, Tim Mayer (Cooper-Climax Monaco), 1 h. 29 m. 41.2 s.; 4, Tony Maggs (Lotus-Climax 19); 5, Jack Sears (Ferrari GTO); 6, Innes Ireland (Aston Martin DB4GT); 7, David Piper (Ferrari GTO); 8, Lorenzo Bandini (Ferrari 330LM); 9, Chris Kerrison (Ferrari 250GT Speciale); 10, Maurice Charles (Jaguar D-type); 11, Tommy Hitchcock (Ferrari GTO); 12, Les Fowler (Jaguar E-type); 13, Lucien Bianchi (Maserati 151). **Fastest lap:** Salvadori, 1 m. 44.0 s., 91.73 m.p.h. **Sports Cars over 3,000 c.c. Class:** 1, Lorenzo Bandini (Ferrari 330LM), 1 h. 30 m. 5.2 s., 82.95 m.p.h.; 2, Maurice Charles (Jaguar D-type); 3, Lucien Bianchi (Maserati 151). **Fastest lap:** Bandini, 1 m. 52.8 s., 84.57 m.p.h. **2,001-3,000 c.c. Class:** 1, Roger Penske (Cooper-Zerex-Climax), 1 h. 28 m. 46.8 s., 89.55 m.p.h.; 2, Roy Salvadori (Cooper-Climax Monaco); 3, Tim Mayer (Cooper-Climax Monaco). **Fastest lap:** Salvadori, 1 m. 44.0 s., 91.73 m.p.h. **G.T. Cars over 2,500 c.c. Class:** 1, Jack Sears (Ferrari GTO), 1 h. 29 m. 41.0 s., 85.10 m.p.h.; 2, Innes Ireland (Aston Martin DB4GT); 3, David Piper (Ferrari GTO). **Fastest lap:** Graham Hill (Ferrari GTO), 1 m. 49.2 s., 87.36 m.p.h.

John Davy Trophy—G.T. Cars up to 2,500 c.c. (20 laps): 1, John Whitmore (Lotus Elan), 38 m. 31.6 s., 82.54 m.p.h.; 2, Graham Warner (Lotus Elan); 3, Trevor Taylor (Lotus Elite); 4, Dickie Stoop (Porsche Carrera 2); 5, Roger Nathan (Lotus Elite); 6, Andrew Hedges (M.G. Midget). **Fastest lap:** Whitmore, 1 m. 54.0 s. 83.68 m.p.h. **1,601-2,500 c.c. Class:** 1, Dickie Stoop (Porsche Carrera), 39 m. 45.8 s., 79.97 m.p.h.; 2, Ken Mackenzie (Turner-Ford); 3, Pip Arnold (Morgan Plus 4). **Fastest lap:** John Miles (Turner-Ford), 1 m. 57.0 s., 81.53 m.p.h. **1,151-1,600 c.c. Class:** 1, John Whitmore (Lotus Elan), 38 m. 31.6 s., 82.54 m.p.h.; 2, Graham Warner (Lotus Elan); 3, Trevor Taylor (Lotus Elite). **Fastest lap:** Whitmore, 1 m. 54.0 s., 83.68 m.p.h. **Up to 1,150 c.c. Class:** 1, Andrew Hedges (M.G. Midget), 40 m. 15.4 s., 78.99 m.p.h.; 2, Alan Foster (M.G. Midget); 3, Mike Garton (Austin-Healey Sebring Sprite). **Fastest lap:** Warwick Banks (Turner-Climax), 1, m. 58.0 s., 80.84 m.p.h.

RIGHT HAND wheel off the ground, John Whitmore presses on round Paddock Bend in the Stirling Moss-entered Lotus Elan. Whitmore won the final race of the day.



Part Two of the

PANHARD-LEVASSOR STORY

BY JOHN BOLSTER

IN 1891 the rear-engined Panhard-Levassor, of which four had been built, was replaced by a new front-engined model. This was the first car in the world ever to have an internal combustion engine under a front bonnet, though Amédée Bollée had already built steam cars with this engine location. (See Part 1.)

The first front-engined Panhard still had wooden wheels with iron tyres, though solid rubber tyres were fitted thereafter. The chassis was of wood, the springs were full-elliptics in front and semi-elliptics behind, while the steering tiller still acted directly through a transverse drag link. The brush-type clutch with metallic bristles was retained, mounted directly on the primary shaft of the all-indirect 3-speed gear. This assembly was fairly similar to that of the rear-engined cars, full enclosure not yet having come about, but the primary shaft was beneath the output shaft instead of above it, so the forward-mounted engine was carried very much lower, and the gears were under the driver's feet.

A very great difference, and one that Levassor was later to regret, was the removal of the differential from the gearbox. A plain bevel gear at the back of the box drove a single chain sprocket, which took the drive to another sprocket near the middle of the axle. The axle was divided at the sprocket mounting and a rudimentary form of differential was incorporated at this point. This was another of Gottlieb Daimler's inventions, consisting of leather friction discs maintained under pressure. These gave enough grip to take the torque of the chain but could yield sufficiently to compensate for corners. Like the brush-type clutch, this differential could only be used with engines of the very lowest power. It would slip enough to avoid skidding the front wheels straight on at a corner or, more likely, stalling the panting power unit. An orthodox bevel gear differential was later adopted.

The engine used in the first front-engined Panhard was the narrow-angle V-twin of 72 mm. by 106 mm. (885 c.c.), which developed no more than 1½ b.h.p. This gave a cruising speed of 8 m.p.h. and a maximum approaching 10 m.p.h.—quite enough on iron tyres. This particular car, which was to be followed by so many millions of front-engined vehicles all over the world, was sold to the Mayor of Troyes, who ran it with satisfaction until it was out of date. He then sold it for a nominal price to the Abbé Gavois, who was the Curé of Rainneville and who needed a car to visit his straggling parish, as he could not afford to run a pony and trap.

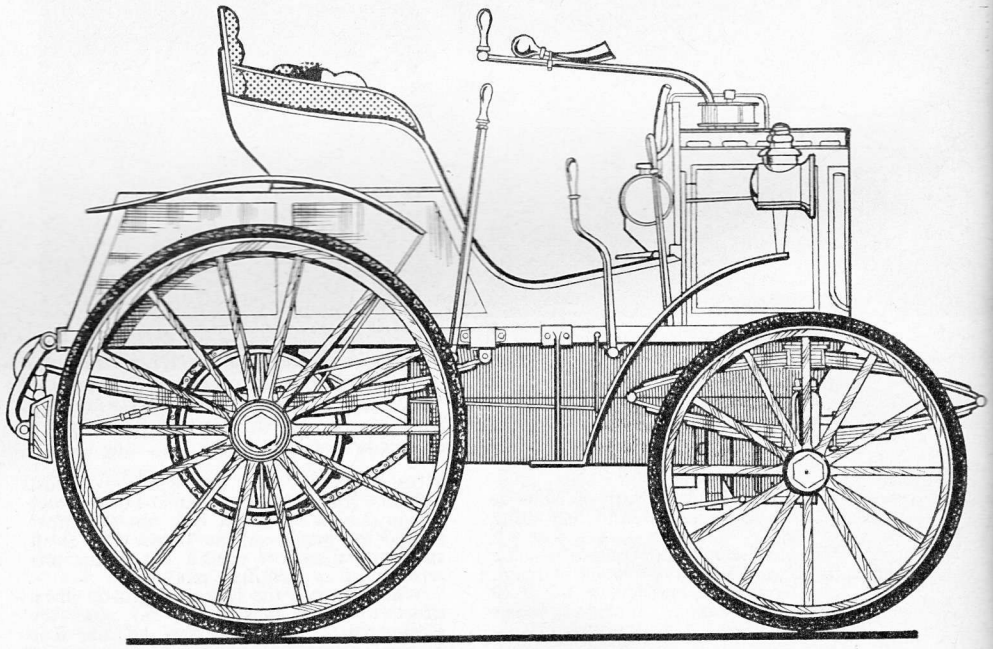
The holy man was of a mechanical turn of mind, and he managed to run his car within his stipend of £40 a year! He never taxed or insured it, but nobody bothered him. In 1912 there was a furore in London because somebody had heard that a priest in France was still using a car 21 years old. Development was so rapid in those days that nobody could remember what cars had looked like in 1891, and there had been none in England at that date.

So W. F. Bradley went over and talked to the Abbé, who was willing to hire his car for the good of the parish. It was placed on exhibition in London, and when it went back the Abbé Gavois still used it to minister to his flock, picking his way by the candle lamps when dusk had fallen. The war came, and the Abbé continued his work although Rainneville was right in the battle zone and was for a period in German hands as it is near Amiens. The brave old man and his car survived and were seen on the battered, post-war roads of Picardy. This continued for several years, but the great firm of Panhard-Levassor wanted the machine and offered the priest a new model in exchange.

At first the Abbé turned them down, but suitable contributions to the charities of Rainneville were a different thing, and so the first front-engined Panhard returned to the factory in the Avenue d'Ivry, under its own power all the way. Eight m.p.h. is not very fast, but the saintly old man had used his car almost every day, even during the war years, when the soldiers never let him run short of petrol. He can't have done less than 100,000 miles and probably quite a bit more!

So the 1891 Panhard was a good car, within its performance limitations. The single-chain model persisted until 1894, by which time the V-twin engine had been stretched first to 70 mm. by 120 mm. (924 c.c.) and then to 72 mm. by 126 mm. (1,026 c.c.). The wheels had solid rubber tyres, which greatly reduced the noise if the riding comfort was only slightly improved, and a cone clutch took the place of the archaic brush-type component.

After all these years one almost wonders what all the excitement was about, for the performance of front- and rear-engined Panhards must have been very similar. Jacques Ickx is sure that the great advantage was in ease of entry. The floor level was very high, and whereas the front-engined model could have a proper step, it was necessary to climb over the front wheel of the rear-engined machine. For a woman in the voluminous clothes of the 1890s that would be impossible with propriety. I would say also that the accessibility was much better, particularly for lighting the ignition burners. With the engine under a box in front and the transmission under the floorboards, the occupants were kept well clear of the nasty, dirty machinery, and the lady passenger could stay on her perch when the driver got out and got under.



THE FIRST FRONT-ENGINED Panhard-Levassor of the type which was built from 1891 *to* 1894. *The single rear chain is a distinguishing feature.*
Drawing: Theo Page

The most important advantage of the *Système Panhard* was to be proved in the years that followed. When racing began, two-cylinder engines were replaced by four-cylinder engines which rapidly became larger and larger. In the case of the Panhard, one lengthened the front of the chassis and used a bigger box to cover the bigger banger. The firms which had espoused the rear engine soon found their layout hopeless for really large power units and eventually had to follow the Panhard lead.

So the 1891-1894 Panhard, with its single-chain drive and Gottlieb Daimler's V-twin engine under its front bonnet, really started something. For the transition to the Phénix engine and drive by side chains, I must write another short article.

Nottingham S.C.C.'s

Entertaining Silverstone

BY ROBERT GRANT

LAST Monday's meeting at Silverstone, organized by the Nottingham Sports Car Club, saw an exciting and interesting day's sport. There were numerous gilhooleys, none however of any seriousness, and the rain managed to fall elsewhere—albeit only just.

The first race of the eight 10-lap events was for Lotus 7-type cars and saw a number of bad starts, spins and retirements. Dave Preston (Lotus) put his pole position to good effect and took up an immediate lead, hotly pursued by Bob Bell (Lotus) and D. Hayden (Lotus). P. Webb (Lotus), who had muffed it on the line, caught Preston on the penultimate lap owing to him avoiding J. Speed's gyration. R. Meacham (Terrier) took Bell, after a nonsense for third place, and Rollo Feilding did very well to finish fifth.

Bob Duggan (Elite) won the first of the G.T. races by an easy margin. Mike Brandon (Marcos) had a great scrap with D. Wharton (Elite) but managed to hold him off to take second overall and first in his class. Remarkable performance was that of Bill Unett (Alpine), who finished a very creditable fourth and made several reputedly quicker cars look rather slow in the process.

In the second of the G.T. races, David Skailes (Aston Martin) scored his first win of the day. In the early stages Jack Lambert (Jaguar E) challenged Skailes but soon retired with engine bothers. Bill Nicholson (M.G.B) went very swiftly to win the smaller class.

In the sports car race John Ewer (Merlyn) made an immaculate start but his early lead was short-lived when he was passed by Mike Warner (Lotus 23) on lap 3. Unfortunately, Ewer later retired at Becketts, as did Bob Waters's "Cooper Monaco powered by Buick". Third place was taken by J. Blades (B.B.K.) by the proverbial cat's whisker from Giuseppe Vanaria (Victoria).

David Skailes (Aston Martin) drove in very fine fashion to win the sports car race from G. Vanaria (Victoria) and M. Douglas (Ginetta). Feature of this race was a spirited dice between John Harris (Austin-Healey) and Bob Duggan (Elite); they finished as they had circulated—feet apart—admittedly only in the right direction by courtesy of the grass verge at Woodcote.

The next event was for racing cars and Alan Rollinson (Cooper) was never headed. Bob Burnard's Lotus 27 was again in trouble, but after a pit stop continued to motor at a respectable rate. Ian Sievwright, driving the ex-Maurice Trintignant Ferrari, gave a fine exhibition of skilled driving; he went extremely well and finished sixth.

The saloon car event saw another win for Rod Embley's Ford Classic-powered Mini by a wide margin from Cliff Ward's Jaguar. T. Fowler's (Lotus Cortina) and C. Tudge's (Anglia) scrap for third spot ended prematurely when the former failed to turn right at Copse Corner.

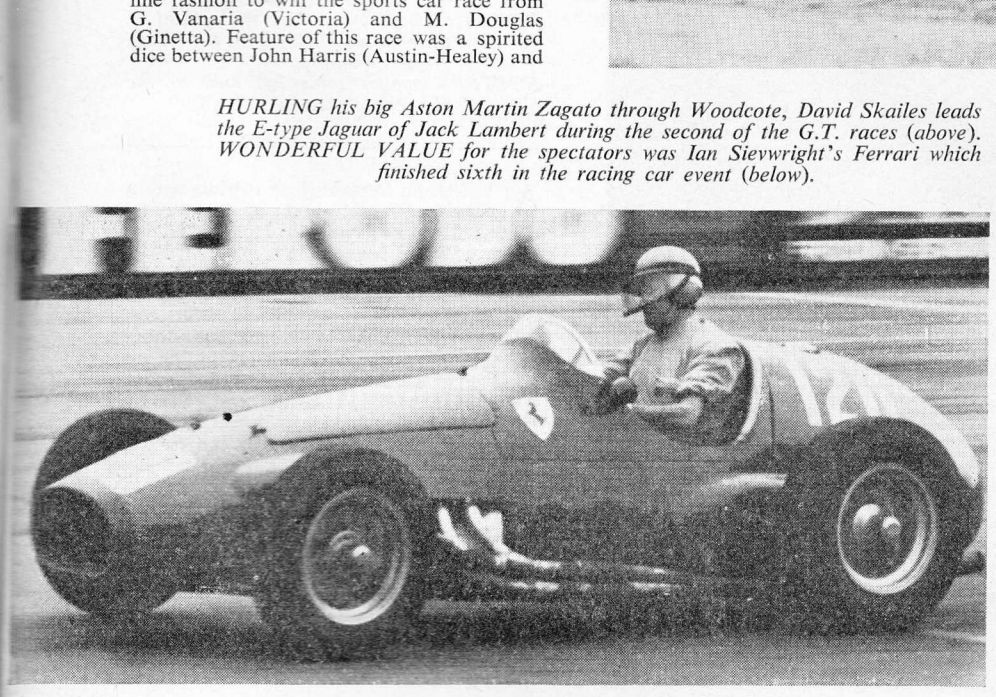
Alan Rollinson (Cooper) scored his second win of the day in the final race which was a *Formule Libre* event. The excitement was provided by Ian Sievwright (Ferrari) and Mike Beard (Lotus 17) with the latter just gaining the honours. Bob Burnard had the satisfaction of finishing in third spot—his first placing with his new car.

So ended a very fine day's racing with the standard of driving of a high order, watched by quite the largest crowd I have seen at a Silverstone club meeting.

RESULTS

Lotus 7-Type Cars (10 laps): 1, P. Webb (Lotus 7), 78.19 m.p.h.; 2, D. Preston (Lotus 7); 3, R. K. Meacham (Terrier). **Fastest lap:** Webb, 1 m. 12.6 s., 80.16 m.p.h. **Grand Touring Cars 1,151 to 1,600 c.c. (10 laps). Overall Winner:** E. R. Duggan (Lotus Elite). **1,151-1,600 c.c. Class:** 1, E. R. Duggan (Lotus Elite), 77.68 m.p.h.; 2, D. Wharton (Lotus Elite); 3, A. C. Ball (Lotus Elite). **Fastest lap:** Duggan, 1 m. 13.0 s., 79.30 m.p.h. **Up to 1,150 c.c. Class:** 1, M. Brandon (Marcos), 75.63 m.p.h.; 2, P. J. Smith (Speedwell G.T.); 3, J. F. Holford (Turner). **Fastest lap:** Brandon, 1 m. 14.8 s., 77.39 m.p.h. **Grand Touring Cars over 1,600 c.c. (10 laps). Overall Winner:** D. D. Skailes (Aston Martin Zagato). **Over 2,500 c.c. Class:** 1, D. D. Skailes (Aston Martin Zagato), 81.42 m.p.h.; 2, J. Harris (Austin-Healey 3000); 3, R. J. Crossfield (Daimler SP250). **Fastest lap:** Skailes, 1 m. 9.8 s., 82.93 m.p.h. **1,601-2,500 c.c. Class:** 1, W. Nicholson (M.G.B), 77.39 m.p.h.; 2, R. E. Meredith (Morgan Plus 4); 3, P. Simpson (T.V.R.). **Fastest lap:** Nicholson, 1 m. 12.8 s., 79.52 m.p.h. **Sports-Racing Cars (10 laps). Overall Winner:** M. Warner (Lotus-Ford 23B). **Over 1,150 c.c. Class:** 1, M. Warner (Lotus-Ford 23B), 83.41 m.p.h.; 2, J. H. Blades (B.B.K.-Climax); 3, I. R. Douglas (Ginetta-Ford). **Fastest lap:** Warner, 1 m. 7.6 s., 85.63 m.p.h. **Up to 1,150 c.c. Class:** 1, M. J. Beard (Lotus-Climax 17), 80.51 m.p.h.; 2, G. Vanaria (Victoria-Climax); 3, A. Fletcher (Lotus-Ford 23). **Fastest lap:** Beard, 1 m. 11.0 s., 81.53 m.p.h. **Sports Cars (10 laps). Overall Winner:** D. D. Skailes (Aston Martin Zagato). **Over 2,000 c.c. Class:** 1, D. D. Skailes (Aston Martin Zagato), 81.21 m.p.h.; 2, J. Harris (Austin-Healey); 3, R. E. Meredith (Morgan Plus 4). **Fastest lap:** Skailes, 1 m. 9.8 s., 82.93 m.p.h. **1,151-2,000 c.c. Class:** 1, M. H. Douglas (Ginetta), 80.16 m.p.h.; 2, E. R. Duggan (Lotus Elite); 3, S. J. Taylor (Lotus Elite). **Fastest lap:** Douglas, 1 m. 10.6 s., 81.99 m.p.h. **Up to 1,150 c.c. Class:** 1, G. Vanaria (Victoria-Climax), 80.29 m.p.h.; 2, P. W. Anslow (Lotus 7); 3, M. Brandon (Marcos). **Fastest lap:** Vanaria, 1 m. 10.6 s., 81.99 m.p.h. **Racing Cars (10 laps):** 1, A. W. Rollinson (Cooper-Ford), 86.45 m.p.h.; 2, F. C. Ward (Brabham-Ford); 3, A. Eccles (Cooper-Climax). **Fastest lap:** Rollinson, 1 m. 5.4 s., 88.52 m.p.h. **Saloon Cars (10 laps): Overall Winner:** R. Embley (Morris Mini). **Up to 1,300 c.c. Class:** 1, R. M. Wilson (Morris), 68.41 m.p.h.; 2, J. H. Delmar-Morgan (Austin); 3, M. Golden (Austin). **Fastest lap:** Wilson, 1 m. 23.2 s., 69.58 m.p.h. **Over 1,300 c.c. Class:** 1, R. Embley (Morris Mini), 76.59 m.p.h.; 2, F. C. Ward (Jaguar 3.8); 3, C. W. Tudge (Ford Anglia). **Fastest lap:** Embley, 1 m. 14.0 s., 78.23 m.p.h. **Formule Libre (10 laps):** 1, A. W. Rollinson (Cooper-Ford), 85.84 m.p.h.; 2, M. Warner (Lotus-Ford 23B); 3, R. C. Burnard (Lotus-Ford 27). **Fastest lap:** Rollinson, 1 m. 5.6 s., 88.25 m.p.h.

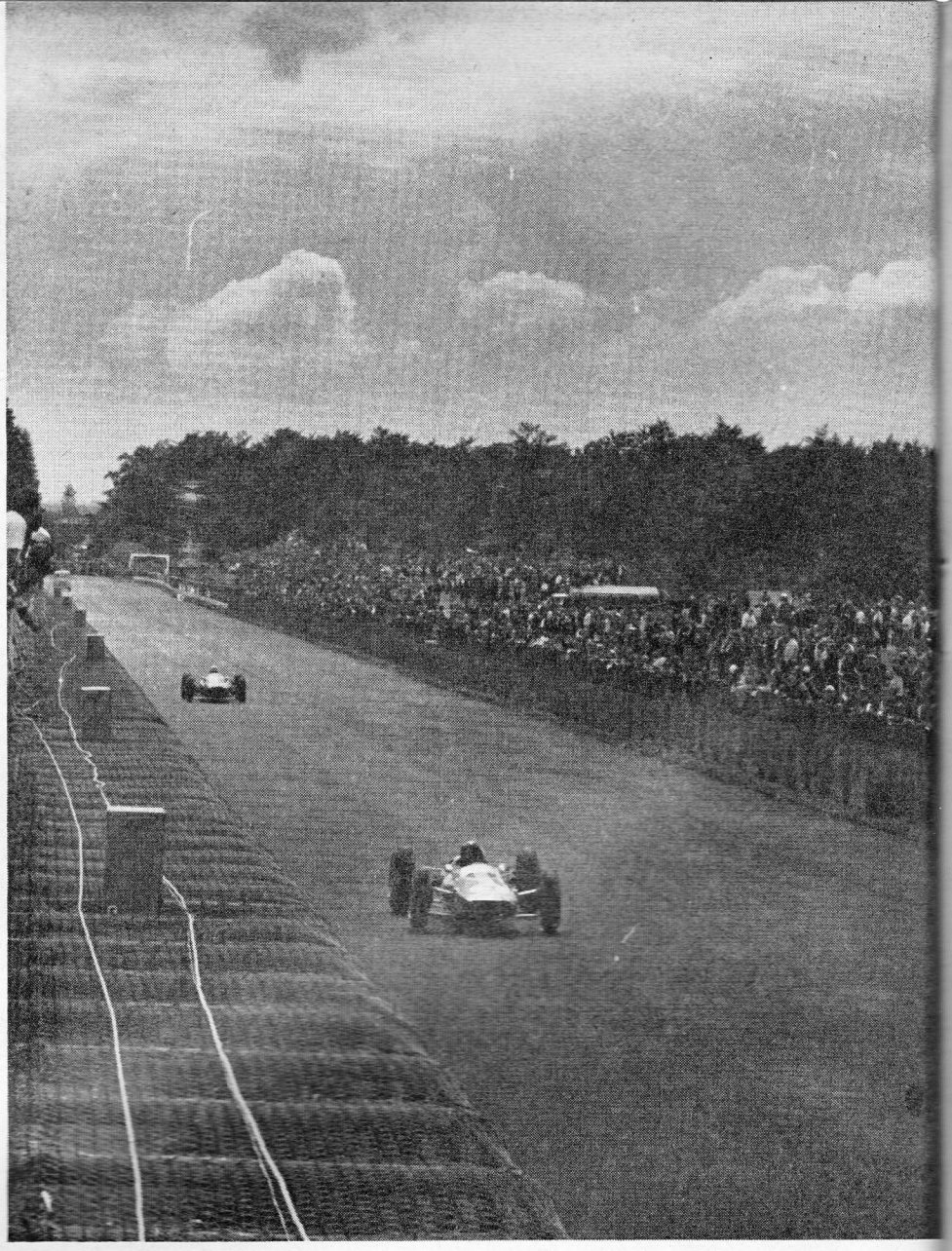




HURLING his big Aston Martin Zagato through Woodcote, David Skailes leads the E-type Jaguar of Jack Lambert during the second of the G.T. races (above). WONDERFUL VALUE for the spectators was Ian Sievwright's Ferrari which finished sixth in the racing car event (below).

AUTOSPORT, AUGUST 9, 1963

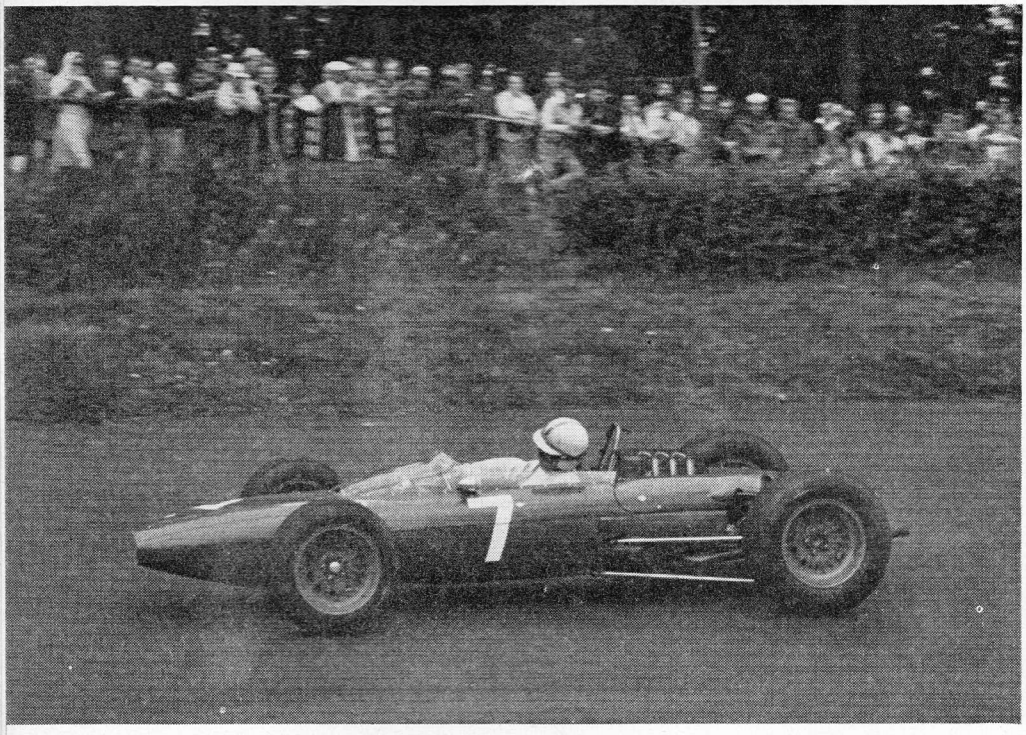
SURTEES BUSTS CLARK'S NAP



Victory for Ferrari and New Lap Record at Nürburgring—Second Place to Jim Clark—Only Nine Finish out of Twenty-two Starters

By GREGOR GRANT

Photography by FRANCIS PENN



TWO OUT ALONE. For much of the race John Surtees (Ferrari) and Jim Clark (Lotus-Climax) circulated together, well ahead of the rest. Clark leads Surtees past the stands (above).
SURTEES applies some left lock at the Hatzenbach section (left).

AT last, John Surtees (Ferrari) has won a *grande épreuve*, and a thoroughly deserved victory it was. He led for 13 out of the 15 laps, engaged in a fierce struggle with Jim Clark (Lotus-Climax), who was attempting to emulate Brabham's feat of five Grands Prix in succession. Surtees, driving with great skill, got everything possible out of the V6 machine, setting up a new lap record with 8 mins. 47 secs., 96.88 m.p.h. Towards the end, Clark's engine seemed to have lost its earlier urge, and after the ninth lap, he began to fall back considerably.

Into third place came Richie Ginther (B.R.M.), followed by the young German driver, Gerhard Mitter, in de Beaufort's four-cylinder Porsche, and Jim Hall, of B.R.P., in his Lotus-B.R.M.

It was a curious race, in that so many of the works drivers fell by the way, with crashes and mechanical failures. The unfortunate Willy Mairesse (Ferrari), making his come-back after his Le Mans

burns, crashed badly at the Flugplatz and was taken to hospital with severe injuries, and a certain broken arm. Bruce McLaren (Cooper-Climax) had his first-ever accident in a Formula One race and was also taken to hospital—with concussion and other injuries. Innes Ireland (Lotus-B.R.M.) and Lorenzo Bandini (B.R.M.) collided near the Swallowtail, the former suffering suspension damage, and the Centro-Sud car losing a wheel. Both cars were abandoned during the first lap.

Graham Hill had gearbox trouble with the monocoque B.R.M.; Tony Maggs went out with a broken camshaft on his Cooper-Climax, and Dan Gurney retired his Brabham-Climax after an unhappy drive. Brabham, himself, lost a great deal of time at the start, but managed to finish in seventh place.

John Surtees's success was the first win in a Grand Prix for Ferrari since the 1961 Italian Grand Prix. He now moves up to second place in the Championship of Drivers, with 22 points against the 42 collected by Jim Clark. Jo Bonnier, who appeared to have fourth place pretty well sewn up, suffered a broken chassis on the last lap but one and struggled to the finish to take sixth place.

This was the fastest race ever run at Nürburgring, Surtees averaging the remarkable speed of 95.82 m.p.h. Previous best was in 1961, when Stirling Moss (Lotus-Climax) achieved 92.28 m.p.h. for the same distance—342.1 kilometres (212.58 miles).

* * *

TWENTY-THREE drivers reported for Friday's training. Ill-fortune again pursued the marque A.T.S., for news came that the transporter had become ditched near the Brenner Pass and that the cars were not undamaged. So, once again, Phil Hill did not know whether or not he would have a drive, and neither did Baghetti.

Owing to the number of entrants the A.v.D. decided to have a qualifying system, with 11 having to dispute seven places. These were announced as Jim Hall (Lotus-B.R.M.), Chris Amon (Lola-Climax), Mario Cabral (Cooper-Climax), Tony Settember (Scirocco-B.R.M.), Ian Burgess (Scirocco-B.R.M.), Ian Raby (Gilby-B.R.M.), Gerhard Mitter (Porsche), Kurt Kuhnke (B.K.L.-Borgward), Bernard Collomb (Lotus-Climax), André Pilette (Lotus-Climax) and Tim Parnell (Lotus-B.R.M.).

Best time of the session was put up by John Surtees (Ferrari), with 8 mins. 46.7 secs.—12.6 secs. better than the next man, Lorenzo Bandini (B.R.M.). Jim Clark did 9 mins. 2 secs. with the Lotus-Climax, only 0.8 sec. better than Richie Ginther (B.R.M.). Jack Brabham achieved 9 mins. 4.2 secs. with his Brabham-Climax, and Willy Mairesse (Ferrari) was just 1.3 secs. slower.

Quickest of the "qualifiers" was Mitter (Porsche), with 9 mins. 34.8 secs., one-tenth of a second better than de Beaufort in his sister car.

There was a lot of oil around—so much so that Surtees and Clark reported it to the organizers. One victim was Innes Ireland, who spun off and damaged the B.R.P. monocoque to such an extent that it could not be repaired; so Ireland took over the spare Lotus-B.R.M. Bruce McLaren had a wishbone break on his Cooper-Climax. The Scirocco-Powell set-up had to change an engine blown up at Solitude, and were also in gearbox difficulties. Reg Parnell decided to run one car—for Chris Amon. Masten Gregory was a non-starter.

Rain held times down during the afternoon period, and the best was registered by Jim Clark with 9 mins. 46.6 secs. No one improved on their morning figures, with the exception of Kuhnke, who came down from 14 mins. 48.1 secs. to 12 mins. 53.2 secs.

Came Saturday, and still no sign of A.T.S. Jim Clark, really trying, took 0.9 sec. off Surtees's Friday time—actually 12 secs. under the existing record, held by Phil Hill (Ferrari). Bandini was again second best, bringing his time down to 8 mins. 54.3 secs., 2.9 secs. quicker than Graham Hill with the monocoque B.R.M. Bruce McLaren popped up with 8 mins. 57.3 secs., so now, five drivers had broken the 9-mins. mark. However, McLaren was in trouble with his engine, which had to be replaced for race-day.

Chris Amon qualified his Lola-Climax in 9 mins. 20.1 secs., to wrest the honour of being fastest in this contest from Mitter. As A.T.S. had not appeared, they were posted as non-starters, and Phil Hill and Baghetti became spectators. Herr Schmidt of the A.v.D. announced that non-qualifiers would receive DM.1,000 expense money, and that special prizes would be offered to the first three drivers to finish, who had had to qualify. First prize would be DM.1,500.

On Sunday, 22 were given as being starters. A.T.S. arrived, but the cars remained on the damaged transporter, not being permitted to start owing to having missed practice. Signor Chiti argued with the organizers, but in vain, so yet another episode was added to the unhappy Bologna story. B.R.P. could not get into their garage at Nürburging, the key having been left in the Central Hotel, Altenahr. AUTOSPORT's Frankie Penn took it up to the circuit, so Tony Robinson and his men breathed again.

* * *

ALL night long traffic wound its way in the narrow roads leading to the Ring. Thousands had established themselves on Saturday, and every available camping site was crammed to capacity. After several days of brilliant sunshine, race-day dawned dull and humid, but to judge by the long queues of vehicles, all of West Germany had decided to attend the Grand Prix.

Before the start of the G.T. race, Fangio, Moss and Brooks were to be seen in front of the pits, and in company with other notable pilots of the past era, they were driven round the circuit in immaculate 230SL Mercedes-Benz convertibles. In the Dunlop tower, everyone seemed to be sporting huge cigars, which may, or may not have been due to the arrival of a daughter on Friday evening for Dick and Nita Jeffrey! B.P.'s German company had also paid tribute to Denis Druitt, for at the party given in Adenau the champagne was labelled "Denis".

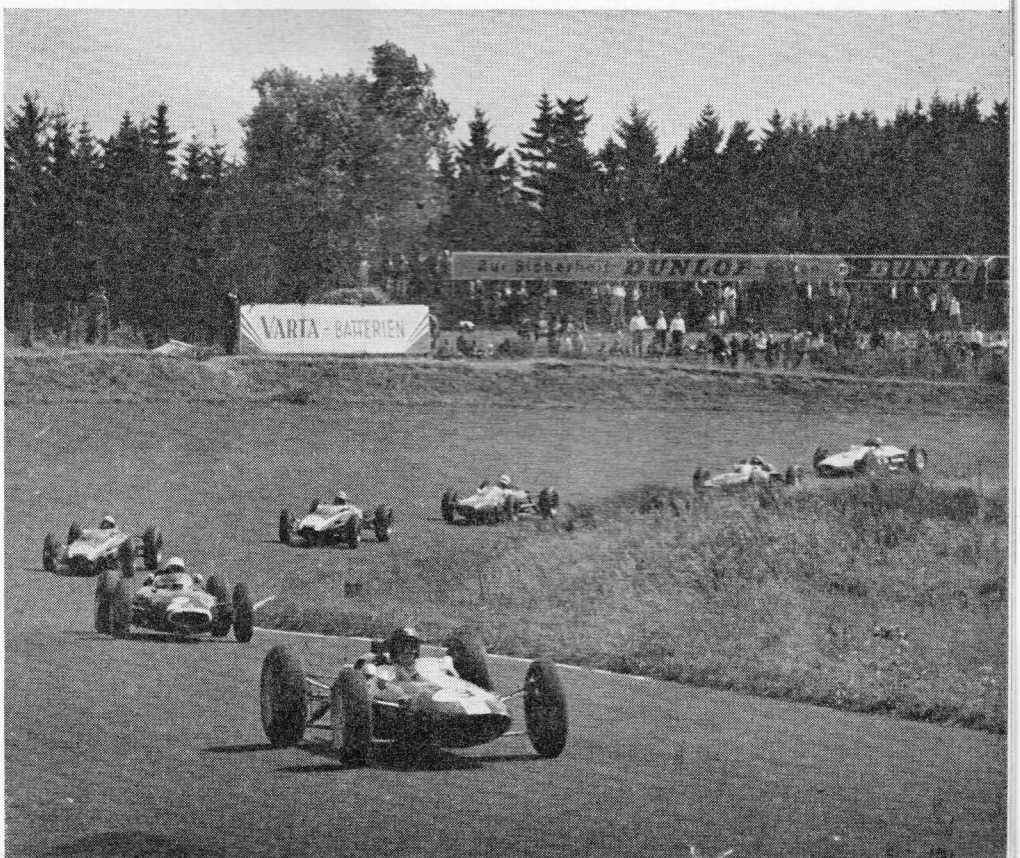
Anyway the vast crowd, stated to exceed 350,000, was treated to a splendid curtain-raiser when Herbert Linge, Gerhard Koch and Ben Pon had a battle with their 2-litre Porsches for seven laps in the G.T. event. This trio, in the 2,500 c.c. class, completely outstripped the rest of the field, with Pon hounding Linge's works Carrera, in his Abarth Carrera, shadowed by Koch in his similar machine. On the last lap, Koch just managed to pip the Dutchman, and they finished as follows: 1, Linge, 1 hr. 10 mins. 52.9 secs., 135.1 k.p.h.; 2, Koch, 1 hr. 10 mins. 53.2 secs.; 3, Pon, 1 hr. 10 mins. 53.3 secs.

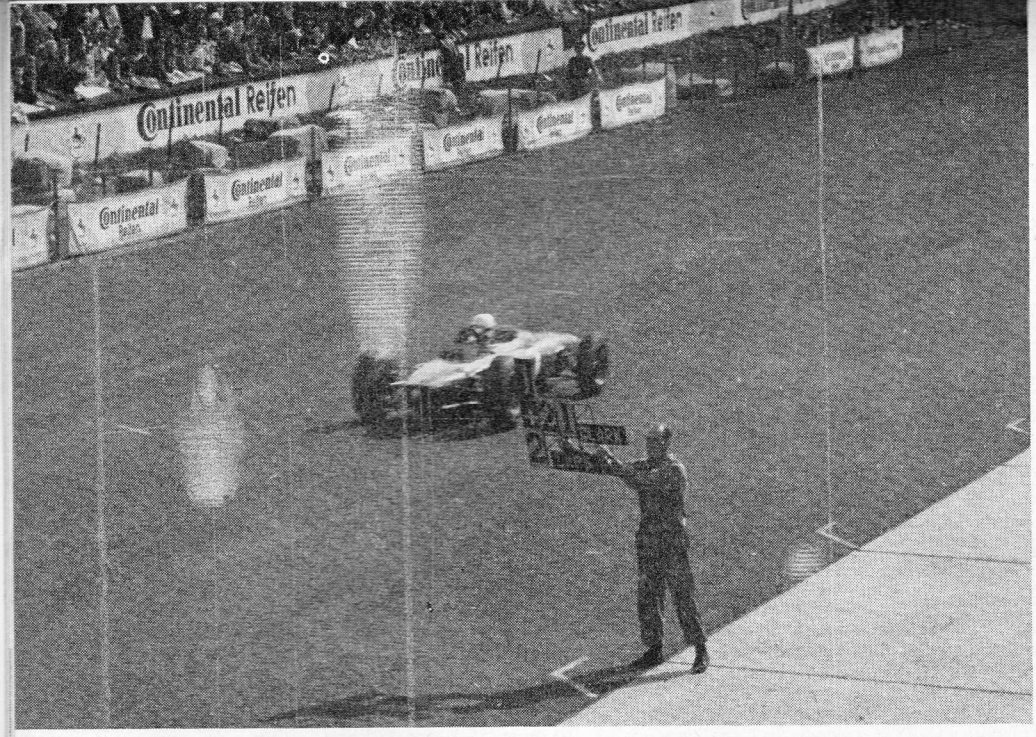
During his tremendous effort to catch Ben Pon, Koch established a new class record with 9 mins. 58.3 secs., 137.2 k.p.h.

Weiss (Porsche) won the 1,600 c.c. class at 124.4 k.p.h. by a considerable distance from Dorner in another Carrera. Dechent's Alfa Zagato took the 1,300 c.c. category at 122.7 k.p.h., and in the 1,000 c.c. section, Hofer (Fiat-Abarth) won at 122.6 k.p.h. by 10.8 secs. from Tom Weber's well-driven Marcos G.T., with Jackson's Sprite a lap behind in third place.

The sun came out for the start of the *Grosser Preis von Deutschland*, and the huge stands were packed to capacity. Already photographers and others had fallen foul of the police, many of whom were even more poker-faced and downright rude than ever before. Officials do their best to see that everyone doing a proper job has the appropriate pass, but that doesn't seem to mean

NORTH TURN on the first lap and Jim Clark (Lotus-Climax) leads Richie Ginther (B.R.M.), Bruce McLaren (Cooper-Climax), Tony Maggs (Cooper-Climax), John Surtees (Ferrari), Graham Hill (B.R.M.) and Innes Ireland (Lotus-B.R.M.). The last named had a collision with Lorenzo Bandini's B.R.M. a little while later.




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END OF GRAHAM HILL's run in the works B.R.M. came as early as the third lap when he abandoned his B.R.M. just after the North Turn with gearbox trouble. Poor Graham had to walk back to the pits.

To add to the Brabham misfortunes, in came Gurney with fuel pump problems, and Collomb had the first of several pit stops with his blue Lotus-Climax.

John Surtees now took command, and Clark displaced Ginther for second place. Willy Mairesse had a spectacular accident at the Flugplatz, the Ferrari leaving the road and, as it disintegrated, a wheel flew high over the pine trees. The unlucky Belgian was taken to hospital with back and arm injuries. At the Swallowtail, McLaren and Hill shot ahead of Ginther, all having overtaken Brabham, and as they swept over the timing strip Surtees had 1½ secs. lead over Clark, whilst Hill and McLaren were virtually wheel-to-wheel, in front of Ginther. Came a slight gap till Maggs appeared, and a longer one before Bonnier and Amon came through side-by-side, chased by Siffert, Taylor and the inevitable de Beaufort. Into the pits came Brabham, to be followed by team-mate Gurney, so there was the sad sight of a couple of Brabhams stationary, whilst the struggle went on.

On lap 3, Graham Hill did not reach Adenau, having had to abandon his monocoque B.R.M. with gearbox failure. He set off to walk back to the pits, where he had a special cheer all to himself.

Clark was trying everything to pass Surtees, who, on his second lap, had set up a new circuit record of 8 mins. 48.6 secs., 155.4 k.p.h. As the pair began their fourth tour, only 4/10ths of a second separated them; both had pulled away from McLaren, Ginther and Maggs, whilst next in order came Bonnier, Siffert and the two Porsches, now nose to tail, with de Beaufort still in front. Chris Amon, leading Bonnier, had his steering break on the way to the Karussel, and tore into the undergrowth, fortunately without injuring himself. The car lay well away from the circuit, out of sight of the rest of the drivers.

Once more Trevor Taylor was in trouble and he came into the pits to see what could be done about finding some missing cylinders. Brabham's car sounded healthy enough, but Gurney's was obviously very sick indeed.

Jim Clark at last managed to push in front of John Surtees, and McLaren had gained somewhat on Ginther by Adenau. Not long afterwards something seemed to happen to Bruce's car, for he went straight on at a swerve, clouted the bank and shot several feet into the air. The popular New Zealander was knocked out and was taken to hospital for examination.

With only four laps gone, already Hill, Mairesse, Bandini, Ireland, Amon and McLaren were out. Brabham was too far back to threaten any of the leaders, whilst Dan Gurney could be expected to abandon any time. Still the Surtees-Clark duel continued, with Ginther solidly in third place in front of Maggs. Jo Siffert was battling round in fifth spot, whilst Bonnier had dropped back a little.

One third of the race over, and the official placings were:

1. Surtees (Ferrari), 44 m. 28.8 s., 153.9 k.p.h.
2. Clark (Lotus-Climax), 44 m. 29.6 s.
3. Ginther (B.R.M.), 45 m. 24.7 s.
4. Maggs (Cooper-Climax), 46 m. 02.2 s.
5. Siffert (Lotus-B.R.M.), 46 m. 50.3 s.
6. Bonnier (Cooper-Climax); 7, Mitter (Porsche); 8, de Beaufort (Porsche); 9, Hall (Lotus-B.R.M.); 10, Cabral (Cooper-Climax); 11, Taylor (Lotus-Climax); 12, Burgess (Scirocco-B.R.M.); 13, Brabham (Brabham-Climax); 14, Gurney (Brabham-Climax); 15, Collomb (Lotus-Climax).

Apparently Tony Settember had left the road at the Karussel, and the Scirocco was out of the race. Burgess's remaining car did not sound too fit. The twists and turns, ups and downs of the Nürburgring were taking their toll. Also, the hard winter had left the surface bumpier than it has ever been, giving frames and suspensions a dreadful hammering.

By lap 6, the position remained pretty much the same, although the enterprising Mitter had moved into sixth place ahead of Bonnier. One second separated Surtees and Clark, whilst Richie Ginther was 36 secs. behind. On many parts of the course, the two leaders came within a few yards of each other, but John Surtees invariably held his slender advantage. Into the pits came Cabral in last year's Cooper team car, to retire with gearbox maladies, so the dead car park was beginning to look a trifle crowded.

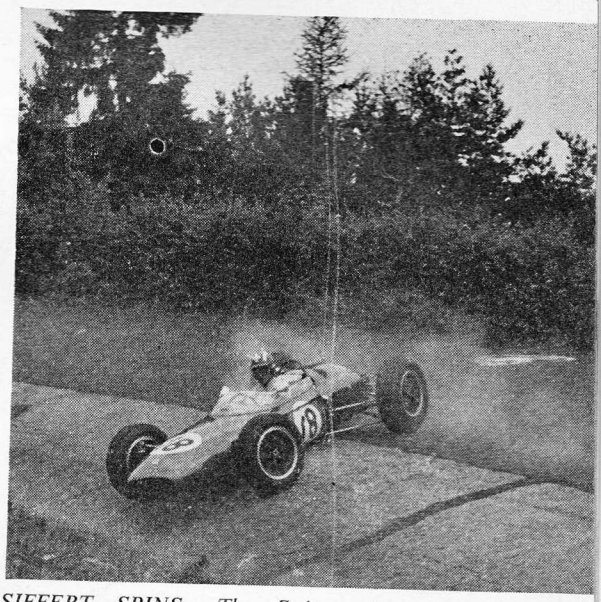
As Surtees and Clark swept round the North Curve on their seventh lap, the Lotus seemed to have a slight engine stammer. Anyway, Surtees, driving an inspired race, began to increase his lead slightly. Five seconds separated them as they began the eighth round, with Ginther now 40 secs. behind the Lotus.

To the dismay of Ken Tyrrell, substituting for John Cooper, there was no sign of Tony Maggs. Siffert went past, then at intervals, Mitter, Bonnier and de Beaufort; still no Maggs! Then he was seen to be crawling up from the Tiergarten, and slowly made for his pit. A brief discussion with Tyrrell and the car was pushed away with what the Germans described as "nockenwellenschaden", otherwise a broken camshaft. Next to join the abandons was Burgess, whose engine was popping and banging continuously. Trevor Taylor's motor also sounded very second-hand, and he had fallen well behind Brabham.

At the end of the eighth tour, the race order was:—

1. Surtees, 1 h. 10 m. 59 s., 154.1 k.p.h.
2. Clark, 1 h. 11 m. 04.3 s.
3. Ginther, 1 h. 12 m. 25.2 s.
4. Siffert, 1 h. 14 m. 47.9 s.
5. Bonnier, 1 h. 15 m. 09.3 s.
6. Mitter, 1 h. 15 m. 10 s.
7. de Beaufort; 8, Hall; 9, Brabham; 10, Taylor; 11, Gurney; 12, Collomb.

Faster and faster went Surtees, taking full advantage of Clark dropping back. Another new lap record—this time in 8 min. 47 secs., 155.9 k.p.h., again to the Ferrari. Clark was still holding on grimly, but it was now obvious that his engine was on seven cylinders. Surtees's Ferrari spluttered a trifle coming out of the North Curve, but was soon in full song again, and the gap started to widen considerably.



SIFFERT SPINS. The Swiss private owner Joseph Siffert loses his Lotus-B.R.M. at the Karussel during practising. Engine trouble stopped an excellent drive during the Grand Prix.

Behind Ginther, Jo Bonnier had dealt with Mitter and was now pressing Siffert for fourth place. De Beaufort stopped to complain of peculiar steering, but was soon away again. Dan Gurney, after a day of trials and tribulations, finally took off his crash-hat, and the Brabham was pushed sadly away.

De Beaufort was right about his steering, for something broke in front, and off came a wheel. The big Dutchman was completely unharmed, but naturally furious.

With two-thirds of the race gone, Surtees had increased his lead to 13.6 secs., averaging 154.4 k.p.h. Ginther was now 1 min. 40.7 secs. behind Clark, and 3 min. 7.4 secs. ahead of Bonnier, who had increased his lead over Mitter to 8.7 secs. The unlucky Siffert glided into his pit, to abandon with engine trouble, after a splendid and purposeful drive.

It was now a question of wait and see. Lap 11, and Surtees had stretched his lead to nearly 20 secs. Jim Clark, now very definitely missing one cylinder, could do nothing about it, and Chapman and Co.

could only hope that the Ferrari would repeat its earlier hesitation. However, it now sounded, if anything, healthier than ever. Starting the final round, the ex-motor-cycling champion was 21 secs. in front. As he hurtled down towards the North Curve behind the pits, Team Lotus had hopes of a last-minute reversal, for once again the V6 motor started to run on five. However, their man had only seven sound pots, and as he followed Surtees through, it sounded as if he had lost another!

Ginther went through with train-like consistency, but to the consternation of the Walker equipe, Bonnier came in with a broken chassis, letting the young German driver Mitter into fourth place, followed by Jim Hall who had been plugging round steadily, climbing up the ladder as his rivals fell out one by one.

Down went the chequered flag—on Hall, as Surtees had come up to double the American. There was great joy in the Ferrari pit, but as the seconds ticked away, Chapman and his men became more and more anxious. All eyes were on the Dunlop electronic scoreboard. Sure enough, the Lotus was signalled as having passed Tiergarten, and eventually the Scot took the flag, 1 min. 17.5 secs. behind John Surtees. Then came Ginther, and a five minutes wait for Mitter, who had a tremendous reception from the crowd. Bonnier had already toured slowly home, one lap adrift, but nearly five minutes behind Hall, and 52 secs. in front of Jack Brabham, who had never given up trying.

A deliriously happy John Surtees, accompanied by his wife Pat, dressed in Ferrari red, received the enormous winner's garland. Colin Chapman finished up on the concrete, after a contretemps with a copper, attempting to get near Jim Clark.

RESULTS

(15 laps—342.15 kiloms.)

1. **John Surtees** (Ferrari), 2 h. 13 m. 06.8 s., 154.2 k.p.h. (95.81 m.p.h.) Record.
2. **Jim Clark (Lotus-Climax)**, 2 h. 14 m. 24.3 s.
3. Richie Ginther **(B.R.M.)**, 2 h. 15 m. 51.7 s.
4. Gerhard Mitter (Porsche "4"), 2 h. 21 m. 18.3 s.
5. Jim Hall **(Lotus-B.R.M.)**, 14 laps.
6. Jo Bonnier **(Cooper-Climax)**, 14.
7. **Jack Brabham (Brabham-Climax)**, 14.
8. **Trevor Taylor (Lotus-Climax)**, 14.
9. Jo Siffert **(Lotus-B.R.M.)**, 10 (classified although retired).
10. Bernard Collomb **(Lotus-Climax)**, 10.

Fastest lap: Surtees, 8 m. 47 s., 155.8 k.p.h. (96.88 m.p.h.). New circuit record.

Retirements

Bandini (B.R.M.), crash. On first lap.
Ireland (Lotus-B.R.M.), crash with Bandini. 1 lap completed.
Mairesse (Ferrari), crash. 1 lap.
G. Hill (B.R.M.), gearbox. 3 laps.
Amon (Lola-Climax), steering failure. 3.
McLaren (Cooper-Climax), crash. 4.
September (Scirocco-B.R.M.), crash. 6.
Gurney (Brabham-Climax), electrical. 7.
Maggs (Cooper-Climax), broken camshaft. 8.
Burgess (Scirocco-B.R.M.), engine. 6.
Siffert (Lotus-B.R.M.), gearbox. 10.
de Beaufort (Porsche), lost wheel. 9.

CHAMPIONSHIP OF DRIVERS

Provisional—No score included for Graham Hill at Rheims.

1.	Jim Clark	42
2.	John Surtees	22
3.	Richie Ginther	18
4.	Dan Gurney	13
	Graham Hill	13
6.	Bruce McLaren	10
7.	Tony Maggs	7
8.	Jack Brabham	4
	Jo Bonnier	4
10.	Innes Ireland	3
	Gerhard Mitter	3
12.	Jo Siffert	2
	Jim Hall	2
	Lorenzo Bandini	2
15.	Carel Godin de Beaufort	1
	Chris Amon	1
	Lodovico Scarfiotti	1
	Trevor Taylor	1

CONSTRUCTORS' CHAMPIONSHIP

Provisional—No score included for Graham Hill at Rheims.

1.	Lotus-Climax	43
2.	B.R.M.	22
	Ferrari	22
4.	Cooper-Climax	18
5.	Brabham-Climax	14
6.	Lotus-B.R.M.	6
7.	Porsche	4
8.	B.R.P.-B.R.M.	3
9.	Lola-Climax	1

Sunshine at Mallory

Small Crowd Sees Excellent Racing at B.R.S.C.C. Meeting

BY JOHN STONE

A DISAPPOINTINGLY small crowd witnessed some excellent racing, held in brilliant sunshine, in August Bank Holiday Monday's British Racing and Sports Car Club meeting at Mallory Park. Mike Hailwood, who was billed to race in the Formula Junior event, was unavoidably unable to appear, as he was compelled, under contract to M.V., to practice for the Ulster Motor-Cycle Grand Prix, on Tuesday, after returning from Sunday's German G.P. at Nürburgring.

In the Junior race, the usual battle royal between local favourites John Taylor and Jack Pearce ended in a comfortable victory for Taylor, his first over Pearce in Junior events at Mallory.

The proceedings opened with a 10-lapper for sports cars up to 1,000 c.c. (all events were of 10 laps). David Wragg (Mallock U.2) took an early lead, hotly pursued by David Porter and Tim Smallman (Lotus 7s). Wragg held the lead, in a breathtaking struggle with Porter, until the hairpin on the last lap, when Porter slipped by to win by a few yards. M. M. Bell (Terrier) got past Smallman for third spot, and some good driving was provided by D. J. V. Lewis (D.R.W.) who, after being left on the grid, came up rapidly through the field, although he was unplaced. P. L. Beamish (Lotus 7) rolled at Shaws but suffered only cuts and bruises.

The Junior event followed, and pole position was made by Melvyn Long in the Jim Russell School Lotus 27. Long and Jack Pearce (Alexis) were involved in a pretty exciting duel for the lead with John Taylor (Cooper), before Taylor pulled out a commanding lead to take the flag from Long and Pearce.

In the G.T. and Production Sports car race, Peter Brayshaw's Marcos proved to be much quicker than anything else on show and, lapping consistently round the minute mark, won handsomely from the pillar-box red E-type of Ron Walkup, who was having his first-ever drive. Walkup handled the big car well, under constant pressure from third place man C. Dormand Stewart (Morgan). Brayshaw took the small car class, and Walkup won the large car section.

The first of two saloon car races followed, and this gave a narrow overall win to M. E. Caulton (Austin-Cooper) from I. McDougall (Morris-Cooper). Charles Gunther's Fiat-Abarth 850 went very well (complete with boot lid open for cooling purposes!) to take fourth spot overall, and win the up to 850 c.c. class. R. W. Smith rolled his Morris Mini on the exit from Lake Esses, but was thrown out unhurt, leaving officials to sweep a goodly amount of glass from the circuit.

A numerically strong challenge from Spridgets and Midgets in the up to 1,150 c.c. G.T. and Production Sports car event came to nought, Doug Mockford (Diva) winning without too much strain from E. N. Grace (Ginetta) and P. Creasey (Marcos).

Jack Pearce had things pretty well all his own way in the Guards Trophy event for sports-racing cars over 1,000 c.c. He took the lead from the start and was never headed. A first-class show of handling was displayed by Rex Willoughby, who made the outdated Lola really motor to secure second spot behind Pearce and to win the 1,001 to 1,200 c.c. class from Peter Dickinson (Elva). Bob Rose drove his Elite very rapidly for fourth place.

The Molyslip Trophy race for saloon cars was really a benefit for John Normanton, who scorched around in his Austin A40 to win by more than 11 seconds from second-place man H. W. Ratcliffe (Morris-Cooper S). G. A. Percival (Anglia) took third position.

David Wragg really made the U.2 go in the up to 1,200 c.c. sports car event, averaging 80.25 m.p.h. to win from T. Moore (Lotus 7) and T. G. Smallman (Lotus 7).

Lotus Elites took the first three places in the final race of the day, Bob Rose having an untroubled time, eventually winning from F. Radford and K. Kaye. Michael Keeling (Elva) split the monopoly to take fourth place, and he was followed by Jonathon Wheatcroft, son of bewhiskered Nottingham rosegrower Harry Wheatcroft. Jonathon was having his first race.

There was only one spill in practice, the Elva Courier of K. Burrows being extensively damaged after colliding with a Sprite at the exit to Gerards. Burrows was only shaken and bruised.

RESULTS

Sports Cars up to 1,000 c.c. (10 laps): 1, D. B. Porter (Lotus-Ford 7), 81.49 m.p.h.; 2, D. L. Wragg (Mallock U.2-Ford); 3, M. M. Bell (Terrier-Ford Mk. 2). **Fastest lap:** Porter, 57.8 s., 84.08 m.p.h. **Formula Junor Race (10 laps):** 1, J. M. Taylor (Cooper-Ford), 86.44 m.p.h.; 2, M. Long (Lotus-Ford 27); 3, J. R. Pearce (Alexis-Ford). **Fastest lap:** Taylor, 54.2 s., 89.67 m.p.h. **Grand Touring and Production Sports Cars over 1,600 c.c. (10 laps). Overall Winner:** P. Brayshaw (Marcos-Ford G.T.). **1,601-2,500 c.c. Class:** 1, P. Brayshaw (Marcos G.T.), 80.12 m.p.h.; 2, C. Dormand Stewart (Morgan Plus 4); 3, A. K. McHardy (T.V.R. G.T.). **Fastest lap:** Brayshaw, 59.0 s., 82.37 m.ph **Over 2,500 c.c. Class:** 1, H. R. V. Walkup (Jaguar "E"); 2, R. Williams (Daimler SP250); 3, P. Tomlin (Austin-Healey 100). **Fastest lap:** Walkup, 60.6 s., 80.19 m.p.h. **Saloon Cars up to 1,000 c.c. (10 laps). Overall Winner:** M. E. Caulton (Austin Mini-Cooper). **Up to 850 c.c. Class:** 1, C. P. Gunther (Abarth-Fiat 850TC), 67.12 m.p.h.; 2, J. G. Markey (Austin Mini); 3, L. A. Goodwin (N.S.U. Prinz). **Fastest lap:** Gunther, 70.6 s., 68.84 m.p.h. **851-1,000 c.c. Class:** 1, M. E. Caulton (Austin Mini-Cooper), 71.07 m.p.h.; 2, I. McDougall (Morris Mini-Cooper); 3, D. Flanagan (Morris Mini-Cooper). **Fastest lap:** Caulton and McDougall, 67.0 s., 72.53 m.p.h. **Grand Touring and Production Sports Cars up to 1,150 c.c. (10 laps):** 1, D. Mockford (Diva G.T.), 78.19 m.p.h.; 2, E. N. Grace (Ginetta G4); 3, P. Creasey (Marcos Spyder). **Fastest lap:** Mockford, 60.4 s., 80.46 m.p.h. **Guards Trophy Race, over 1,000 c.c. (10 laps). Overall Winner:** J. Pearce (Lotus-Ford 23). **1,001-1,200 c.c. Class:** 1, R. Willoughby (Lola-Climax), 83.31 m.p.h.; 2, P. R. Dickinson (Elva-Climax Mk. 6); 3, J. N. O'Sullivan (Rejo-Climax Mk. 4). **Fastest lap:** J. F. Morley (Lola-Climax) and Willoughby, 56.4 s., 86.17 m.p.h. **Over 1,200 c.c. Class:** 1, J. Pearce (Lotus-Ford 23), 84.78 m.p.h.; 2, R. Rose (Lotus Elite); 3, P. Wardle (Lotus-Ford 7). **Fastest lap:** Pearce, 55.8 s., 87.10 m.p.h. **Saloon Cars over 1,000 c.c. (10 laps). Overall Winner:** J. Normanton (Austin A40). **1,001-1,200 c.c. Class:** H. W. Ratcliffe (Morris-Cooper S), 75.37 m.p.h.; 2, N. L. Hodkin (Morris-Cooper); 3, V. F. Gardner (Austin Mini-Cooper). **Fastest lap:** Ratcliffe, 63.0 s., 77.14 m.p.h. **Over 1,200 c.c. Class:** 1, J. Normanton (Austin A40), 76.90 m.p.h.; 2, G. A. Percival (Ford Anglia); 3, D. R. Jacobs (Ford Anglia). **Fastest lap:** Normanton, 62.2 s., 78.13 m.p.h. **Sports Cars up to 1,200 c.c. (10 laps):** 1, D. L. Wragg (Mallock U.2), 80.25 m.p.h.; 2, T. Moore (Lotus 7); 3, T. G. Smallman (Lotus 7). **Fastest lap:** M. P. Phillippe (Lotus 7), 59.2 s., 82.10 m.p.h. **Grand Touring and Production Sports Cars, 1,151-1,600 c.c. (10 laps):** 1, R. Rose (Lotus Elite), 79.72 m.p.h.; 2, F. Radford (Lotus Elite); 3, K. Kaye (Lotus Elite). **Fastest lap:** Rose, 59.8 s., 81.27 m.p.h.

John Law Trophy Meeting

The Clubman's Bank Holiday at Snetterton

BY DAVID PRITCHARD

THERE seemed to be a whiff of the clean air of former days at Snetterton's Bank Holiday meeting. One somehow felt that the main object of the day's doings was to have a motor race, and this is not such a stupid statement as it might at first be thought. Two essentials to the enjoyment of a day of pure sport are: singleness of purpose on the part of the promoters, and fair play by the participants; in these respects the meeting went a long way towards success. It was a genuine clubman's day out and, with no huge bags of gold to be won, the competitors were in the main those who race for the love of racing *per se*, and cut-throat tactics were notably absent. From the spectators' angle the racing may not have been wildly exciting, and the new P.A. system was unfortunately incomplete, but intending visitors to future meetings can be assured of a far better information service.

Six ten-lap races made up the programme, and saloons set the ball rolling. Abbott's red Anglia of 1,650 c.c. took an immediate lead and ran rapidly away from Sparrow's 3.8 Jaguar, which was then challenged and beaten by the 1,198 c.c. Anglia of Page, an incredibly swift vehicle. It was bad luck on Terry Page that the countrywide shortage of timekeepers caused a lack of staff in this department and precluded the issue of fastest laps for, by our unofficial timing, he handsomely beat his own class record of 82.82 m.p.h. A long way astern of the leading trio, John Mitchell held fourth place throughout, and the Cooper "S" of P. Clarke (there seemed to be dozens of chaps named Clarke at this meeting) won a private duel with Mike Donegan's Cortina G.T. The leading 850, piloted by C. D. Stancomb, finished creditably half-way up the field.

Only six cars managed to come to the line for the contest for sports-racing cars, but it was nevertheless quite a good race. Ecurie Ecosse, who were using the meeting for development purposes, had three serviceable cars but only one available driver, so Jackie Stewart came out in the Cooper Monaco and rather ran away with it: pretty to watch, but a pity no one could make him work for his living. Behind him, David Beckett kept control of his rather skittish Lister-Jaguar and held off a strong challenge from Derek Pye, who was having his first race in the Lotus-Buick originally dreamed up by Dizzy Addicott. The three small cars in the race came round the first lap locked in combat, but then Mike Knight, driving the Jim Russell Lotus 23, tore away on his own and tried valiantly to hold on to the big stuff, leaving Alan Gough's Lotus XI Le Mans harried persistently by E. C. Crocker's Lotus 7, the only car in its class.

The third race, for G.T. cars, gave Jackie Stewart his second win, this time at the wheel of one of the Tojeiros. The carburation of the Buick engine has now been suitably doctored, and the car has a respectable turn of speed; suspension improvements are to follow. Chief interest behind the winner lay in the race-long duel between the E-type Jaguar of Malcolm Fruitnight and the Elite of Adrian Chambers, the only two who could stay on the same lap as Jackie Stewart. After many unsuccessful attempts, Chambers finally squeezed past the big Jaguar on the inside of Coram when there was just over one lap to go, and kept his nose in front to gain a well-deserved second place overall. Fourth man home was our old friend Jem Marsh, making a welcome return to the wheel of his brainchild the Marcos G.T., and great credit is due to him and to his pursuer, Barry Hart, in a 1,098 c.c. Sprite, for finishing so well up in a race which was won at 92.25 m.p.h. The only serious incident of the day occurred on the third lap, when E. L. Reece rolled his Sprite at the Hairpin, but he was fortunately quite unhurt.

Race 4 was another contest for saloons, and this started off as a repeat of the first. However, when the field left the grid, a small pool of oil was seen where Abbott's Anglia had stood and, in the interests of safety, the car was flagged in for investigation. However, the driver pulled off at Riches and abandoned, leaving Terry Page to win another duel with John Sparrow's Jaguar, this time for outright victory. John Mitchell's Anglia and P. Clarke's Cooper "S" were third and fourth, and Donegan's Cortina was well harried by Paul Martin's Austin-Cooper after B. A. Morling's Morris-Cooper retired.



DAGENHAM v. COVENTRY. A lot of road and a lot of rubber was used by Terry Page (Anglia) and John Sparrow (Jaguar) in the saloon car race, with the former reaching the chequered flag first.

The John Law Trophy race was for single-seater racing cars up to 1,600 c.c., and Jock Russell went to the front in his four-cylinder Formula 1 Lotus, but he was badly worried by the tendency of his water temperature needle to go off the clock, and Jack Hatter's Lotus Junior gave him no peace. On the final lap the Scotsman's car belched forth a huge cloud of smoke at the end of the Home Straight, accompanied by a horrid graunching noise, and the bitterly disappointed driver came down the escape road to Coram just in time to see his adversary sail round to victory, with the Lotus Junior of Fred Giddings in fairly close attendance. Third, after a somewhat adventurous ride, was M. F. Budge in a rapid Cooper Junior which several times threatened to get away from him. On the opening lap, M. R. Horton spun his old Formula 2 Cooper at the Hairpin and was unavoidably hit by Peter Bunbury in another of the Jim Russell School Lotus Juniors, which was unfortunately slightly bent.

The last race was a *Formule Libre* affair in which a furious four-car battle developed between David Beckett's Lister-Jaguar, Hatter's Lotus Junior, Fred Oborne's Lotus Junior, and Mike Knight in the Lotus 23. Comparing the lap times with those of the previous race, it was evident that Hatter was being slowed by the big car on the parts of the circuit where the nimble Junior would normally make up time, and it was not until the seventh lap that he managed to get his nose in front. When he did, he promptly knocked three seconds off his lap time, and then spun the whole lot away. He was no doubt highly incensed with himself for allowing Beckett and the other two to lead him home, but his petulant piece of exhibitionism at Coram on the cooling-down lap suggests that he must learn to control not only his car but also his temper.

There was a special award in this race for the first car home built before 1956, of which there were two, and unfortunately this was a matter of the survival of the less unfit. A. R. Bateman managed to nurse THE Syracuse Connaught round without a stop, but Bill Morris in Hanuman lost three laps performing the well-known E.R.A. plug-change, after which the old car went splendidly.

RESULTS

Saloon Cars (10 laps). Overall Winner: N. Abbott (Ford Anglia). **Up to 850 c.c. Class:** 1, C. D. Stancomb (Morris Mini); 2, M. Amiss (Austin Mini); 3, S. Thynne (Austin Mini). **850-1,300 c.c. Class:** 1, T. P. Page (Ford Anglia); 2, P. Clarke (Morris-Cooper S); 3, B. A. Morling (Morris-Cooper). **Over 1,300 c.c. Class:** 1, N. Abbott (Ford Anglia) 83.92 m.p.h.; 2, J. Sparrow (Jaguar 3.8); 3, E. J. B. Mitchell (Ford Anglia). **Sports-Racing Cars (10 laps). Overall Winner:** J. Stewart (Cooper-Climax Monaco). **Up to 1,150 c.c. Class:** 1, M. Knight (Lotus-Ford 23); 2, A. Gough (Lotus-Climax 11). **1,151-2,000 c.c. Class:** 1, E. C. Crocker (Lotus-Ford 7). **Over 2,000 c.c. Class:** 1, J. Stewart (Cooper-Climax Monaco), 94.83 m.p.h.; 2, D. A. Beckett (Lister-Jaguar); 3, D. A. Pye (Lotus-Buick 15). **Grand Touring Cars (10 laps). Overall Winner:** J. Stewart (Tojeiro-Buick E.E.). **Up to 1,150 c.c. Class:** 1, J. G. W. Marsh (Marcos-Ford G.T.); 2, B. Hart (Austin-Healey Sprite); 3, J. Bransfield (G.S.M. Delta). **1,151-1,600 c.c. Class:** 1, A. P. Chambers (Lotus Elite); 2, B. V. White (M.G. Midget); 3, B. G. Gardner (T.V.R. Grantura). **1,601-2,500 c.c. Class:** 1, N. J. Messervy (Morgan Plus 4). **Over 2,500 c.c. Class:** 1, J. Stewart (Tojeiro-Buick E.E.), 92.35 m.p.h.; 2, M. A. Fruitnight (Jaguar E); 3, Capt. H. E. Sargent (Jaguar E). **Saloon Cars (10 laps) Overall Winner:** T. P. Page (Ford Anglia). **Up to 1,300 c.c. Class:** 1, T. P. Page (Ford Anglia); 82.60 m.p.h.; 2, P. Clarke (Morris Cooper S); 3, P. Martin (Austin-Cooper). **Over 1,300 c.c. Class:** 1, J. Sparrow (Jaguar 3.8); 2, E. J. B. Mitchell (Ford Anglia); 3, M. J. Donegan (Ford Cortina GT). **Racing Cars up to 1,600 c.c.:** 1, J. Hatter (Lotus-Ford 20) 92.21 m.p.h.; 2, F. Giddings (Lotus-Ford 20); 3, M. F. Budge (Cooper-Ford Mk. 3). **Formule Libre:** 1, D. A. Beckett (Lister-Jaguar), 90.35 m.p.h.; 2, F. Oborne (Lotus-Ford 20); 3, M. Knight (Lotus-Ford 23).

John Bolster tests the

Daimler 2½-litre V8 Saloon

I DOUBT whether I have ever sat behind a better power unit than the 2½-litre Daimler V8. With plenty of torque all through the range and the smoothness of a dynamo at 7,000 r.p.m., it is also about as quiet as a reciprocating engine can be. I have had considerable experience of the V8 in the two-seater sports car, and so it was most interesting to try it in the Jaguar saloon body.

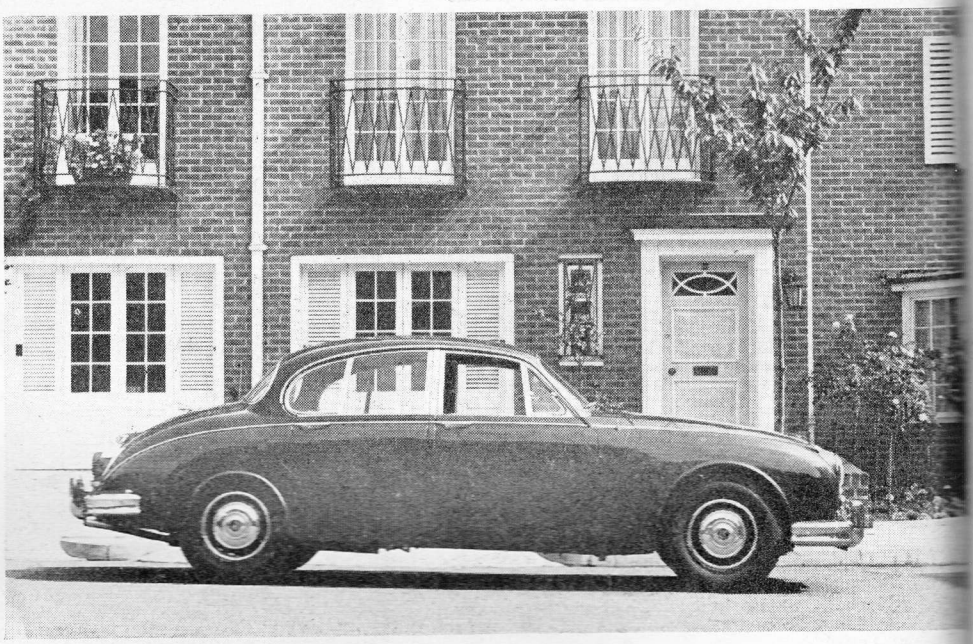
Except for its fluted radiator grille, the body retains its Jaguar lines. The V8 engine is smaller and lighter than the Jaguar "six", and it is mated with the type 35 Borg-Warner automatic gearbox, which again saves weight compared with the Jaguar box. The result is that the car is less nose-heavy, which has permitted lighter helical springs to be employed in the independent front suspension. Power-assisted steering is, therefore, by no means a necessity but it was fitted to the test car. The rear suspension is by quarter-elliptic springs and radius arms and Dunlop disc brakes are employed all round.

When started from cold, the engine at first produces some fairly prominent piston slap but thereafter becomes virtually a turbine at all speeds. Considering the size and weight of the large saloon, the performance with such a relatively small engine is remarkable. The getaway from a standstill is not at all rapid, due to the characteristics of the torque converter, but once on the move the car just tucks down its tail and goes. By using the manual lever, the engine can be held successively in the low and middle ranges, but the rev. counter must be watched, for the red mark is passed in an instant with no noise or vibration. Use of the lever in this way, plus the kick-down on the accelerator, means that the gearbox can almost be regarded as a manual one. Alternatively, it can be allowed to function automatically, when it copes very well except for a somewhat pronounced jerk as the change into top takes place.

Fundamentally, a superb sports engine like the Daimler is less well suited to automatic transmission than a "slogging" type of unit. The box does a better job than would be expected, with one exception. After the middle gear has been engaged it is impossible to regain bottom gear except at a crawl. This can stifle the car's performance when overtaking heavy lorries on steep hills. If ever an engine deserved a five-speed, all-synchromesh gearbox, this is it.

Nevertheless, the performance of the Daimler is very brisk indeed. I drove it for considerable distances at a genuine 100 m.p.h., which is 6,000 r.p.m. on the rev. counter. At 112 m.p.h., therefore, this instrument had run out of calibrations past the 6,500 r.p.m. mark. The torque converter is permanently in circuit on top gear, but oil radiators look after the heat which it generates. Due to this form of transmission and to the axle ratio which has been chosen, the fuel consumption comes down to 15 m.p.g. when the car is driven hard on the motorway.

Owing to its revised weight distribution, the Daimler handles particularly well and can out-corner a Jaguar. The power-assisted steering has no vices and must be very highly praised because it





EXCEPT for the radiator grille, the body retains its Jaguar lines, as can be seen from these two views

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Daimler 2½-litre saloon. Price £1,568 19*s*. 7*d*. including P.T. Extra: Power-assisted steering £66 9*s*. 2*d*.

Engine: V8, 76.2 mm. x 69.85 mm. (2,548 c.c.). Pushrod-operated inclined valves. Compression ratio, 8.2. to 1; 140 b.h.p. at 5,800 r.p.m. Twin SU carburetters. Lucas coil and distributor.

Transmission: Borg-Warner three-speed automatic gearbox. Open propeller shaft. Hypoid rear axle, ratio 4.55 to 1.

Chassis: Combined steel body and chassis. Semi-trailing front wishbones with helical springs. Burman power-assisted recirculating ball steering gear. Rear axle on quarter-elliptic springs and radius arms. Girling telescopic dampers all round. Dunlop disc brakes on all four wheels with Lockheed vacuum servo. Bolt-on disc wheels, fitted Dunlop RS5, 6.40-15 ins. tyres.

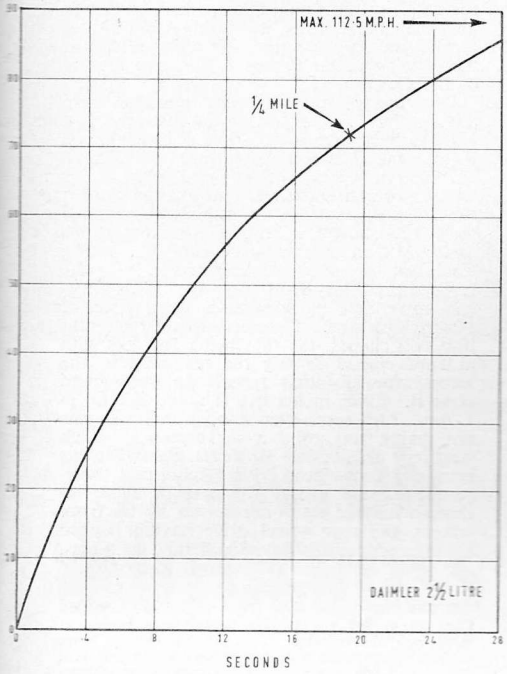
Equipment: Twelve-volt lighting and starting. Speedometer. Rev counter. Ammeter. Oil pressure, water temperature and fuel gauges. Clock. Fresh-air heating and demisting. Two-speed windscreen wipers and washers. Automatic reversing light. Flashing direction indicators.

Dimensions: Wheelbase, 8 ft. 11 ins. Track (front), 4 ft. 7 ins.; (rear) 4 ft. 5 ins. Overall length, 15 ft. ¾ in. Width, 5 ft. 6 ins. Weight, 1 ton 9 cwt.

Performance: Maximum speed, 112.5 m.p.h. Standing quarter-mile, 19.2 secs. Acceleration: 0-30 m.p.h., 4.9 secs.; 0-50 m.p.h., 9.9 secs.; 0-60 m.p.h., 13.5 secs.; 0.80 m.p.h. 24 secs.

Fuel Consumption: 15 to 19 m.p.g.





ACCELERATION GRAPH

the seat cannot be moved back far enough for a long-legged driver.

The interior of the car is most attractively arranged and finished. The instrument panel, with its round, black dials and its row of neat switches, is one of those things that makes ownership of a quality car so rewarding. The polished walnut veneer is of the highest quality and there are map pockets in the doors, as well as a locker in the facia panel. Unfortunately, the sun visors above the screen are edged with metal, on which I managed to bump my head.

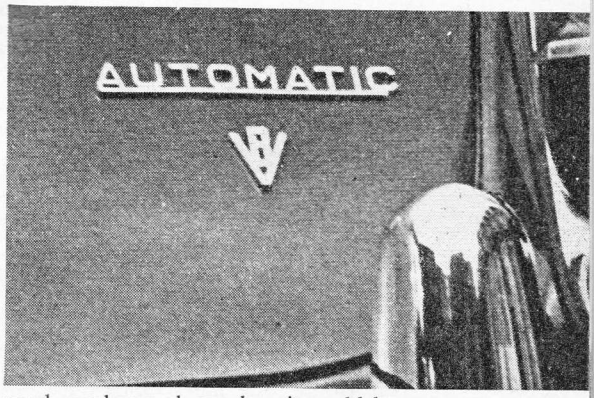
The Daimler 2½-litre V8 saloon is a very special kind of car. The extreme lightness of its controls and the remarkable silence of its machinery complement its comfortable ride. Yet, these virtues are combined with unusually high cornering power and sports car handling characteristics. It will, therefore, appeal to every member of the family. It is a very fine car, but I feel that with a really good synchromesh gearbox it could be a truly great one. Certainly, the trend is towards "automatics", whatever we may feel about it, and the automatic gearbox on this Daimler can be manually operated to a large extent. It would be fun, though, to play tunes with the gear lever as that exciting little V8 pushed the hand round the rev. counter dial.

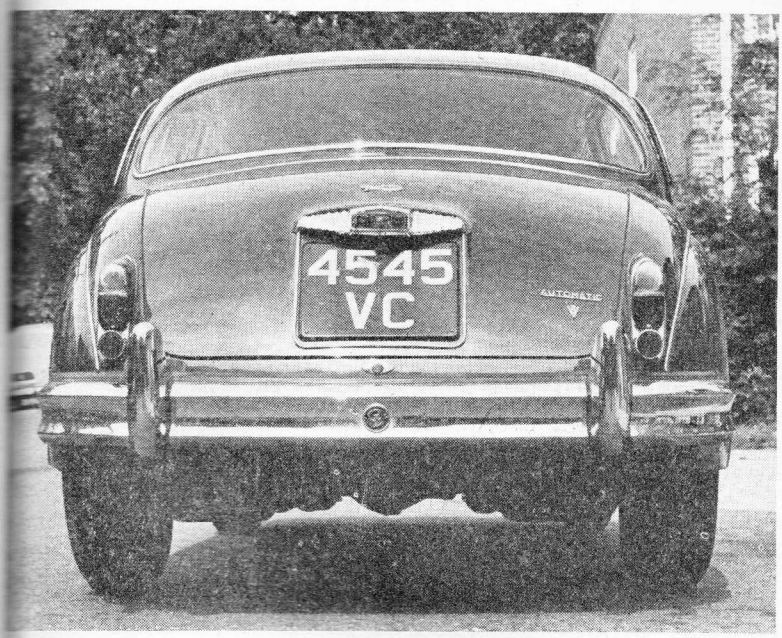
The marriage of a Daimler engine and a Jaguar chassis has produced not a hybrid but a superb quality car. Let us hope that something similar will be done with the 4½-litre V8 power unit, for those of us who can't quite squeeze a Majestic Major into the garage.

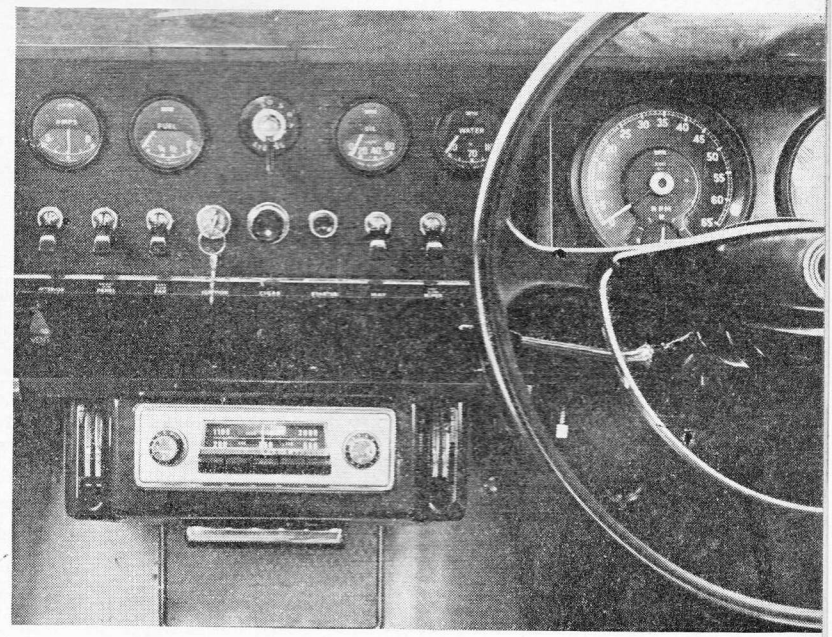
gives light operation while preserving the "feel". The car imparts a great sense of confidence to the driver, the good roadholding and accurate steering rendering fast driving a pleasure.

The ride is quite remarkably comfortable, both in the front and rear seats, which are themselves well proportioned, though better lateral location would be appreciated. The disc brakes are excellent, snatching the car to an all-square stop in case of emergency. They are gentle and smooth under more normal conditions and, of course, no question of fading ever arises. I must criticize the hand brake, which is placed horizontally at the right of the seat. I never once managed to get out of the car without kicking it off—surely a guard could be placed over the button? I am aware, of course, that there is a parking lock on the gear quadrant, but these things are sometimes hard to release on a steep hill.

The Daimler is just as delightful to drive when one is not in a hurry. The little engine is as smooth at low speeds as at its more usual revolutions and the car gives a delightful gliding sensation, even when shopping in town. There is a useful amount of luggage space in the boot and a fitted tool box is shaped to rest on the spare wheel. The steering wheel is on an adjustable column which is neatly and unobtrusively arranged, but







CLUB NEWS

By MICHAEL DURNIN

THE **Scottish S.C.C.** are organizing a restricted hill-climb at Rest-and-Be-Thankful on 7th September. The event is open to members of all recognized Scottish Motor Clubs and there are nine classes. Entries should be sent to W. Callander, 100 West Regent Street, Glasgow C.2, not later than 28th August. . . . The aforementioned club are also organizing the restricted Caledonian Rally on 24th-25th August which is again open to members of all recognized Scottish Motor Clubs. Entries close on 16th August and should be sent to W. Callander, 100 West Regent Street, Glasgow C.2. . . . The Firle Hill-Climb on 1st September is a closed event and is organized by the South Eastern Centres of the **B.A.R.C.** and **M.G.C.C.** Regs. from R. C. Matthews, Spur Cottage, Ratton Drive, Eastbourne, not later than 21st August. . . . The **Bentley D.C.** are also organizing a closed hill-climb at Firle on 15th September. There are no fewer than 16 classes including a Bentley Handicap. The closing date for entries, 2nd September; secretary of the meeting is C. Berthon, 76A High Street, Long Crendon, Aylesbury, Bucks. . . . The **Jaguar D.C.** are again organizing this year's Colibri Trophy meeting at Silverstone on 7th September. The event has National British status except for the Michael Head Trophy Race which is being run under a closed permit. Closing date for entries is 26th August and regs. are available from Mrs. Paddy Hyde, 75 Baker Street, London, W.1. . . . The **B.A.R.C.** (Yorks Centre) in conjunction with the **East Yorkshire C.C.** and the **Yorkshire Sports C.C.** are promoting a closed autocross meeting at Harewood, Yorkshire, on 18th August. All entries should reach Miss P. Steele, 10 Wormalds Yard, Boar Lane, Leeds 1, before 12th August. . . . The Yorkshire Centre of the **B.A.R.C.** are also organizing the fourth Harewood Hill-Climb on 8th September under a National British permit. There are 20 different classes for all types of cars. Entries should again be sent to Miss P. Steele at the aforementioned address, this time before 24th August. . . . The 10th Oulton Park Members' Meeting, which is a closed event, will take place on 31st August and is organized by the **B.A.R.C.** Entries to be sent before 19th August to G. H. Macbeth, B.A.R.C., 55 Park Lane, London, W.1. . . . The **Brighton and Hove M.C.** will be holding their annual Speed Trials on Madeira Drive, Brighton, on 14th September. Apart from racing cars there are also classes for sports cars and saloons in all states of tune. Entry forms are now available from the Secretary, Brighton and Hove M.C., 296-298 Madeira Drive Arches, Brighton 7, Sussex. . . . The **Southsea M.C.** are promoting a restricted Autocross meeting on 18th August at Stocks Farm, Alton. It is a restricted event and invitation is extended to the following clubs: the B.A.R.C,. Cambridge C.C., Chichester M.C., London M.C., Bristol M.C. and L.C.C., Plymouth M.C., Vickers-Armstrongs (Hurn) M.C., West Hants and Dorset C.C. and the Farnborough D M.C. Entry forms are obtainable from Miss E. Chalmers, 80 London Road, Widley, Portsmouth, Hants, not later than 12th August. . . . The **Yeovil C.C., West Hants and Dorset C.C., Taunton C.C.** and the **Burnham-on-Sea M.C.** are promoting a closed sprint meeting at Yeovilton, near Bridgehampton, on 15th September. Regs. are available from D. Gillard, 3 Westbourne Close, Yeovil, Somerset, before 7th September. . . . Every year Graham Robson takes time off from running a team and competing in other people's rallies and organizes one himself (though not entirely by himself). The result is the **Godiva C.C.'s** Godiva Trophy Rally (the sixth of the series) and is certain to be something special. Graham reckons that the whole route is easily "on"—if you have a Formula 1 car with eight inches of ground clearance! Date is 14th-15th September and the event is open to B.A.R.C., Cavendish C.C., Coventry and Warwickshire M.C., Knowldale C.C., London M.C., Nuneaton M.C., B.T.R.D.A., 432 M.C. and Yorkshire S.C.C. The Godiva will start from a point near Coventry and finish in North Wales some 300 miles later. Regs. from R. H. Brindley, "Highcroft," St. Martins Road, Finham, near Coventry, who must have all entries by 9th September.

COMING ATTRACTIONS

FOREIGN EVENTS

11th August. *FREIBURG HILL-CLIMB, Germany (S., G.T., T.).*
CANON RACES, Karlskoga, Sweden (F1, F.J.).
PERGUSA GRAND PRIX, Sicily, Italy (F.J.).

15th August. *PESCARA GRAND PRIX, Italy (F.J.).*

16th-18th August. *RALLY OF 1,000 LAKES, Finland.*

17th-18th August. *COPENHAGEN GRAND PRIX, Roskilde Ring, Denmark (F.J., S.).*

18th August. *ANGOLA GRAND PRIX (F.L.).*
ENNA CUP AND MEDITERRANEAN GRAND PRIX, Pergusa, Sicily, Italy (F1, G.T.-1).

BRITISH EVENTS

10th August. *Seven-Fifty M.C. National Six-Hour Relay Race, Silverstone, near Towcester, Northants. Starts 1 p.m.*
Hants and Berk M.C. National Hill-Climb, Great Auclum, near Burghfield Common, Berks. Starts 2.30 p.m.

11th August. *West of England M.C., Taunton M.C. and Plymouth M.C. Hill-Climb, Wiscombe Park, near Colyton, Devon.*

CRAVEN M.C.

AUTOCOURSE

AN entry of 59 and a fine day fully justified The Craven Motor Club making the third annual Autocourse a restricted event. Competitors who had not previously seen the site were lulled into a false sense of simplicity when they received the test details in the post, and they were rather shattered when they saw just how hilly the field was. In fact, the morning dew had made it impassable up until 10 a.m., and, although the first test started at 11 a.m., some of the early numbers failed to complete their first runs.

The paddock area, which had a bar, licensed from noon until 7 p.m., was at the lowest part of the field and from it competitors did three tests using simple variations through the same markers, finishing at the top of the hill. The second, fourth and sixth tests used the other half of the field which was not as steep, but was made more difficult by placing markers so that cars had to do climbing turns. These tests all finished at the top of the hill and competitors returned to the paddock down a central lane which divided the two areas.

Every test was of the "wide-open" variety and delicate braking was required to slow the car through an opening without locking-up and sliding by. On the first area it was also important to gain enough speed out of a turn to get up the hill, although too much power resulted in spinning wheels, and even cars. The exception was Sir Peter Moon, who conducted his ex-works Healey up the hill on full throttle, sideways. T. Cammish in his Anglia was also quite spectacular, as was Brian Culcheth, who held one particular slide in his Sebring Sprite without easing the throttle a fraction, went through the next markers without really knowing how, and arrived at the next "gate" at a most unlikely speed. He spun.

Classes were divided into engine over or not over driven wheels, subdivided by wheelbase, and sports cars. The fastest two in each class were required to have a further run at test six, a simple circuit, and the 10 awards were given according to best improvement, or otherwise. The organizers also gave a special award for B.T.D. which went to J. M. Granville (Cooper-Mini).

All runs were completed by 7.15 and results were announced immediately.

In all, a most satisfactory day's sport, and the organizers expect another full house next year.

KEN COOMBS.

RESULTS

B.T.D.: J. M. Granville (Austin-Cooper), 172.6 s. 1, R. G. Roberts (Herald); 2, M. Bishop (TR4); 3, M. Sowden (Cortina G.T.); 4, B. Green (Morris 1100); 5, D. Lockyear (Austin-Cooper); 6, J. A. Goss (Rapier).

JAGUAR D.C. GOODWOOD SPRINT
20th July

RESULTS

B.T.D.: D. Pye (Lotus-Buick 15), 51.34 s. **Class Winners:** E. Brown (Jaguar Mark 10), 67.18 s.; P. Woodroffe (Jaguar 3.8), 60.48 s.; E. Brown (Jaguar XK120); L. Fowler (Jaguar E), 57.20 s.; D. Pye (Lotus-Buick 15), 51.34 s.; N. Carling (Austin-Cooper), 71.13 s.; N. Dangerfield (Sunbeam), 69.68 s.; T. N. Nicholls (Mini-Cooper S), 59.55 s.; C. L. Lacey (Merlyn-Ford Mark 4), 55.00 s.; D. Bridges (Lotus-Ford 7), 56.80 s.; T. Flory (Triumph TR4), 57.40 s.

CAMBRIDGE C.C.

AUTOCROSS

THE weather couldn't have been better for the Cambridge Car Club Festival Autocross, held on Sunday, 28th July, having sunshine all day long. The course near Longstowe is fairly long and very fast and the field, on the slope, allowed a good downhill run as well as an uphill climb, and turned out to be equal for all the classes, there being seven people within one second of B.T.D.

Particularly notable performances were put up by J. Temple-Cox in his very fast Mini-Cooper with a time of 1 min. 13.9 secs. to take the class award, and one of the most amazing runs was that of Geoff Snow in his Vitesse, which completely ate up the rest of the class with a time of 1 min. 13.3 secs.—only 0.2 secs. off B.T.D. G. Bristow in his M.G. Midget also went round well, taking his class by over three seconds. In the large sports class Paul Kerridge in his Morgan took first place with a good time of 1 min. 13.6 secs. The special cars were split into two classes, the first being for cars with a front engine driving the rear wheels, the second for all other types. In the second class B. Ellice in his Iris II made B.T.D. in 1 min. 13.1 secs. even though the car was not giving too good a performance, which was very creditable. However, Parkin in his normally four-wheel drive Cannonball therefore took the award for first in class, although his car was only driven by its front wheels, the rear wheel drive having packed up in practice; his time was 1 min. 13.8 secs.

PAUL KERRIDGE.

RESULTS

B.T.D.: B. Ellice (Iris II), 1 m. 13.1 s. **Saloon Cars up to 900 c.c. (engine and driving wheels at same end of vehicles):** 1, F. Burton (Mini), 1 m. 15.8 s.; 2, E. R. Crocker (Mini), 1 m. 16.3 s. **901 c.c.-1,300 c.c.:** 1, J. Temple-Cox (Mini-Cooper), 1 m. 13.9 s.; 2, F. Pryor (Mini s/c), 1 m. 15.7 s. **Other Saloons:** 1, G. Snow (Vitesse), 1 m. 13.3 s.; 2, K. Terry (Allardette), 1 m. 15.9 s. **Production Sports and G.T. Cars up to 1,300 c.c.:** 1, G. Bristow (M.G.), 1 m. 14.7 s.; 2, J. Jibb (M.G.), 1 m. 18 s. **Over 1,300 c.c.:** 1, P. Kerridge (Morgan), 1 m. 13.6 s.; 2, J. Haden (M.G.A), 1 m. 17.3 s. **Non-Production Sports Cars, front engine driving rear wheels only:** 1, P. Hughes (Lotus), 1 m. 13.6 s.; 2, A. Spencer (Nomad), 1 m. 13.8 s. **Other Cars:** 1, H. Parkin (Cannonball), 1 m. 13.8 s.; 2, P. Knipe (Weecan), 1 m. 17.0 s.

VICKERS-ARMSTRONGS (HURN) C.C.
PLYMOUTH M.C.

SLALOM

THE Vickers-Armstrongs (Hurn) C.C. and Plymouth Motor Club held their second Slalom on Sunday, 28th July, at Blandford Army Camp, Wilts. Fifty-three competitors had to complete three different tests on a loose-surface hill, extremely well thought out by D. de Souza and P. Baker. B.T.D. went to Peter Vann in his Cooper-Mini, who drove expertly to take the class against powerful opposition from B. Keeping (Healey 3000) and B. Smallshaw (Ford Zephyr).

J. P. OTTON.

RESULTS

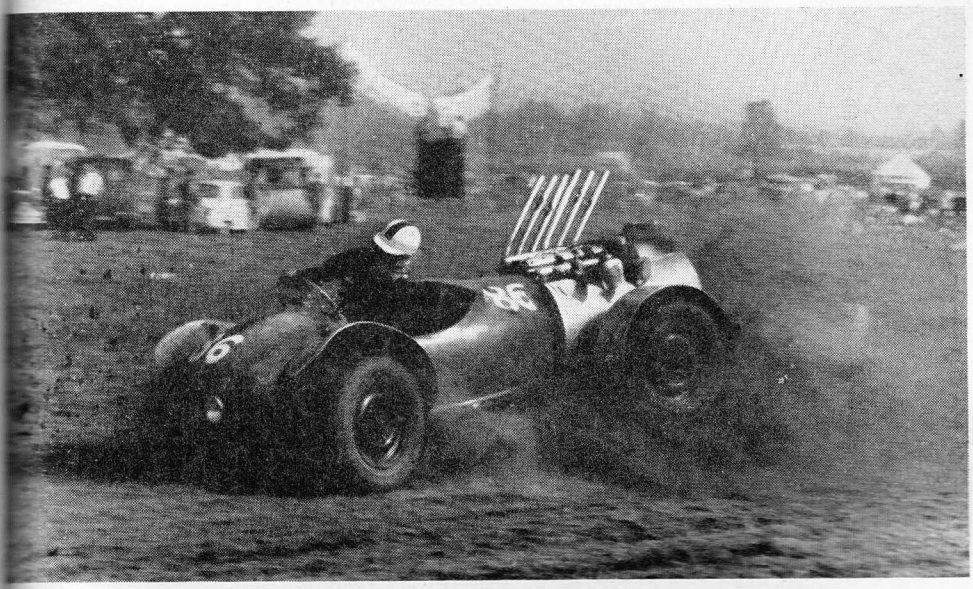
B.T.D.: P. Vann (Cooper-Mini). **Class Winners:** G. H. Chant (Mini); P. Vann (Cooper-Mini); P. R. Paul (Morris 1100); A. A. Norton (Jaguar Mk. 7); M. Bundy (Sprite); B. Keeping (Healey 3000); R. C. Sparrow (Lotus).

TAUNTON AUTOCROSS

Fierce Motoring at National Event

BY TONY HOLLISTER

THE Taunton Motor Club's National Autocross is by now one of the most important events in the West Country, with an atmosphere particularly its own. That indefatigable enthusiast, Bill Cawsey has been the guiding light for many years, with the meeting becoming bigger and bigger each year. All sorts of things take place to what the public appetite, including a Rally and parade of Veteran and Vintage Cars, and considerable stage management of the Autocross itself. This year Bill Cawsey, Secretary J. H. Shorney and their large band of helpers were blessed with glorious weather, and an entry of excellent quality.



"BRONCO" KEN PIPER rides Tiny Tim in the Taunton Rodeo. This scout car-cum-Jaguar device spent a lot of time in the air, although Piper seemed to be enjoying himself.

After all the victims had paraded the circuit to enable the large crowd to familiarize themselves with cars and drivers, aided by Douglas Chalmers's pocket biography over the P.A., the day's business started in earnest.

The usual hectic battles took place in the Mini class. Class 1b went finally to Ted Crocker, who got down to a very determined 1 min 34.6 secs. doing some highly interesting things on the corners. Geoff Snow had a first run dice with David Harris which assumed quite alarming proportions, until the latter took off on one of the bumpiest portions, and, passing over Walford Cross at some three feet altitude landed with detriment to the Riley's undercart. Mr. Snow "got out from under" in time and carried on to win the class with a second run in 1 min. 39.0 secs.

With the appearance of the Mini-Coopers, the S's, and the highly tweaked Minis, some frenzied dicing took place.

Mr. Cawsey had thoughtfully placed a chicane just before the finishing line, which stopped people from reaching 80 plus, but caused more haymaking among the drivers than all the local farmers put together! Among the first to go in was G. H. Bond, who became involved in a rather hectic scrap with David Warren, losing it in a big way just before the finish. Alex Kynoch dealt with this class in 1 min. 34.0 secs., thoroughly blinding the following Peter Purdy with the thick red Taunton dust, to such an extent that Mr. P. thoughtfully remarked that radar might be a good idea.

J. H. Partridge shredded the bales on his second run, and several other people tried to get through the chicane side by side, having second thoughts just in time. David de Souza had a keen scrap with D. S. George throughout the day, until the latter had fuel starvation on his last lap.

A bunch of Volkswagens turned out in class 2C, with Frank Burton highest in 1 min. 41.2 secs. Class 4 brought forth a number of Sprites, Midgets and Lotus variations. David Gill plunged into the bales in an attempt to hold the fantastic red Mini-Cooper of J. Wales, which romped away with the class in 1 min. 34.2 secs. There were sundry whispered rumours that this car had beaten Ron Fry's Berlinetta in a hill-climb a few days earlier! This, however, the writer was unable to confirm, but Mr. Wales's motor was possessed of quite indecent acceleration for such a small car!

Class 4A was a dead heat between Anthony Carter's yellow Lotus, R. H. Thomas's Lotus 7, while Frank Hackforth annexed a well-deserved third, the times being 1 min 33.8 secs. and 1 min. 37.8 secs. Keith Ross was making his first appearance at Taunton, and did 1 min. 39.0 secs. on his first run, but had a most horrid moment after crossing the line on his second, fortunately holding his two-wheeled motor long enough for the danger to pass!

Bob Knapman had a couple of highly interesting battles in his red Alpine, with Winstone Rice's blue M.G.A, doing 1 min. 39.0 secs. on each run.

The specials brought forth some highly unconventional looking machines, the hairiest of these being "Tiny Tim", that scout car-cum-Jaguar device that is being fought by Ken Piper this season. Car and driver spent a considerable time in the air, and the whole deafening entourage looked highly dangerous, though Mr. Piper seemed to enjoy himself immensely. Outright fastest of all was Howard Parkin's red Cannonball, which did a most impressive 1 min. 27.0 secs.

Peter Purchase had rotten luck in his neat Special, retiring on both runs, while Mrs. Pollard, in Alberties, and P. J. Knipe, in the Weecan Special only had one run each. Jim Burry's neat Lilmo makes very little noise, and cruises round effortlessly everywhere, but was deceptively fast on Monday, doing 1 min. 28.0 secs. on both runs.

Outright winner of the day was decided on Index of Performance, and turned out to be Syd Davey, driving his familiar red Lotus 7.

At the end of the day a highly informal but most hairy relay race was organized, which was great fun for everyone, but a trifle difficult to follow!

The day ended with presentation of awards, and souvenir photographs, taken on the first runs, to all competitors (this last effort must have meant some pretty hectic work in the dark-room by the photographer concerned!) and another "Cawsey-Cross" came to an end, judged by all and sundry to be a great success.

A draw, in which the first prize was a free holiday at Bill Cawsey's new Hotel in Guernsey, was a considerable attraction, and was won by Miss Christine Wells, who is a well-known competitor in West Country events. In view of this, one wonders how long it will be before Autocross meetings will be taking place in Guernsey!



FASTEST MAN during the day, though not in the Index of Performance, was the almost unbeatable Howard Parkin in the four-wheel-drive Lotus Cannonball.

RESULTS

B.T.D. on Index of Performance: S. G. Davey (Lotus), 1 m. 31.0 s. **Ladies' Award:** Mrs. M. Parkin (Cannonball), 1 m. 32.0 s. **Class 1b:** 1, E. R. Crocker (Mini), 1 m. 34.6 s; 2, D. E. Rowe (Mini), 1 m. 38.6. **Class 2a:** 1, G. F. Snow (Triumph), 1 m. 39.0 s. **Class 2b:** 1, A. Kynoch (Mini-Cooper), 1 m. 34.0 s.; 2, R. Wilding (Mini-Cooper), 1 m. 34.6 s.; 3, E. Williams (Mini-Cooper), 1 m. 35.2 s. **Class 2c:** 1, F. Burton (Volkswagen), 1 m. 41.2 s. **Class 4a:** Dead Heat: 1, A. C. J. Carter (Lotus) and R. H. Thomas (Lotus), 1 m. 33.8 s.; 3, F. A. R. Hackworth (Sprite), 1 m. 37.8 s. **Class 4b and 5b:** 1, J. Wales (Mini-Cooper S), 1 m. 34.2 s. **Class 6:** 1, H. Parkin (Cannonball), 1 m. 27.0 s.; 2, J. R. Burry (Lilmo), 1 m. 28.0 s.; 3, B. Sayers (Alberties), 1 m. 29.8 s.

Bentley and Jaguar Drivers' Clubs at Silverstone

Wet Weather Spoils Meeting

BY PATRICK BENJAFIELD

WE were treated to one of those blessed days of English summer on Saturday, one which was in every way similar to that at Brands Hatch on the day of the six-hour saloon car race.

A programme of 12 races was run and proceedings began with a five-lap race for novices driving a mixture of Jaguar and Bentley cars who splashed round, mostly extremely steadily, with R. Harvey-Bailey's XK 120 in the lead for the first two laps, after which he was passed by the ultimate winner, A. Ker-Lindsay in a rather later XK 150 and M. I. Kerr in a 3.4 saloon.

There followed a conference between the stewards and the clerks of the course about the condition of the track, but after some exploratory laps allowed a further field of novices, mounted in a mixture of A.C.s, Austin-Healeys, Lagondas and M.G.s to try their hand for five laps scratch. H. J. Steele drove his Sebring Sprite like a veteran and very quickly established a fair lead he was not to lose.

The next race was the first of a series of handicaps involving those accursed but unavoidable credit laps. It was for Bentley and Aston Martin cars and over five laps, and having been calculated for dry weather the faster boys had no chance. This was borne out by the results, as only one car out of the first three in each marque did not receive a credit lap, and that was D. Elwell Smith, who managed a very good third in the Aston Martin half.

Then we had a five-lap handicap for Jaguar and Jaguar-engined cars, mercifully free of credit laps. Reserve entrant Ken Baker was put on the front row of the grid for some odd reason as his programme handicap read "0.00". However, it was soon apparent that he was unlikely to finish: approaching Copse considerably too fast from the start he somehow scrambled round and when he reached Woodcote far too fast



H. J. STEELE (Sebring Sprite) at Woodcote on his wet way to winning the second race (above). The car was entered by Ecurie Wild Goose.

DOING one of the wettest jobs on the course, Geoffrey Kramer drops the flag for A. Ker-Lindsay, winner of the first race for novices (right).

he just went straight on and had a very unnecessary accident out of which he was very lucky to get unscathed. The Jaguars were rather more slithery than the heavier Bentleys, and several people had their "moments", but Brian Waddilove, who drove his E-type very well all day, finally won in a canter from the 10 secs. mark.

John Goodhew unfortunately being a non-starter in the Lagonda seven-lap handicap, the whole field bar one had at least one credit lap and one had two. This was J. N. Kirkby, whose 2-litre looked to be a good winner in the conditions. But J. D. Abson was coming through the field really well in his Rapier and he just caught Kirkby at the end of the last lap.

A big and extremely mixed field contested the 10-lap all-comers handicap which came next, and with a mass of credit laps it was extremely difficult to follow. So much so that the P.A. announced one set of results, we had another, and officially a third set came out. However, we did not seem to agree with the officials that J. H. Bailey had won with his 4½ Bentley, once again driving a fast and steady race, while I. G. Macdonald was second and P. A. Blunt's old A.C. was third. Mike Lewis nearly did another "pit job" in his M.G. after coming out of Woodcote, almost striking the pit counter. Luckily no one was there.

The M.G. five-lap handicap was also a gift to the long handicap cars as the back markers could do nothing about the conditions. A. J. Coles, being limit man, kept his PB in front for two laps but then was taken by the ultimate winner, S. F. Beer, whose lovely old NE Magnette was uncatchable.

Roger Mac set off with his E-type as if he had every intention of winning the 10-lap Jaguar and Jaguar-engined scratch race. The Hon. Richard Wrottesley had the bad luck to break a rod in his Lister-Jaguar on the first lap, otherwise he might have had something to do with preventing this. As it was, Keith Schellenberg and Brian Waddilove both tried immensely hard all through. Mac and Waddilove began to open a bit of a gap on Schellenberg as they fought for the lead, and Waddilove managed to get his nose in front at times, but in the end Mac just managed to hold him off as they crossed the line after a stirring battle.

Another handicap in which the winners came from the bottom of the handicap followed. This was for Austin-Healey, Healey and A.C. cars. Overall, A. F. Pollard led for four of the five laps, when he was passed by P. A. Blunt, thus winning the A.C. part.

The 10-lap Bentley scratch race produced a first-class scrap between F. P. Morley's redoubtable 8-litre, which eventually won by the narrowest of margins from George Burton's 4½.

Brian Waddilove managed to come through the field in the last all-comers 10-lap handicap on a slightly drier track. It had stopped raining. He really did drive his E-type well and won from Ken Wilson's Lister-Jaguar as he liked.

The last race of the day, a 10-lap scratch all-comers, provided a tremendous scrap between Brian Waddilove and Roger Mac again, with Keith Schellenberg, Ken Wilson and John Dean's E-type joining in with a vengeance during the early laps. Mac led from start to finish, but all the others did their utmost to catch him. For six laps Schellenberg harried him in the C-type, when he had to give best to Dean, who lost it somewhere on lap eight. After this Waddilove suddenly moved up and had a very determined "go" at Mac but could do nothing about him. It was a splendid ending to a very good meeting partially ruined by appalling conditions.

RESULTS

Novice Race for Bentley and Jaguar Cars (5 laps): 1, A. Ker-Lindsay (Jaguar XK 150), 56.71 m.p.h.; 2, F. A. Sowden (Bentley 8-litre); 3, M. I. Kerr (Jaguar 3.4). **Fastest lap:** R. Harvey-Bailey (Jaguar XK 120), 1 m. 36.8 s., 59.80 m.p.h. **Novice Race for A.C., Austin-Healey, Lagonda and M.G. Cars (5 laps):** 1, H. J. Steele (Sebring Sprite), 54.86 m.p.h.; 2, T. M. Hatfield (M.G.A); 3, G. Capel (Sebring Sprite). **Fastest lap:** Hatfield, 1 m. 41 s., 57.31 m.p.h. **Bentley and Aston Martin Handicap (5 laps)—Bentleys:** 1, J. H. Bailey (4½-litre), 55.18 m.p.h.; 2, C. C. Russell Vick (4½-litre); 3, W. F. J. Brogden (3-litre). **Fastest lap:** F. P. Morley (8-litre), 1 m. 37.2 s., 59.56 m.p.h. **Aston Martins:** 1, D. Edwards (G.P.), 48.43 m.p.h.; 2, W. B. Fowler (Le Mans); 3, D. Elwell Smith (Le Mans). **Fastest lap:** D. Skailes (DB4GT Zagato), 1 m. 35.2 s., 60.81 m.p.h. **Jaguars and Jaguar-engined Cars Handicap (5 laps):** 1, B. R. Waddilove (E-type), 63.95 m.p.h.; 2, M. L. A. Sharp (3.4); 3, P. E. Butt (C-type). **Fastest lap:** Waddilove, 1 m. 27.6 s., 66.08 m.p.h. **Lagonda Handicap (7 laps):** 1, J. D. Abson (Rapier), 53.54 m.p.h.; 2, J. N. Kirkby (2-litre); 3, I. G. Macdonald (LG 45). **Fastest lap:** D. D. Overy (V12), 1 m. 40.2 s., 57.77 m.p.h. **All-Comers Handicap (10 laps):** 1, J. H. Bailey (Bentley 4½-litre), 58.62 m.p.h.; 2, I. G. Macdonald (Lagonda LG 45); 3, P. A. Blunt (A.C.). **Fastest lap:** P. R. G. Cole (Sprite), 1 m. 27 s., 60.38 m.p.h. **M.G. Handicap (5 laps):** 1, S. F. Beer (NE), 56.86 m.p.h.; 2, P. N. Ross (TC); 3, I. D. Matheson (TC). **Fastest lap:** M. J. Lewis (Midget), 1 m. 29.6 s., 64.61 m.p.h. **Jaguar and Jaguar-engined Cars (10 laps):** 1, R. S. Mac (E-type), 74.08 m.p.h.; 2, B. R. Waddilove (E-type); 3, C. K. W. Schellenberg (C-type). **Fastest lap:** Waddilove, 1 m. 16.2 s., 75.97 m.p.h. **Austin-Healey, Healey and A.C. Cars Handicap (5 laps)—A.C.s:** 1, P. A. Blunt (A.C.), 61.45 m.p.h.; 2, A. F. Pollard (A.C.); 3, N. Granville-Smith (Ace-Zephyr). **Fastest lap:** Granville-Smith, 1 m. 25.6 s., 67.63 m.p.h. **Austin-Healey and Healey Cars:** 1, Mrs. C. Charnell (3000), 62.57 m.p.h.; 2, D. Pratley (Sprite); 3, J. Chatham (100M). **Fastest lap:** P. R. G. Cole (Sprite), 1 m. 23.4 s., 69.41 m.p.h. **Bentley Cars (10 laps):** 1, F. P. Morley (8-litre), 65.23 m.p.h.; 2, G. H. G. Burton (3/4½-litre); 3, J. E. Barraclough (3/4½-litre). **Fastest lap:** Morley and Burton, 1 m. 26.4 s., 67 m.p.h. **All-Comers Handicap (10 laps):** 1, B. R. Waddilove (Jaguar E-type), 75.59 m.p.h.; 2, K. Wilson (Lister-Jaguar); 3, F. P. Morley (Bentley 8-litre). **Fastest lap:** Waddilove, 1 m. 15 s., 77.78 m.p.h. **All-Comers (10 laps):** 1, R. S. Mac (Jaguar E-type), 76.09 m.p.h.; 2, B. R. Waddilove (Jaguar E-type); 3, C. K. W. Schellenberg (Jaguar C-type). **Fastest lap:** Waddilove, 1 m. 14 s., 78.23 m.p.h.



Sevenoaks and D.M.C. VALENCE SCHOOL HILL-CLIMB

THROUGH the pleasant grounds of the Valence School there runs a tarmac drive, starting from the main entrance, just off the Westerham-Sevenoaks road, and leading uphill to the school buildings, a distance of some 700 yards. The drive begins with a sharp right-hand hairpin, dips slightly to a right and left-hand sweep, then climbs comparatively steeply through a long, blind right-hander which straightens for a short distance before leading into a wickedly-tight right-hand hairpin. Such is the course, and it was followed by all but the hairiest of the 95 motorists engaged in the Sevenoaks Restricted Hill-Climb on 27th July.

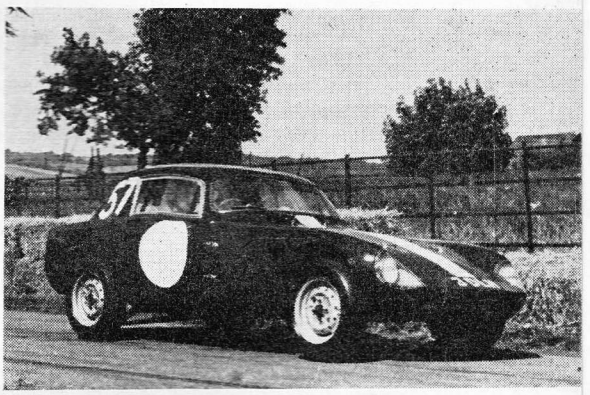
The course is a severe test of a driver. Judicious use of the loud pedal is necessary in the case of the faster cars during the negotiation of the middle section, for the bends are "blind" at speed. Less powerful cars can take this stretch flat, but great care is required by everyone at the hairpins, particularly the top one. A transverse gully intrudes into the braking area here and the rocks on the apex are as hard as they look. It was at this hairpin that most of the unintended manoeuvres occurred, and the photographers had foregathered accordingly. Proceedings began in the morning with practice runs and the competition proper occupied the hot, sunny afternoon, good organization permitting two runs per car. Comparisons with last year's times proved nothing, for the course had been lengthened by a few yards to afford the timing apparatus a better chance of survival from the assaults of those cars which emerged from the hairpin in charge of their drivers.

With power so obviously important, the class for Saloons up to 1,000 c.c. was sensibly divided into a Cooper and a non-Cooper section. The 997 c.c. brigade went first and Nick Porter set a hot pace with 35.42 secs., a time which remained comfortably unchallenged until Terry Hunter returned 34.90 secs. On their second runs, Porter improved to 33.92 and Hunter was slower. J. Pheby lost it coming out of the top hairpin and smote the timing apparatus barrier, bending the car in the process although without damage to himself.

The non-Cooper sub-class, composed mainly of Minis but with an N.S.U., two Saabs and an early Herald to add variety, was notable for the surprise defeat of B. Stevens at the hands of his regular navigator, M. Bryant. This sort of thing happens from time to time and usually involves the use of the same car, but on this occasion Bryant was driving his own Mini, so possibly it was slightly quicker than the Stevens car? The respective times were 37.57 and 38.82 secs.

Class B, for Saloons from 1,001 c.c. to 2,000 c.c., was a Lotus-Cortina benefit. Mike Butler, driving the car he has so often navigated, was quickest with 34.66 secs., of which it was estimated that 4.66 secs. was devoted to straight-line motoring on the road and 30 secs. to sideways motoring on the grass verge. Quite exciting! G. Colling and J. Reeves, also in Lotus-Cortinas, were more sedate, returning 35.54 secs. and 36.17 secs. respectively. The latter time was exactly equalled by the Cooper "S" of R. Lyons. Also notable was the 38.96 secs. of W. Payne's mundane A60 saloon.

There were only three 'saloons over 2,000 c.c.' and one of these was the 1,192 c.c. VW of K. Wilson up-classed by virtue of its supercharger. Wilson won the class with 38.87 secs.



CLASS WINNER John Bloomfield climbs the picturesque Valence School hill in his rapid Ford-engined Diva GT.

Apart from the M.G. PB of P. Hewitt, Class D, for Sports Cars up to 1,000 c.c., comprised four Lotus 7s and seven Sprites. So as to encourage the Sprite conductors, there was a special award for the best non-Lotus car in this class. As if to show what he thought of this, Nick Ramus, after a piece of nonsense on his first ascent, took his Sprite up in 34.02 secs., a time which handsomely gave him the class. The organizers are still trying to decide whether to give a "best non-Sprite" award to the quickest Lotus!

John Bloomfield's 1,098 c.c. Diva dominated the class for Sports Cars from 1,001 c.c. to 1,350 c.c., his 33.30 being over two seconds better than J. Allen (Fairthorpe) and Doug Worgan (Sprite) could do.

The Lotus brigade made amends in the 1,351 c.c. to 2,000 c.c. Sports Car Class. B.T.D. came from this category with two beautifully-judged climbs by P. Meldrum in his 1,498 c.c. Seven in 32.99 secs. and 32.31 secs. The class went to C. Lummis, similarly-mounted, with the consistent figures of 34.20 and 34.23 secs., with yet another Seven, that of C. Wood, next up with 34.41 and 34.31 secs. L. Fryer's Elan followed with 34.97 secs.

E-type Jaguars were first and third in the over 2,000 c.c. Sports Car Class, David Howard recording 33.21 secs. and A. Firmin 34.26 secs. Splitting the E-types was Terry Hunter in the ex-works Healey he shared with Sir Peter Moon.

Both Racing Car classes were poorly supported and will probably be dropped next year. The under 1,500 c.c. category was composed almost entirely of rather elderly 500s, whose capacity to produce untold decibels seems to have been unaffected over the years.

RON AMBROSE.

RESULTS

B.T.D.: P. Meldrum (Lotus-Ford 7), 32.31 s. **Class Winners:** N. Porter (Mini-Cooper), 33.92 s.; M. Bryant (Mini-Minor), 37.57 s.; M. Butler (Lotus-Cortina), 34.66 s.; K. Wilson (VW s/c), 38.87 s.; C. N. Ramus (Sprite), 34.02 s.; J. Bloomfield (Diva-Ford), 33.30 s.; C. Lummis (Lotus 7), 34.20 s.; D. Howard (Jaguar E), 33.21 s.; L. Stone (Cooper-Norton), 35.24 s.; W. Wilks (Cooper-Bristol), 33.95 s.

DUDLEY & D.C.C.
SUNBAC
WOLVERHAMPTON & SOUTH STAFFS C.C.
WALSALL C.C.
QUINTON M.C.

CHURCH LAWFORD SPRINT

DESPITE being held in the holiday season, this meeting at Church Lawford attracted a full entry of 60 competitors. Most remarkable was the fact that there was only one non-starter—an unusual state of affairs to say the least! A combination of smooth organization, excellent weather conditions and only a few incidents involving attention to the track enabled each competitor to have three practice and two official runs, and for the meeting to finish by 5.30 p.m.

The only serious incident occurred when B. D. Hill got his Anglia broadside on at just the wrong spot on the rather wavy surface of the first bend, and rolled on to the roof, luckily without serious injury to himself.

As might have been expected after a glance at the entry list, the B.T.D. award was gained by Ian McLaughlin in his Cooper, who achieved a time of 44.9 secs. during the afternoon, despite having blown up his engine in practice, and effecting major repairs during lunch. The Cooper Junior of Austen May never seemed to get going properly, but honour was restored in the winning by his son, A. A. May, of Class B1, in his Group 2 Mini.

Other fast times were put up by Bob Rose in his 1,500 c.c. Elite (47.7 secs.), J. Bloxham in his Lotus Super Seven (48.6 secs.) and Jack Lambert in his E-type Jaguar (48.9 secs.), all these winning their respective classes.

The Ladies' Award was calculated on performance within the classes, so that although the fastest lady driver was Mrs. René Lambert in the E-type, the award went to Margaret Cooper, whose time in her Cooper-Austin was commendably close to the best times in her class.

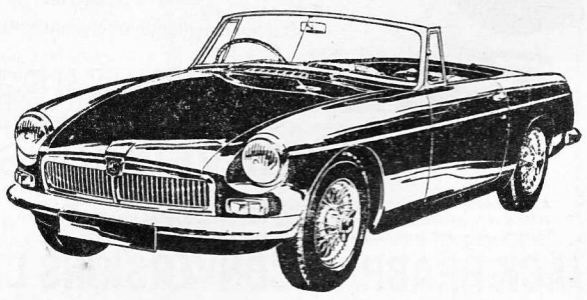
A. R. PARKIN.

RESULTS

B.T.D.: I. McLaughlin (Cooper-J.A.P.), 44.9 s. **Touring Cars up to 850 c.c.:** 1, C. Beech (Mini), 58.5 s. **851-1,200 c.c. and Modified up to 850 c.c.:** 1, A. A. May (Mini), 56.4 s.; 2, B. Vawer (Mini), 57.1 s. **Modified 851-1,200 c.c.:** 1, M. R. Evans (Cooper-Mini), 53.5 s.; 2, P. Blankstone (Cooper-Mini), 57.0 s. **1,201-2,000 c.c.:** 1, B. Williams (Ford Cortina), 60.1 s.; 2, C. Gladwin (M.G. ZB), 63.4 s. **Sports Cars up to 1,200 c.c.:** 1, P. Horrocks (Sprite), 54.5 s.; 2, P. Darbyshire (Sprite), 56.7 s. **Modified Sports and G.T. up to 1,200 c.c. and Sports Cars 1,201-2,000 c.c.:** 1, J. Bloxham (Lotus 7), 48.6 s.; 2, P. Hawthorne (Mini), 50.3 s.; 3, B. Pimm (Sprite), 51.9 s. **1,201-2,000 c.c.:** 1, R. Rose (Lotus Elite), 47.7 s.; 2, C. Court (Lotus Elite), 51.9 s. **Over 2,000 c.c.:** 1, J. Lambert (Jaguar E), 48.9 s.; 2, G. Gray (Austin-Healey 3000), 50.5 s. **Racing Cars:** 1, I. McLaughlin (Cooper-J.A.P. 1100), 44.9 s. **Ladies' Award:** Miss M. Cooper (Cooper-Mini), 58.3 s.

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CORRESPONDENCE

A New Slant on Scrutineering

WITHIN today's climate in motor racing, Jeff Uren's letter was an excellent example of temperate logic, and I have no doubt that the scrutineers' reply will be equally rational.

This letter, however, is, in fact, concerned only with "today's climate in motor racing." I have been an enthusiast for rather over 30 years now and for nine of them have been involved in various official capacities. About two years ago I "resigned" from National and so-called International meetings mainly because the current Grand Prix formula makes me feel embarrassed. One cannot deny that all this is progress, nor can one deny the march of progress but, my goodness, doesn't progress have some absurd manifestations sometimes!

Fairly shortly I understand I shall be involved in the formation, by a group of youngsters, of a new motor club in this area. If I can, I am going to "sell" them a new slant on scrutineering, and it is this. I shall propose that scrutineering shall be confined entirely to aspects of mechanical safety. If an entrant confirms either in writing or any other way that he understands the regulations for any particular event, then his word that he has complied with the regulations is all that shall be required. After all, this is a fairly normal situation in business. Under no circumstances will the winning car of any event be stripped down to see that the regulations have been complied with. That is one side of the equation.

Here is the other. If it is ever discovered that an entrant has deliberately fitted a modification to his car to give him an unfair advantage over those complying with the regulations, he will be prohibited from entering any event either in this particular car or any other for at least five years. If he is a member of the club itself his membership shall be completely cancelled. Naturally, the person concerned would have the right to appeal.

It is a sad comment on current morality that one has to consider enforcing good faith.

SHOREHAM-BY-SEA, SUSSEX. ALAN CULER.

Moss, Grands Prix and No. 7

WHY is it popularly supposed that in the realm of Grand Prix racing Moss made No. 7 essentially his own or that it was particularly lucky for him or that its suggested withdrawal from use would be of such obvious significance as to indicate a tribute to him? Taking all the *Grandes Epreuves* run between July, 1955, when Moss first took the chequered flag in a major Grand Prix, and the close of the 1961 season, the facts seem to be as follows:

First, the general rule abroad is that even numbers only shall be used, the only regular exceptions in the period referred to being the German, Dutch and United States Grands Prix. The discontinuance of No. 7 in major Grands Prix outside the U.K. would thus be hardly noticed. Is, then, the position efficient at home? Well, sad to relate, it would appear only to serve as a reminder of Moss's failures in British Grands Prix, for only Silverstone permitted Moss to use No. 7 in the championship event and on both occasions (1956 and 1958) he retired. His successes (1955 and 1957) occurred at Aintree in even-numbered cars.

The opportunities of carrying No. 7 being so few in major Grands Prix, did Moss, nevertheless, race that number on every possible occasion? Scarcely. In four appearances at Zandvoort he raced as No. 7 only once (1960). The year before when he retired with just over 10 laps to go, car No. 7 was the winner but for Jo Bonnier bringing the B.R.M. home for its first-ever win in a World Championship event.

Perhaps, then, it was just lucky for Moss. Again the records will have none of it. Out of nine *Grandes Epreuves* in which Moss raced No. 7 he retired on no fewer than six occasions. Conversely, the only time in three attempts that he won the United States Grand Prix (1960) was the one occasion he did not use No. 7!

In fact, of the 16 Drivers' World Championship events that Moss won over the years, only one, his last, was won in a car No. 7 (Nürburgring, 1961). More ominous than lucky, I should have thought.

Had he a lucky number at all? It seems not, at least so far as Grand Prix racing was concerned. He won *Grandes Epreuves* in a variety of numbers ranging from 1 to 36 and of the two that were repeated (Nos. 14 and 28) neither came up more than twice. But the No. 1 puts Moss in very select company, for, only Fangio, Brabham and he (Holland, 1958) have succeeded in bring car No. 1 over the finishing line first in a Drivers' Championship race.

I assume your correspondent, Mr. Farrar, would have us contrive some sort of legend but it does less than justice to the achievements of S. Moss, Esq., to suggest that some myth that will not bear examination away from the heat and dust of Silverstone is needed to ensure that his name will be known to posterity.

SALE, CHESHIRE. P. H. PIMBLETT.

[Perhaps Mr. Pimblett will have noticed that John Surtees used No. 7 to win the German Grand Prix last Sunday.—Ed.]

Racing Safety Council

I WOULD like to endorse Sheridan Thynne's letter in a recent issue of AUTOSPORT proposing the formation of a Racing Safety Council.

No-one should want to make any form of motor sport any easier or less hazardous from the competitors' viewpoint, but, because of several very nasty accidents on several of our circuits recently, it is about time that someone had a good look at the safety precautions at them.

Obvious improvements at, say, Silverstone could be made by constructing a chicane between Abbey and Woodcote, so slowing everyone down before the pit areas. The Club circuit would not be impaired in any way, and the spectators in the Grandstand should have a much more interesting (and safer) time.

I hope that perhaps the R.A.C. will listen to Mr. Thynne's proposition very soon and thereby prevent any more bad accidents at so many of our circuits.

CLEVEDON, SOMERSET. R. MIDDLETON.

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



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0—30 m.p.h.	No official	4.4 secs.
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	Standard	Converted
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0—50 m.p.h.	14.1 secs.	11.8 secs.
0—60 m.p.h.	20.9 secs.	16.4 secs.
0—70 m.p.h.	32.5 secs.	23.4 secs.

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RAPIER III	Standard	Converted
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SUNBEAM RAPIER saloon, 1960, pearl grey/pippin red, very low mileage, in first-class condition and ideal for the rally enthusiast. £625.—Arden & Bull Ltd., Old Market Place, Altrincham. Tel.: Altrincham 2662/63.

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TR3A, 1960 model. Red, hard and soft tops, tonneau, seat belts and many other extras. Immaculate in every respect. £575.—Telephone VIGilant 1634 (8 a.m.-7.30 p.m.).

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TR4, 1962, 14,000, red/black, hard top, plus Surrey Top, o/d, w/r, microcell seat, safety belts, heater, balanced engine, touring cam, 4 branch exhaust. £825 o.n.o. or exchange for Turner Climax and balance!—Box 9117.

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1959 NOVEMBER, HERALD saloon, green, twin carburetters, 43,000 miles, numerous extras, posted overseas August. £350 quick sale.—Marshall, 7 Officers' Married Quarters, R.A.F. Stafford.

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TURNER-CLIMAX 1962 Mk. II. White with black interior. Microcell seats, windscreen washers, discs, tonneau, rev. counter, etc. 9,500 miles. One owner. Not raced or rallied. £625.—Motorway Sales (Derby) Ltd., Station Approach, Friargate, Derby 42083.

TURNER-CLIMAX, yellow with black, h/s tops, w/w, discs, c/r gears, 85 b.h.p. engine, 16,000 miles, immaculate, £475 o.n.o.—C. R. Black, Arthur Street, South Earby, Colne, Lancs.

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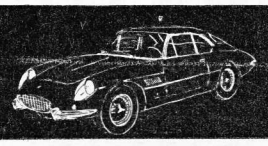
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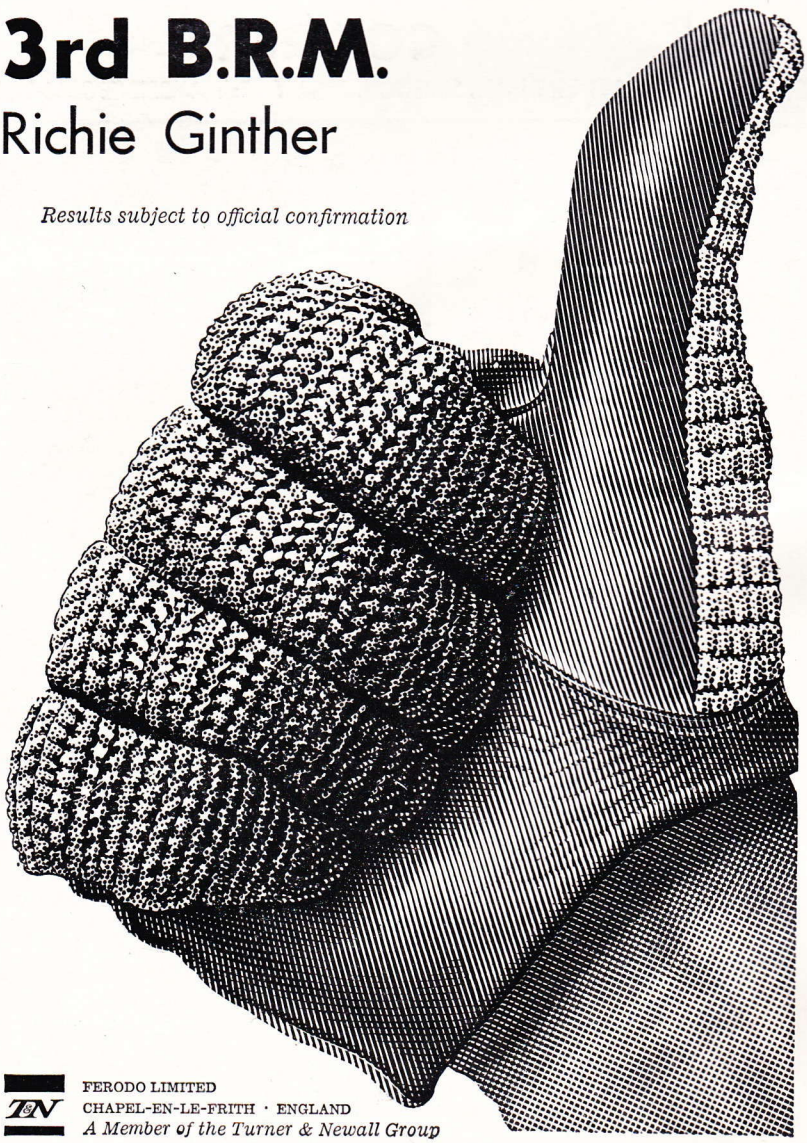
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