

AUTOSPORT

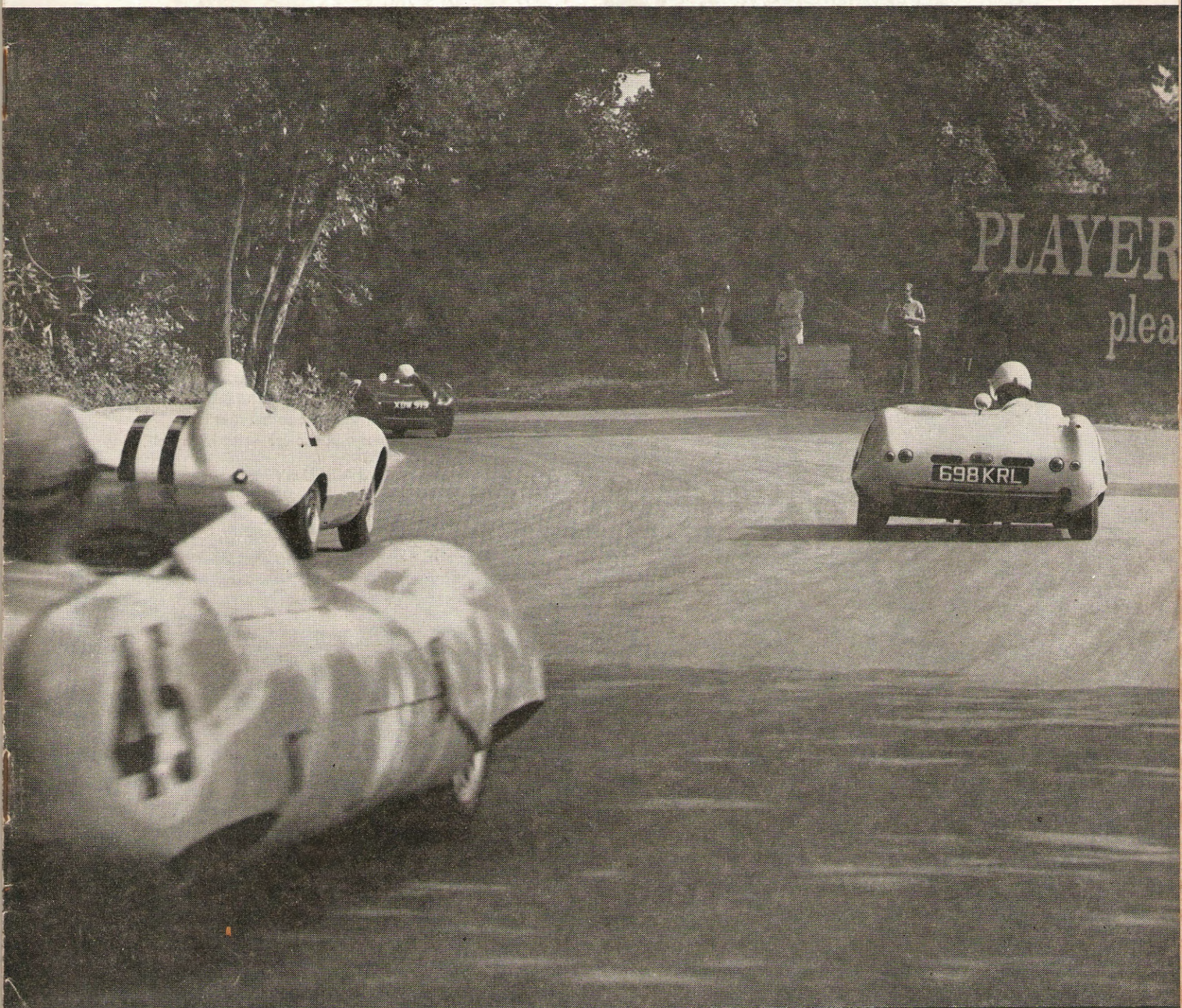
BRITAIN'S MOTOR SPORTING WEEKLY

SEPTEMBER 8, 1961

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EVERY FRIDAY
Vol. 23 No. 10

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



IN THIS ISSUE

MODENA GRAND PRIX : THE MARATHON DE LA ROUTE
CLUB RACING AT
CRYSTAL PALACE, MALLORY PARK, SILVERSTONE AND CATTERICK

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Vol. 23 No. 10 September 8, 1961

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EDITORIAL

MONZA—THE NEXT ROUND

ON Sunday next the Grand Prix circus assembles on the starting grid at Monza for the next round in the World Championship. And the big question-mark against the race is in respect of the possible chances of the British V-8 engines against the Italian V-6 power units. Twice this year, using the outmoded four-cylinder Climax engine and having to give away something in the region of 40 b.h.p., Stirling Moss has demonstrated that not even a very good driver with a more powerful car is sufficient to match his superlative skill. But both these remarkable feats were on circuits where his genius could be given full scope, and when sheer speed was of relatively minor importance. At Monza the course to be used is the combined road and high-speed circuit—the course which was boycotted last year by the British works teams. On that occasion the race was a one-two-three procession for Ferrari, Phil Hill winning at a speed of some 132 m.p.h. Thus this will be a race in which speed and power will be more than a match for driving skill alone in an under-powered car, so that one can practically discount the British engines so far used this season, barring any unforeseen occurrences. However, it is more than likely that both Stirling Moss and Jack Brabham will meet the Ferraris with the new V-8 Coventry Climax power units, while both B.R.M.s are reported to be going equipped with the new, and as yet unraced, V-8 engine from Bourne.

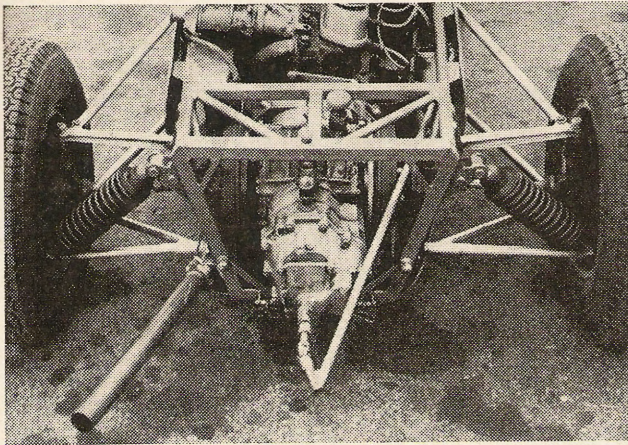
Jack Brabham demonstrated the potential of the Coventry Climax unit at the Nürburgring where, despite a few minor teething troubles, he turned in some very fast practice laps. It was unfortunate that an accident should have robbed him of the chance to prove it in a race, but this, in fact, is what transpired, and the engine must remain, virtually, an unknown quantity. The B.R.M. V-8 power unit, on the other hand, is completely unraced, yet is one of the darkest horses. In the days of the 2½-litre Formula, Joe Bonnier and, more recently, Graham Hill showed just what could be done with the car, and one of these machines may well provide a shock for the form fanciers.

THE WORLD CUP

THE AUTOSPORT World Cup stays in Britain, following a decisive victory by 10 clear points at Zandvoort during the week-end. Won last year by the British team after a two-race match at Zandvoort and Snetterton, the trophy stays with us by virtue of the first-class tactics and brilliant, sensible performances of a team which, at the outset, faced every handicap; no reserve driver was available, the fastest car was damaged in practice, and a string of other difficulties.

OUR COVER PICTURE

OUR COVER IS GREEN this week—for a double reason. Stirling Moss's fine win in the Modena Grand Prix—his fifteenth win this season—keeps the flag flying in Formula 1 racing, while nearer home, the British team, led by Graham Warner, have brought the World Cup back with them from Zandvoort. Our picture, taken at Crystal Palace, shows club racing during one of the busiest sporting week-ends of the year.



★
LEFT AND BELOW: The M.R.D. Junior, which caused a mild sensation during the B.A.R.C. F.J. Championship. Left is the rear end, showing the double wishbone and coil spring suspension, VW transmission and inboard brakes.
 ★

PRE-WAR TRIUMPH OWNERS

ANTONY C. COOK, of "Tel-Aviv", 115 Mason Road, Headless Cross, Redditch, Worcs, plans to start a club and spares register for owners of Triumphs manufactured up to and including 1939.

It is now definite that the 1961 Grand Prix of the U.S.A. will take place at Watkins Glen, near Rochester, New York, on 8th October, over a distance of 100 laps (230 miles). The Inter-Continental Formula race originally scheduled for this date has been cancelled. Invited drivers include Baghetti (Ferrari), Bonnier (Porsche), Brabham (Cooper), Brooks (B.R.M.), Clark (Lotus), Ginther (Ferrari), Gurney (Porsche), P. Hill (Ferrari), McLaren (Cooper), Moss (driving what is described on the hand-out as a "Johnny Walker Racing Team Lotus"), Salvadori (Cooper) and von Trips (Ferrari).

ONE of Yeoman Credit Racing Team's Formula 1 cars will be an attraction in a display by B. A. Rolfe & Sons, Ltd., of Romsey, Hants, to celebrate the firm's half-centenary jubilee, starting on 16th September until 24th September.

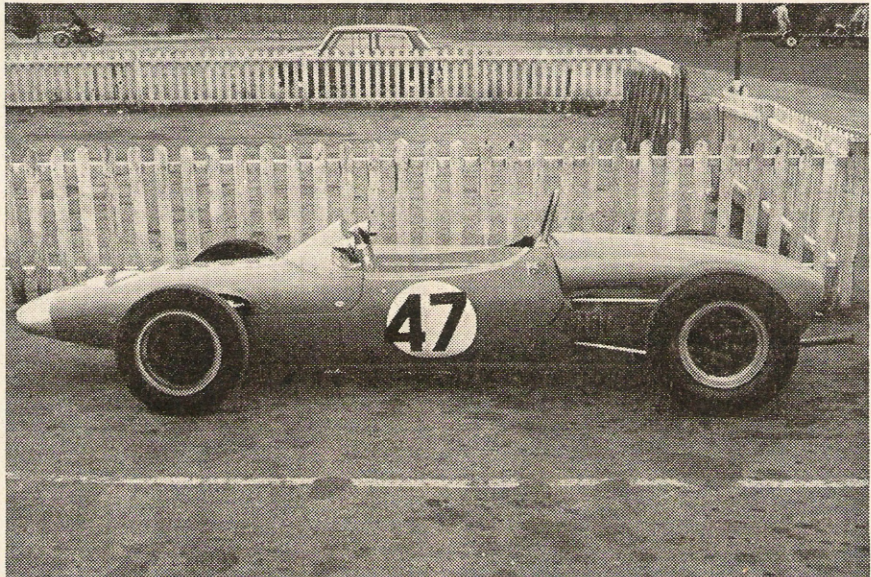
The car, a Yeoman Credit Cooper, and a full-sized sectional drawing of a Cooper car with Yeoman Credit Racing Team pictures will be features of the exhibition at B. A. Rolfe's showrooms.

GEMINIS DOMINATE J. DAVY CHAMPIONSHIP

WITH the completion of the sixth qualifying round at Brands Hatch in this season's John Davy Formula Junior Championship, the two works Geminis have consolidated their lead. They finished first and second in the latest qualifying event held on the Kentish circuit on Sunday, 27th August.

Bill Moss still heads the championship table with a total of 23 points. His teammate Michael Parkes, who took first place and set fastest lap on 27th August to collect seven points, has now shortened Moss's lead to six points. Third place is held by John Fenning's Lotus-B.M.C. with eight points. Next comes Bill Pinckney (Lotus-Ford) with seven points. Fifth place is jointly held by John Mew (Lotus-Ford), Trevor Taylor (Lotus-Ford) and Peter Arundell (Lotus-Ford), all with five points. The winner of the championship will receive the John Davy Championship Trophy and £100. The runners-up will collect £50 and £25 respectively.

Two more events remain to be run—on 1st October and 26th December (Boxing Day).



★
ENZO FERRARI has recently been under fire from Italian motoring correspondents for not giving Lorenzo Bandini a drive in an F1 Ferrari in the Italian Grand Prix.

Ferrari has since stated that whilst he would be delighted to lend a car to Bandini, he is not able to do so, the reason being that he (Ferrari) is contracted to Shell and Bandini to B.P.

KIEFT PRICES DOWN

A CONSIDERABLE reduction has been made in the prices of Kieft-Power cylinder heads for the B.M.C. "A" series engine. Stage I now costs £12 10s. and Stage II £16 16s. The Kieft premises at Drakes Cross, Wythall, near Birmingham, are on the main Birmingham-Alcester road and are available to clubs as a rally control point.

★
FIVE-POINT-TWO: The new Bristol 407 with a Chrysler 5.2-litre V-8 engine and "push-button" Torque-Flite automatic transmission. It will be introduced at this year's Motor Show with a price tag of £5,141 17s. 3d. (inc. P.T.). Power output of the 5,130 c.c. engine is 250 b.h.p. at 4,400 r.p.m.
 ★



PIT and PADDOCK

PAUL DOUGHTY of the B.R.S.C.C. is doing the Tour de France with John Aley in the latter's Mini.

THE Formula Junior Grand Prix de Cadours was won by Swiss driver Siffert driving a Lotus. Second was Rosinski (Cooper) and third Martel (Lotus).

CARLO ABATE (Fiat-Abarth) won the 500 kms. race at the Nürburgring last Sunday. His average speed was 122.6 k.p.h. A report of this race will appear in a subsequent issue.

MODENA:

Stirling's 15th Win!

DRIVING a Formula 1 Lotus, Stirling Moss won the Modena Grand Prix last Sunday at an average speed of 141.770 k.p.h., and in doing so notched up his 15th win of the season!

Nobody produced any V-8 engines and Ferrari stayed at home, preferring to keep his cars for Monza on Sunday. However, Porsche produced two cars for Bonnier and Gurney, B.R.M.s likewise for Brooks and Hill. Jack Brabham brought along his Cooper and U.D.T.-Laystall had two Lotuses for Masten Gregory and Henry Taylor. Roy Salvadori and John Surtees were in Yeoman Credit Coopers. Ireland and Clark turned up with a couple of Lotuses.

Other entrants were Maurice Trintignant (Cooper-Maserati), Mauro Bianchi (Emeryson-Maserati), Jack Lewis (Cooper), Wolfgang Seidel (Lotus), Godin de Beaufort (Porsche), John Campbell-Jones (Cooper), Tim Parnell (Lotus), Brian Naylor (J.B.W.), Boffa (Cooper), Ian Burgess (Lotus), Vacarella (Lotus-Maserati) and Pirocchi (Cooper-Maserati).

At the drop of the flag Jo Bonnier went off like a rocket to lead the race, but on that first lap he lost fifth gear. To overcome this slight handicap he used 9,200 r.p.m. in fourth before changing up into sixth!

With Bonnier sorting out his gears, Gurney in the other works Porsche went by into the lead. Moss was now right behind him, followed by Graham Hill, John Surtees, Roy Salvadori, Masten Gregory and Bandini. On lap 10 Surtees passed Hill into third spot and Bonnier was seen to be making up for lost time. Two laps later Moss made his attack and got by Gurney. Surtees then had a

go at the American but was unable to get by. Graham Hill now dropped back three places and the order after 15 laps was Moss, Gurney, Surtees, Gregory, Bandini, Salvadori, Hill, Bonnier, Clark, Brabham and Brooks.

Masten Gregory made an attack on Surtees but was unable to get by, but then his problem was solved when John retired with engine trouble. Ten laps later though, Masten stopped out on the circuit, made his way slowly back to the pits where he stayed for some time before joining the race way back in the field. So Moss led by seven seconds from Gurney and by 15 seconds from Bonnier, who had worked his way up to third.

He now went after Gurney and passed him on lap 59. Moss lapped Brabham on lap 70 and Bonnier did the same a lap later. At 80 laps, with 20 to go, Moss was 13 seconds ahead of Bonnier who was two seconds ahead of Gurney. The only drivers on the same lap as these three were Graham Hill and Jimmy Clark.

Graham suddenly slowed, letting Clark, Brabham and Brooks go by. With 10 laps to go, Stirling eased up considerably, letting the two Porsche drivers, who were driving wheel to wheel, get a bit nearer to him. He kept his distance, however, and romped home seven seconds ahead of the Porsches who crossed the line almost together.

Results

1, Stirling Moss (Lotus), 100 laps, 1 h. 40 m. 8 s., 141.770 k.p.h.; 2, Jo Bonnier (Porsche), 1 h. 40 m. 15.1 s.; 3, Dan Gurney (Porsche), 1 h. 40 m. 15.4 s.; 4, Jim Clark (Lotus), 99 laps; 5, Jack Brabham (Cooper); 6, Tony Brooks (B.R.M.); 7, Graham Hill (B.R.M.).
Fastest lap: Moss, 59.2 s., 143.876 k.p.h.

THE fourth members' meeting organized at Oulton Park by the British Automobile Racing Club takes place on Saturday, 9th September, and it is the first occasion at which a race confined to Grand Touring cars as such has been organized by the B.A.R.C. at one of its members' meetings.

The programme includes one of the B.A.R.C.'s popular marque scratch races for a select group of production type cars in which drivers are competing for the Fred W. Dixon Challenge Trophy which commemorates the great pre-war driver and engine tuner Freddy Dixon. Currently leading is Bob Staples in his A.C. Ace-Bristol, who is expected to be strongly challenged by Bill Shaw, also in an A.C. Ace-Bristol, provided the latter can get his car ready after having damaged it in a minor crash at Goodwood during the recent Tourist Trophy race.

Another annual award is the Cibie Cup for which modified small saloons compete and all the leaders in this competition—"Doc" Merfield, Bob Jankel and Keith Francis (all Ford Anglias), Cuff Miller (Sunbeam Rapier), Jeremy Hodgson (Borgward) are taking part.

The first race is at 2 p.m. Car parking is 10s. 6d. but spectator admission is free.

TYRE TESTS ON LAKE EYRE

ANDREW MUSTARD, a tyre designer from Dunlop's Racing Division in Birmingham, has left for Australia to conduct tyre tests in connection with a further possible attempt by Donald Campbell on the World Land Speed Record.

A preliminary survey of Lake Eyre, 500 miles North of Adelaide, has shown several areas of salt potentially suitable for the record attempt.

Mustard's job will be to check the behaviour of tyres on the types of salt available, which differ markedly from those at Utah. For example, at Utah the surface is usually levelled each year by saturation of the salt with rainfall and subsequent evaporation. On Lake Eyre there has been heavy rainfall only once in living memory and on that occasion, in 1955, the rivers Diamantina and Cooper's Creek, normally a string of mudholes, turned into torrents 20 miles wide and left 16 feet of standing water over the salt, which took 18 months to dry out!

These climatic and other differences are such that an extensive programme of tests will be necessary to determine the precise performance of high-speed tyres on the Lake Eyre salt bed.

THE "THREE HOURS" MEETING

THE autumn race meeting at Snetterton will be held this year on Saturday, 30th September, and the programme includes a race for Grand Touring cars for the "Moly slip Trophy". A race distance of 75 miles of the fast Snetterton circuit will give the "E"-type Jaguars a chance of turning the scales against the Berlinetta Ferrari—winner of this year's T.T. The early entries to be received for this meeting include "E"-type Jaguars, to be driven by Bruce McLaren, Roy Salvadori and Jack Sears, with the Equipe Endeavour car. Other "E"-types will be driven by George Wicken, Peter Sargeant and R. Sturgess. A Berlinetta Ferrari is entered by Equipe Endeavour, with Michael Parkes driving. The Essex Racing Team, who have carried the flag for Aston Martin this season, are sending a Zagato DB4 G.T. Aston Martin to be driven by Innes Ireland. Entries, which do not close for another three weeks, are expected from both home and overseas drivers.

This meeting will see the final round in the B.R.S.C.C. Touring Car Championship and 3.8-litre Jaguars will be driven by Bruce McLaren, Roy Salvadori, Michael Parkes, Jack Sears and others. Christabel Carlisle, whose exploits against the menfolk have been such a feature of the motor racing scene this season, will do battle once more with her rivals in the Mini-Minor class.

The "Vanwall Trophy" will be awarded this year to the winner of the Formula Junior race and a full entry of works cars is anticipated.

The meeting concludes with the now traditional Snetterton classic, the AUTOSPORT Three Hours race. This event, for series-production sports cars, goes on into the night, and is the only event in the British calendar where a Le Mans atmosphere prevails, with the fair, the fireworks display at the end of the meeting, the barbecue and the cars racing with their headlamps blazing.

Booking forms for tickets for this meeting are obtainable from the Snetterton Motor Racing Club, Old Buckenham Hall, Attleborough, Norfolk.

TWO works-entered Sunbeam Rapiers, with crews skippered by Peter Harper and Paddy Hopkirk, are among British entries for the motoring version of the Tour de France which starts from Nice on 14th September.

The 3,300 miles tour is the closest and most rugged modern equivalent to a road race—with the timed road sections through France and Belgium interlaced with six races on famous circuits and nine speed hill-climbs on tortuous mountain passes. At one stage cars and competitors are shipped to Corsica for a time circuit of the island.

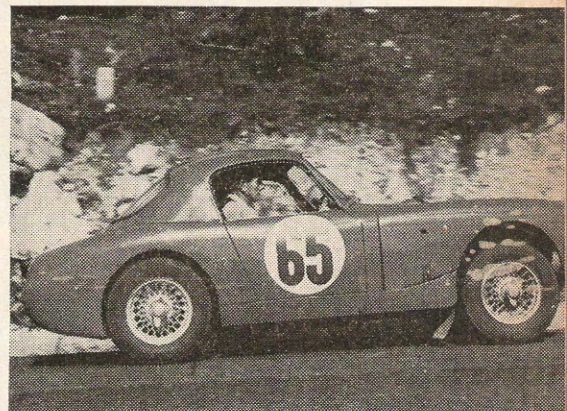
Peter Harper will again have Peter Procter as his co-driver and Paddy Hopkirk is teamed with another expert racing and rally driver, I. D. (Tiny) Lewis.

This will be Sunbeam's first official entry in this nine-day marathon event—and is in line with the Rootes Group's policy of entering its cars in the toughest of modern events.

This is a policy which has, this year, brought Sunbeam major honours in the Le Mans 24-hour race, East African Safari, Monte Carlo, Greek Acropolis and International Alpine rallies, and in the Circuit of Ireland.

THE MARATHON DE LA ROUTE

**Citroen Take First and
Second Places.
Only 8 Finishers
Out of 85 Starters**



LEFT: Best-placed British car was the big Austin-Healey of David Seigle-Morris and Tony Ambrose. ABOVE: John Sprinzel/Sam Actman turn on the power in their Sebring Sprite. BELOW: David Hiam (Mini) against a mountain backdrop.

Results

1, Bianchi/Harris (Citroën DS); 2, Meyret/Terramorsi (Citroën ID); 3, Walter/Wenscher (Porsche); 4, Bohringer/Aaltonen (Mercedes); 5, de Langeneste/Burglin (Citroën DS); 6, David Seigle-Morris/Tony Ambrose (Austin-Healey); 7, Chartier/Jowat (Ford Anglia); 8, Lead/Cardwell (Mercedes).

THE 1961 Marathon de la Route was won in convincing style by Citroën. Bianchi/Harris finished first in a DS and Meyret/Terramorsi were second in an ID.

The highest placed British car was the works Austin-Healey of David Seigle-Morris/Tony Ambrose. This pair led the rally at the half-way mark but on the Pec-Rijeka stage they lost 33 mins. and their lead. The favourites, Trautmann/Ogier (Citroën), also led at one stage but between Forno di Zoldo

and Rovereto they broke their gearbox and were forced to retire. Pat Moss/Ann Wisdom were forced to retire their Healey and David Hiam/Derek Astle also retired their Mini-Minor.

With the Trautmann/Ogier car out of the picture another Citroën moved into the lead, that of Bianchi/Harris. They were followed by the Mercedes of Bohringer/Aaltonen and a third Citroën, that of Meyret/Terramorsi. However, the Mercedes lost time in the closing stages and dropped back to fourth place.

A full report and pictures of this event will appear in next week's issue of AUTOSPORT.



THE WORLD CUP RACE

BY
DAVID PRITCHARD

CLOSING STAGES . . .

With three laps to go Ben Pon leads from Graham Warner (above). But on the next lap (right) LOV 1 slips past to take the lead and (lower right) receives the chequered flag to win by nearly four seconds.

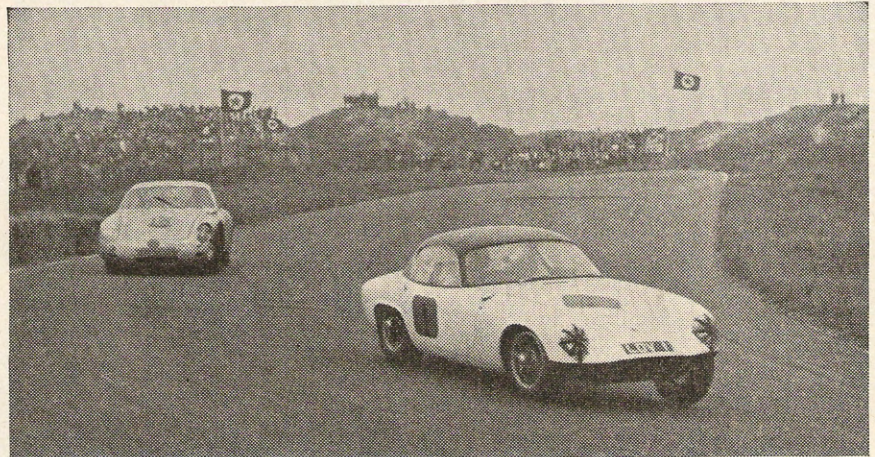
PHOTOGRAPHY BY GEORGE PHILLIPS

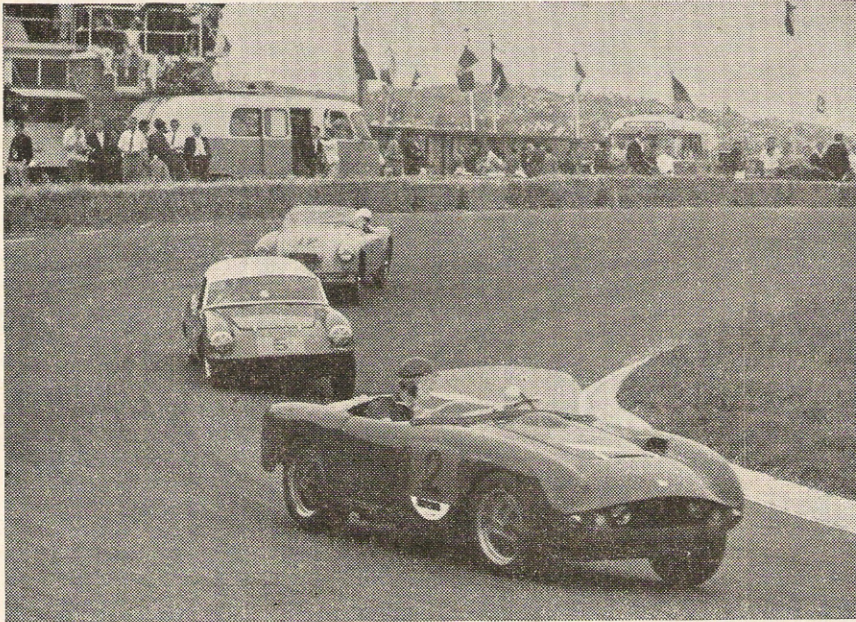
THE AUTOSPORT World Cup stays in England for another year, thanks to the brilliant driving and excellent captaincy of Graham Warner and the solid support he received from his team. This trophy has so far been the prize for three match races between Great Britain and the Netherlands, though the intention has always been that other countries should eventually join in the contest. Two years ago the British team had the worst possible luck at the Zandvoort race and suffered such a crushing defeat at the hands of the Dutchmen that it was virtually impossible to recover in the return match at Brands Hatch. The cup therefore spent its first year in Holland. Last year the Dutchmen held a three-point lead after the race at Zandvoort and this was converted into a British victory at Snetterton despite a magnificent effort by the Dutch captain, Wim Poll, who lost to Graham Warner by half a length in the second heat. This year it was, unfortunately, not possible to arrange a date for a race in England, and the destination of the cup was to be decided on the result of a single 50-lap race at Zandvoort, in which a team from West Germany was also racing against the Dutch team. Wim Poll retired from racing at the end of last season but his place was quickly filled by Ben Pon; a very fine driver who has an extremely fast Porsche Carrera Abarth. He was supported by the same team which had backed up Wim Poll so well in the two previous years, and it was obvious that we faced some very tough opposition. On paper, however, it was the German team which seemed bound to win the highest honours, since all their cars were potentially as fast as they were expensive.

Thanks to various misfortunes, the British contingent set sail last Friday for Holland with a bare six cars, and there is little doubt that everyone felt that

some disaster was bound to strike during practice and that we should be beaten before we started. At the end of the training session, however, we found to our great relief that we still had six cars and that they were very well placed as regards lap times; the two Marcoses of John Sutton and John Mitchell had been held strictly to a safe rev. limit, yet they were by no means the slowest cars on the circuit despite giving away over half a litre. The German team had lost one of their Porsches in a spectacular accident at the end of the straight, in which the driver "Rex Daintry" was, fortunately, only slightly hurt, and only Fritz Hahnl and Gerhard Koch were fast enough to be a serious threat. The Dutch team, on the other hand, were all in good shape and consistently rapid, and we concluded that they were to be regarded as the probable winners. In a council of war at the end of practice day we decided to keep as nearly as possible to our practice times and at all costs to drive to finish, hoping that the Dutch and the Germans might blow one another up in their struggle for outright victory. As things turned out, the other two teams had their share of misfortune and all our chaps kept running to the end, to win by a clear 10 points from the Dutchmen, who beat their German rivals by a single point. All our drivers deserve great credit for a fine effort which, one must admit, surprised everybody by its success, but the day undoubtedly belonged to our captain Graham Warner, who drove what was without doubt the finest race of his career to take the lead from the Dutch skipper Ben Pon two laps from home.

He could not have judged his attack better, and the ovation he got from the Dutch crowd for beating their own star was the most heart-warming sound we have heard for years. During his electrifying pursuit of Pon's Porsche during the closing stages of the race, every lap was faster than the last, and his best time of 1 min. 49.9 secs. seems likely to stand as a G.T. record for some time to come. This seems to be an appropriate moment to record that, during his last practice lap on the Saturday, LOV 1 emitted a "funny noise" and that Graham and his mechanics stripped the engine completely during the night before the race. A sizeable piece of metal was found in one of the cylinders which did not belong to the car at all and how it had got there is

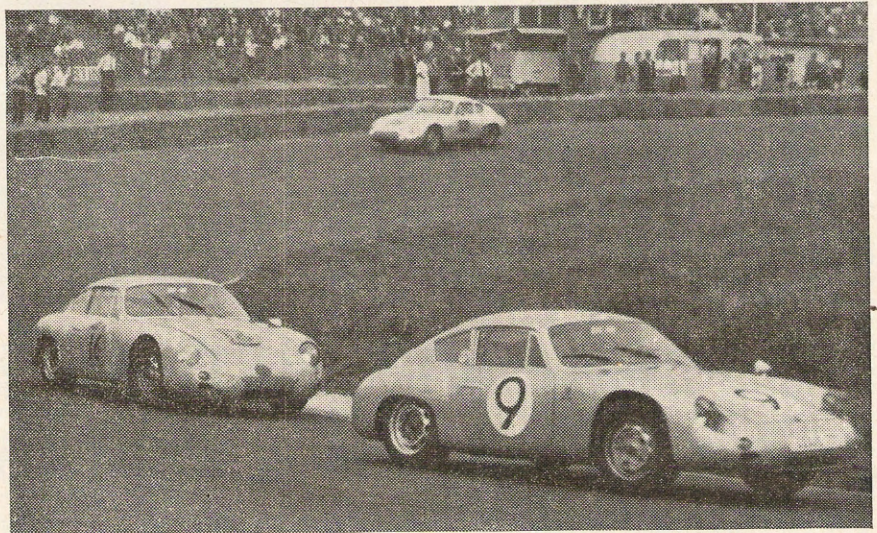




a mystery. It was 4.30 a.m. before the engine was back in one piece, and half way through the morning before it was in the chassis and running once more and, frankly, no one expected it to last the race. That it was brought to the line at all was possible only thanks to the help given by the Dutch driver Ad Bouwmeester, who telephoned all around the town until he found a lock-up garage in which the work could be done. Such is the spirit of this annual contest.

As is usual at this meeting at Zandvoort, the day's racing started with two national events in which the Dutch clubmen thoroughly enjoyed themselves. Their races are much like our own in the private battles which go on through the season, and the first race last Sunday brought the familiar sight of two B.M.C. babies tied together from start to finish, the eventual winner of this duel being the well-known Tony Hildebrand. At the same time two VWs staged a similar performance which ended in a virtual dead-heat. Tony Hildebrand scored an outright victory in the second race with his Climax-powered Lotus 7, which was obviously highly popular with the spectators, as was the race-long battle between "Kallaga" in a Borgward and Visser in his famous Peugeot 203.

At the end of the meeting the first Formula Junior race ever held in Holland turned out to be a most unfortunate affair. Once more there was a multiple pile-up just after the start which put out six cars, the two Geminis being practically written off. Someone, apparently, hit Bill Moss hard in the rear and he spun wildly all over the track, being hit by almost everyone else in sight. Rob Slotemaker in the other Gemini had his steering broken but did not find this out until the car went straight on and over the bank behind the pits. John Love had the engine of his Cooper moved several inches and could not select gears as a result. Ben Pon, in a Team Lotus car, was pushed off on the inside and the car was a very sorry sight. Henk van Zalinge had his Hirondele wrecked, and Paddy Gaston retired after five laps with badly damaged steering. Incredibly, nobody was hurt in this appalling mix-up,



but it ruined the race as a spectacle and left a nasty taste in everyone's mouth. Tony Maggs won the race in the Cooper from Michael McKee in the works Lotus, whose gear lever came to pieces, and David Piper was third with his Lotus. The only thing which kept the race alive was the duel between Chris Ashmore and Gerhard Mitter which again ended in a virtual dead-heat, Mitter getting the decision by inches.

The Grand Touring race had the customary Le Mans-type start and Han Vetter, the Dutch driver of an M.G. Twin-Cam, was the first to move, but it was Fritz Hahl in the Abarth Porsche from third position in the row who led

PAT FERGUSSON: (Turner) leads Tony Lanfranchi (Elva) and Han Vetter (M.G.A) at Hunze Rug.

into the first corner, with Graham Warner and Pat Fergusson well placed ahead of Ben Pon. At the end of the opening lap the order was Hahl, Warner, Pon, Fergusson, with Tony Lanfranchi's Elva Courier and Tom Entwistle's T.V.R. next up and going splendidly. John Mitchell's Marcos was quickly in trouble with what eventually turned out to be a faulty wire to the petrol pump, and he lost several laps while the cause was diagnosed and was never in the hunt as a result. He later had a rear wheel collapse on the fast corner leading on to the straight, a very frightening experience from which he fortunately emerged unscathed, and he made the pits in safety and finished in one piece.

On the second lap it became obvious that Ben Pon was going flat out to join battle with Hahl, and he swept past Graham Warner, who was motoring quietly with a full fuel tank. Gerhard Koch and Ad Bouwmeester began to

LONG DUEL between Fritz Hahl (9) and Ben Pon, the latter getting through during Hahl's pit stop.

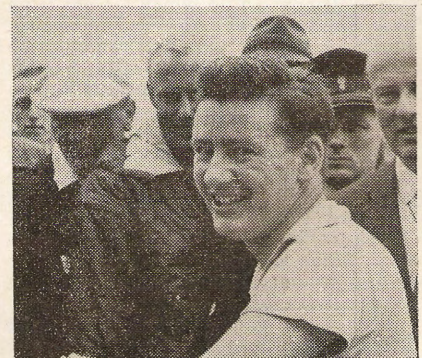
speed up and, by the fourth lap, they were ahead of Lanfranchi; Eberhard Rank passed Tom Entwistle, who then got involved with Rob Dooyes. Dooyes, however, came into the pits on the

Results

1, Graham Warner (Lotus Elite), 1 h. 35 m. 51.6 s., 131.222 k.p.h.; 2, Ben Pon (Porsche Abarth), 1 h. 35 m. 55.3 s., 131.137 k.p.h.; 3, Fritz Hahl (Porsche Abarth), 1 h. 36 m. 45.3 s., 130.008 k.p.h.; 4, Gerhard Koch, 1 lap behind; 5, Pat Fergusson (Turner-Climax); 6, Rob Dooyes, 3 laps behind. **Other British Placings:** 8, Tom Entwistle (T.V.R.); 10, John Sutton (Marcos); 14, Tony Lanfranchi (Elva Courier); 15, John Mitchell (Marcos). **Fastest lap: Graham Warner, 1 m. 49.9 s., 137.350 k.p.h.**

World Cup Scorings

1, Britain, 39 pts.; 2, Holland, 29 pts.; 3, Germany, 28 pts.

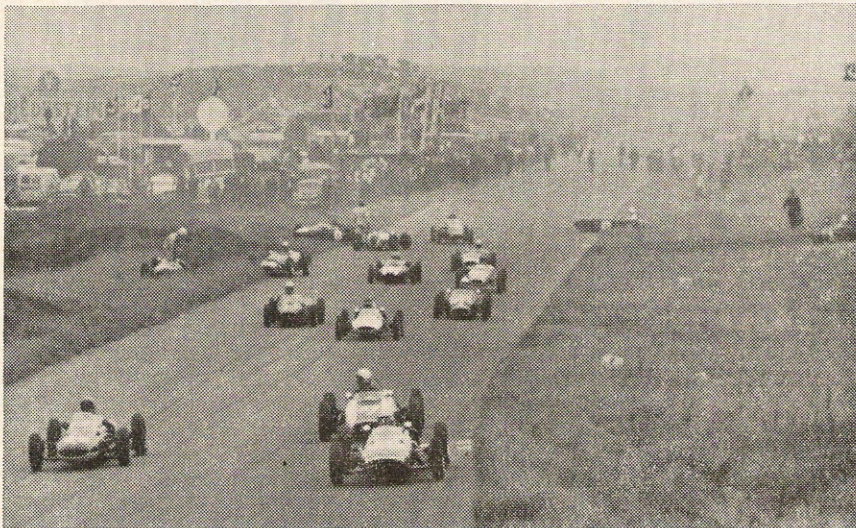
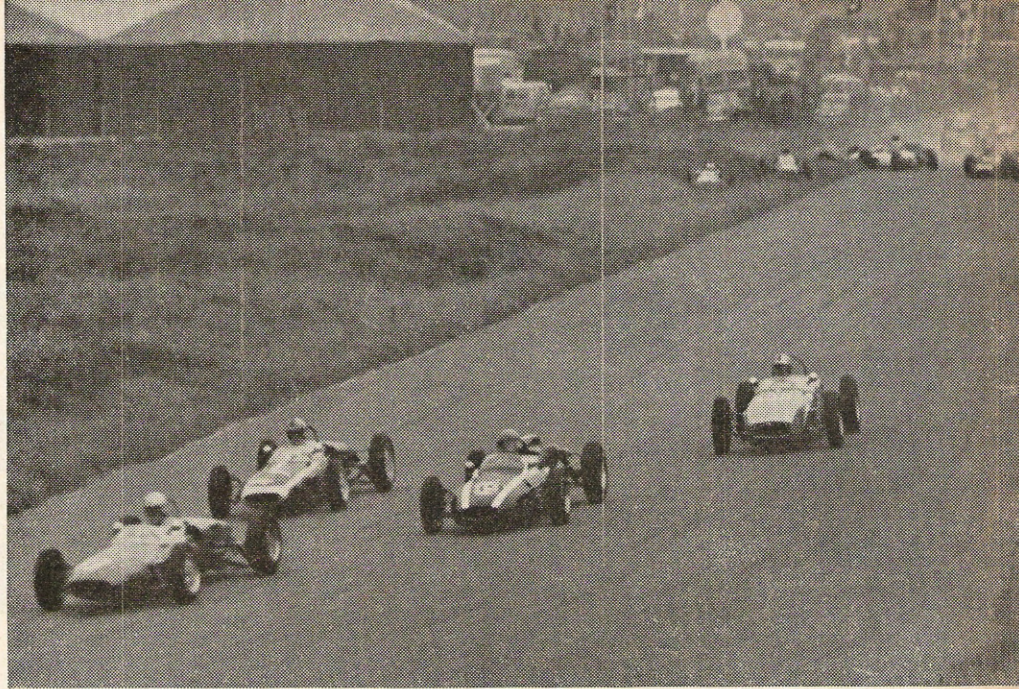


GRAHAM WARNER

THE FORTUNATE FIVE: In the background can be seen what must nowadays be regarded as a fairly typical Formula Junior start!

sixth lap for the first of the compulsory refuelling stops, which dropped him behind Vetter.

After 11 laps Graham Warner made his compulsory stop, during which he took on five litres of fuel in next to no time, and from there on he sat comfortably in the first five, watching the progress of the race and burning away the surplus weight in preparation for the moment when he would make his effort. The battle for the lead was raging furiously, with Ben Pon piling on the pressure more and more as the race progressed; Tom Entwistle was now involved with the German reserve, Bruno Runte, Rank having retired with engine trouble, and John Sutton was duelling with Evert-Jan Groen, the Dutch reserve who

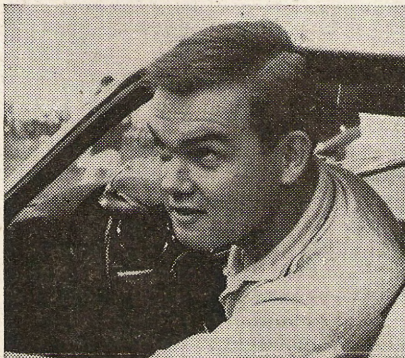


PHASE TWO of the shunt, with the rest of the lucky ones getting away.

was finding a lot of speed from his Porsche.

At 18 laps Ad Bouwmeester went missing when the distributor came adrift from the engine out at the back of the circuit. He had no tools in the car with which he could secure it, and he had a very long walk to the pits and back which cost him no fewer than 25 of the 50 laps of the race.

Three laps later the German Runte also retired his Porsche with engine trouble, and John Sutton refuelled the Marcos, which was by now lapping consistently fast without being pushed.



BEN PON

Ben Pon now began a furious attack on Hahnl and showed that he knew nearly all the tricks of getting round Zandvoort at high speed, but the German was not easy to pass and, on one occasion, the cars touched coming out of the Hoek van Tarzan. One lap after half-distance, however, Pon managed to get through into the lead, and the crowd went wild with delight. A lap later the Dutch leader came in to his pit to refuel and the German led once more. Hahnl stayed in front for another four laps and then he, too, came in to take on fuel and the Dutchman shot past into the lead as he pulled away. By this time Han Vetter with the Twin-Cam was in serious trouble with his fuel pump, which got steadily worse as the race wore on, and he finally stopped short of the line until the winner took the flag, when he motored over to be classed as a finisher. With Bouwmeester out of the running, this put paid to any chance of victory for the Dutch team.

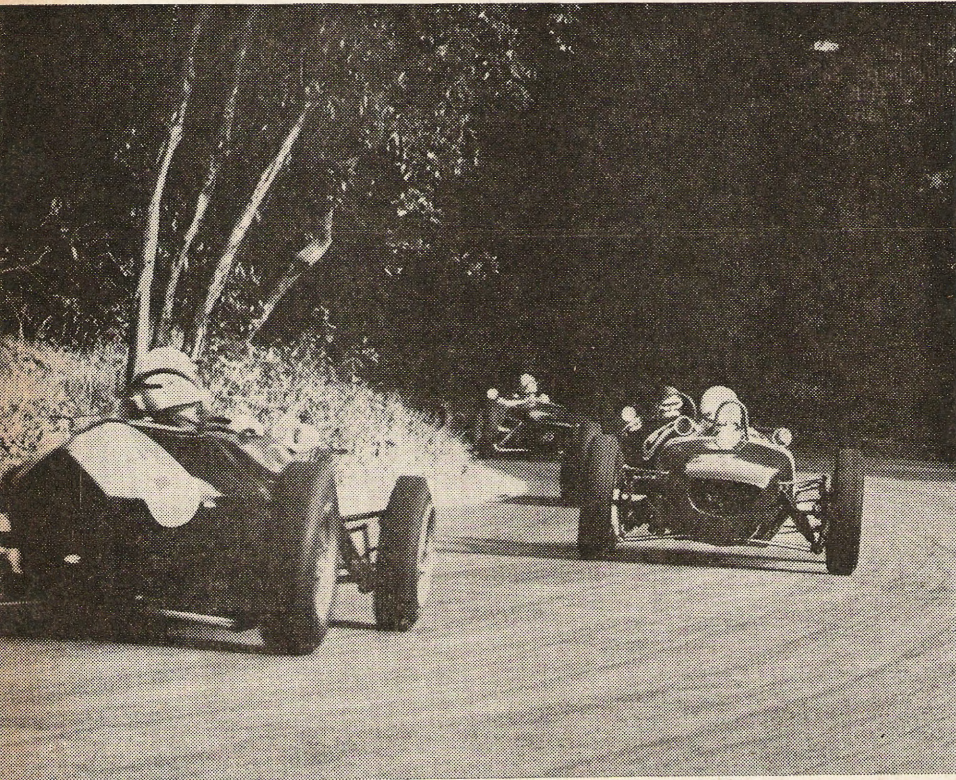
A lap after his fuel stop Hahnl spun off at the Hoek van Tarzan and this seemed to take a little of the sting out of his driving. At the same time Graham Warner began to turn up the wick and, at 35 laps, the commentator pointed out that LOV 1 was rapidly overhauling the German. Graham did the 35th lap in 1 min. 52 secs. and, on the next, he carved off another half second. One more lap and he had passed Hahnl, and

for the first time we began to think that he had a fighting chance of outright victory. At this stage he was some 16 secs. behind Ben Pon, whose brakes were beginning to show signs of wear although he was still getting round in 1 min. 54 secs. lap after lap.

Ten laps from home Tom Entwistle, who had been driving an excellent race in the T.V.R., slowed slightly when the temperature began to creep up, and Rob Dooyes closed up to pass him into sixth place. Pat Fergusson's little Turner was still crackling round in magnificent style behind Hahnl and Koch, but Tony Lanfranchi had lost his chance of scoring when the fan belt broke and he had to motor quietly round while a spare was obtained.

With eight laps to go Warner got his lap time down to 1 min. 51 secs. and three laps later he achieved 1 min. 50.2 secs. By this time there were quite a lot of people with the firm impression that their stop-watches were suffering from sand in the works, but before they could throw them away the official times were announced and the instruments were reprieved. The spectators had definitely taken Graham to their hearts by now and quite obviously they were hoping that he would beat their own captain, who shortly before had had all their fervent support in his duel with the German.

Three laps from the end Graham got ahead at the Hoek van Tarzan but was off line, and was repassed before the end of the long corner. Next time round he made no mistake and the Elite went to the front for keeps, to the accompaniment of a truly deafening roar from the crowd. As he wound off two more immaculate laps, Tom Entwistle came into the pits with the T.V.R. getting very hot from lack of water, but was hastily shooed back into the race to motor to a finish which was worth seven points to the British team, and then it was all over. Graham Warner brought the Elite home just under four seconds ahead of his Dutch rival, and the cup was ours for another year. The whole race from the British point of view had been planned to a nicety and our tactics had paid off handsomely. We had started with what seemed on paper to be a rather weak team, our fastest car had met trouble in practice, but we had finally got six cars out of six to the finishing line as a result of every member of the team driving with his head.



MORE NEW RECORDS AT CRYSTAL PALACE

BY MARTYN WATKINS

IT is difficult to remember a Crystal Palace race meeting for which the weather was not perfect, and at which new records were not set up: the racing at the London circuit seems to get faster and closer with every event.

Thus it was on Saturday for the B.A.R.C.'s national British meeting, when a programme of seven races for Formula Junior, 1,100 c.c. sports cars, historic racing cars and marque sports cars was run off with the usual clockwork precision that one has come to expect of the club, and held in scorching sunshine: weather that made the paddock and spectator enclosures as interesting to lovers of the human race as the cars themselves!

The afternoon's programme opened with the first of two 10-lap heats for the day's main race, the September Trophy for Formula Junior cars. Front row of the grid for this one comprised Dennis Taylor's Lola, on pole position, John Rhodes's Midlands Racing Partnership Cooper, Hine's Lola and Peter Arundell's works Lotus. From this quartette it was Dennis Taylor who led off the line and at the end of the first lap the order was Dennis Taylor, Hine, Arundell and Rhodes, with Mike Spence's Emeryson fifth ahead of Steve Ouvaroff, in the extremely smart and well-presented Ausper entered by Competition Cars of Australia, Ltd. At South Tower Corner on lap one Bradley's M.R.P.-Cooper clobbered the bank—with no damage to the driver—and took no further part in proceedings.

The order of the first four never changed, with Dennis Taylor quickly settling down to a 3 secs. lead. John Rhodes never gave up harassing Peter Arundell, setting a new lap record in the process of 61 secs. (82.03 m.p.h.). On lap three Frank Gardener, in the Jim Russell Racing Drivers' School Lotus, took sixth place from Ouvaroff, and on lap five moved up past Spence into fifth place.

JUNIOR: A bunch of Juniors sweep through the Glades in the September Trophy race.

Results

Formula Junior (Heat One): 1, D. Taylor (Lola), 79.90 m.p.h.; 2, E. L. Hine (Lola); 3, P. Arundell (Lotus). **Fastest lap:** J. Rhodes (Cooper), 61 s., 82.03 m.p.h. (Record). **Heat Two:** 1, T. Taylor (Lotus), 79.84 m.p.h.; 2, R. N. Prior (Lola); 3, P. Ashdown (Lotus). **Fastest lap:** Prior, 61 s., 82.03 m.p.h.

Sports Cars up to 1,100 c.c.: 1, P. Boshier-Jones (Lola), 76.01 m.p.h.; 2, I. G. E. Harrison-Hansley (Lola); 3, J. Nicholson (Lola). **Fastest lap:** Boshier-Jones, 64 s., 79.19 m.p.h.

Marque Sports Cars: 1, R. A. V. Staples (A.C.), 69.60 m.p.h.; 2, J. R. Olthoff (M.G.A.); 3, R. A. Collings (Austin-Healey). **Fastest lap:** Staples, 70.4 s., 71.08 m.p.h. (Record).

Historic Racing Cars: 1, A. S. Cottam (E.R.A.), 66.90 m.p.h.; 2, D. H. Gahagan (E.R.A.); 3, N. S. Clifford (Alta). **Fastest lap:** Gahagan, 71.6 s., 69.89 m.p.h.

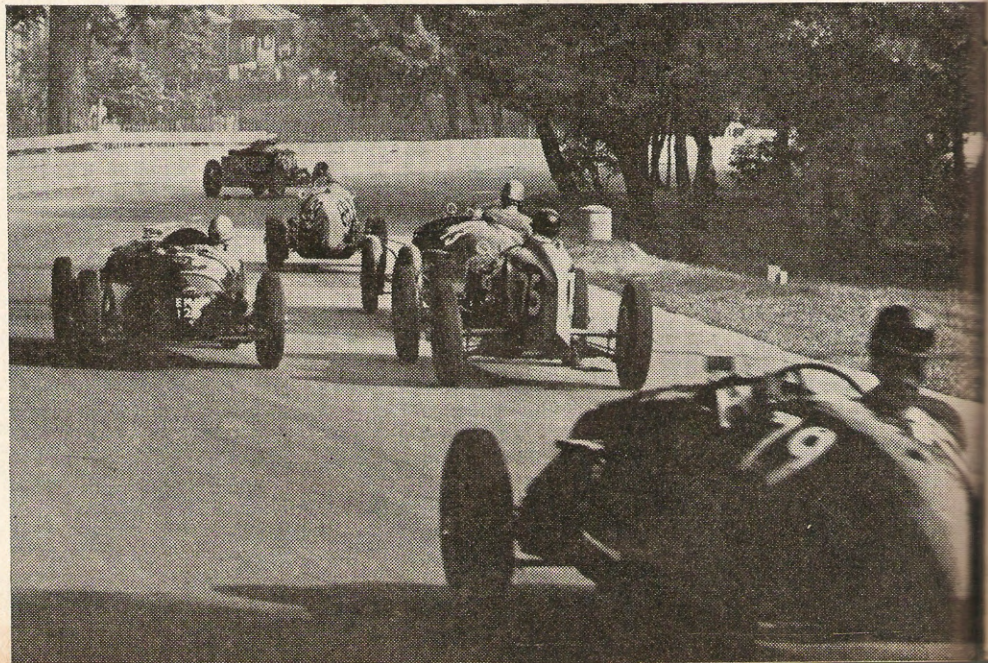
Formula Junior (Final): 1, T. Taylor (Lotus), 80.84 m.p.h.; 2, D. Taylor (Lola); 3, P. Ashdown (Lotus). **Fastest lap:** T. Taylor, 60.8 s., 82.30 m.p.h.

Invitation Handicap: 1, J. G. Bloore (Elva-Climax), 69.80 m.p.h.; 2, J. R. Olthoff (M.G.A.); 3, N. Garbett (Lotus-Climax). **Fastest lap:** P. Boshier-Jones (Lola-Climax), 64.2 s., 77.94 m.p.h.

Dennis Taylor finished just under 4 secs. ahead of Hine's Lola at a new record race average speed of 79.90 m.p.h.

Then came the second heat, with reigning B.A.R.C. Formula Junior champion Alan Rees (Lotus) on pole position, sharing the front row with Trevor Taylor (Team Lotus), Dick Prior (Lola) and John Pitcher (Lotus). When the flag went down Trevor Taylor took the lead and, once again, held it to the end of the race. Alan Rees went off the road at the New Link on this first lap and crashed heavily, luckily escaping with cuts, bruises and shock, and at the end of the first tour Trevor Taylor led from John Pitcher, Dick Prior and the Tasmanian Gavin Youl, in the M.R.D.-Ford which caused such a sensation at Goodwood a couple of weeks ago.

LEADING the main bunch of pre-war racing cars is Morin Scott's Invicta, ahead of Hyslop's E.R.A.



On the second lap Prior took second place from Pitcher, to hold it thereafter throughout the race, while on lap three Youl moved up into third place.

Attwood's M.R.P.-Cooper was now moving steadily up the field, in close company with Peter Ashdown's Motor Racing Stables'-entered Lotus: on lap five Attwood took third place from Youl, while on lap eight Ashdown in turn took the position from Attwood while Youl, who had been visibly slowing, came slowly up towards the finishing line to retire. Prior made fastest lap in 61 secs., equalling Rhodes's new record of the previous race.

Now came the 1100, and a runaway win for Peter Boshier-Jones in his Lola. The Welshman took an immediate lead and led from start to finish, setting fastest lap in 64 secs. (19.19 m.p.h.) and then continuing his (almost) unhurried way to win by getting on for a quarter of a minute from Ian Harrison-Hansley (Lola) and, two further seconds behind, John Nicholson (Lola-Climax). W. Banks smote the bank in the Glades with his Lotus on lap three, emerging from the incident unscathed. Farther back in the field Bloore (Elva), Shill (Lotus) and Mitchell (Lotus Seven) enjoyed a spirited dice, while Harrison-Hansley's second place came only on the last of the 10 laps, following a race-long battle with Nicholson.

Event four was the marque scratch race, which provided yet another runaway win for Bob Staples—now beardless, by the way! Bob had very little opposition after Hugh Braithwaite spun his Morgan on the second lap, retiring on the fourth, although Bob Olthoff's very fast and ably driven M.G.A gave the Ace-Bristol a run for its money and, although smoking fairly furiously on the exit from certain of the corners, nevertheless was never more than 5 or 6 secs. behind, and retained second place throughout the race. Peter Marten's Morgan held third place until lap seven, when Collings's Austin-Healey got by after a fairly hectic duel.

Both Bob Staples and Hugh Braithwaite had surpassed Chris Lawrence's lap record in the course of practice for this event, and so it seemed reasonably certain that new figures would be achieved in the race. Bob got the Ace round in 70.4 secs. to do just this, a new record speed of 71.08 m.p.h., and completed the 10 laps at 69.60 m.p.h.—a new record race average. Olthoff could not have been far behind these figures, either, for he shot through the field like a rocket from the third row of the grid.

A number of suitably throaty noises from the paddock indicated that the next event was to be the 10-lapper for pre-war racing cars, and out on to the grid came these monsters of yesterday. Disappointingly, the two potentially fastest cars—Sid Day's 1½-litre E.R.A. and Douglas Hull's 2-litre model—were non-starters. Imposing machinery which did appear, however, included R. C. Smith's 4-litre Darracq, Morin Scott's 4½-litre Invicta, with a two-seater body of stumpy appearance, while Cottam's E.R.A. was by far the best turned-out car on the grid. Clifford's Alta, one of two present for the contest, refused point-blank to start despite a large number of willing hands to push, and so sterner methods were brought into play: Scott's Invicta was placed behind the Alta, nose to tail, and, prodded smartly in the stern by the red monster, it came to life.

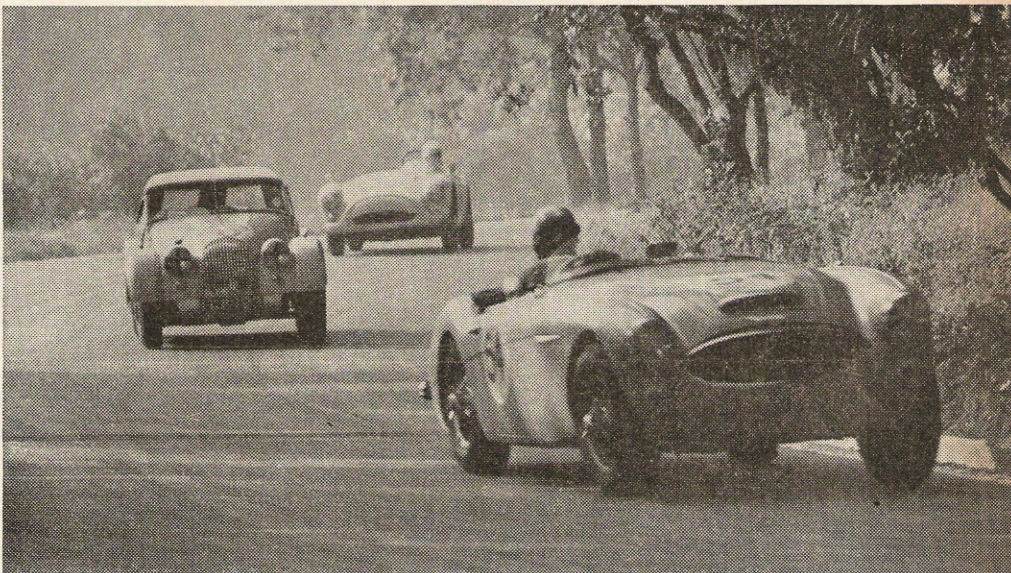
Dudley Gahagan's red 2-litre E.R.A. took the lead from the start and opened up a wide gap. Subsequently, however, it slowed a trifle, Dudley appearing to be uncomfortable from a cloud of fine spray of something unpleasant from beneath the bonnet, and Cottam passed him on lap nine. Dudley refused to give up, however, and took second place only a second or so behind, while Clifford's Alta was third with Bergel's 2.3-litre Bugatti fourth. Gahagan achieved fastest lap in 71.6 secs. (69.89 m.p.h.) and his E.R.A. proceeded to catch fire on the slowing-down lap, the flames being rapidly extinguished: the driver was unharmed.

Then came the main race, the 25-lap final of the Formula Junior September Trophy event. Front row of the grid

the two Taylors, with Dennis just in front, began to draw away slightly from third man Arundell.

Ashdown and Hine were now engaged in close combat and on lap four Ashdown passed the Lola into fourth place: on lap six he got past Arundell, too, and lay third. The whole field began to close up again, and after seven laps, with the order Dennis Taylor, Trevor Taylor, Ashdown, Arundell, Prior (who passed Hine on this lap) and Hine.

On lap nine the lead changed: Trevor Taylor's Lotus edged past Dennis's Lola and began to draw away ever so slightly. Prior dropped back, was repassed by Hine and then retired to the Paddock, letting Frank Gardner (Lotus) up into sixth place, where he began to close up on Hine. The latter retired at Ramp



found Dennis Taylor (Lola) in pole position, next door to Trevor Taylor (Lotus), with Hine (Lola) and Prior (Lola) making up the front row: so many Lolas made it seem almost like a sports car race!

Trevor Taylor arrived at the end of the warming-up lap making rude faces to the Lotus mechanics, and accordingly the bonnet came off and men with screwdrivers proceeded to mount a serious assault on the carburetters. This was a source of great worry to everyone except the Lotus mechanics and Trevor Taylor, so presumably nothing disastrous was afoot.

The first half of the race was tremendously exciting, but the latter stages tailed off into a rather uninspiring procession. Dennis Taylor leapt into the lead from the start and a close-packed bunch of cars flashed past the line at the end of the first lap, resolving itself into the order Dennis Taylor, Trevor Taylor, Arundell, Hine, Ashdown and Prior.

Attwood's M.R.P.-Cooper refused to fire on the starter, and had to be pushed: the officials let him run for five laps or so, then called him in with the black flag to be disqualified.

Lap two and the tight bunch of leaders retained the same order—except that they were all so close together that there was no set order at all: at any moment it might change radically. At the end of three laps, however, some sort of pattern had been established, and

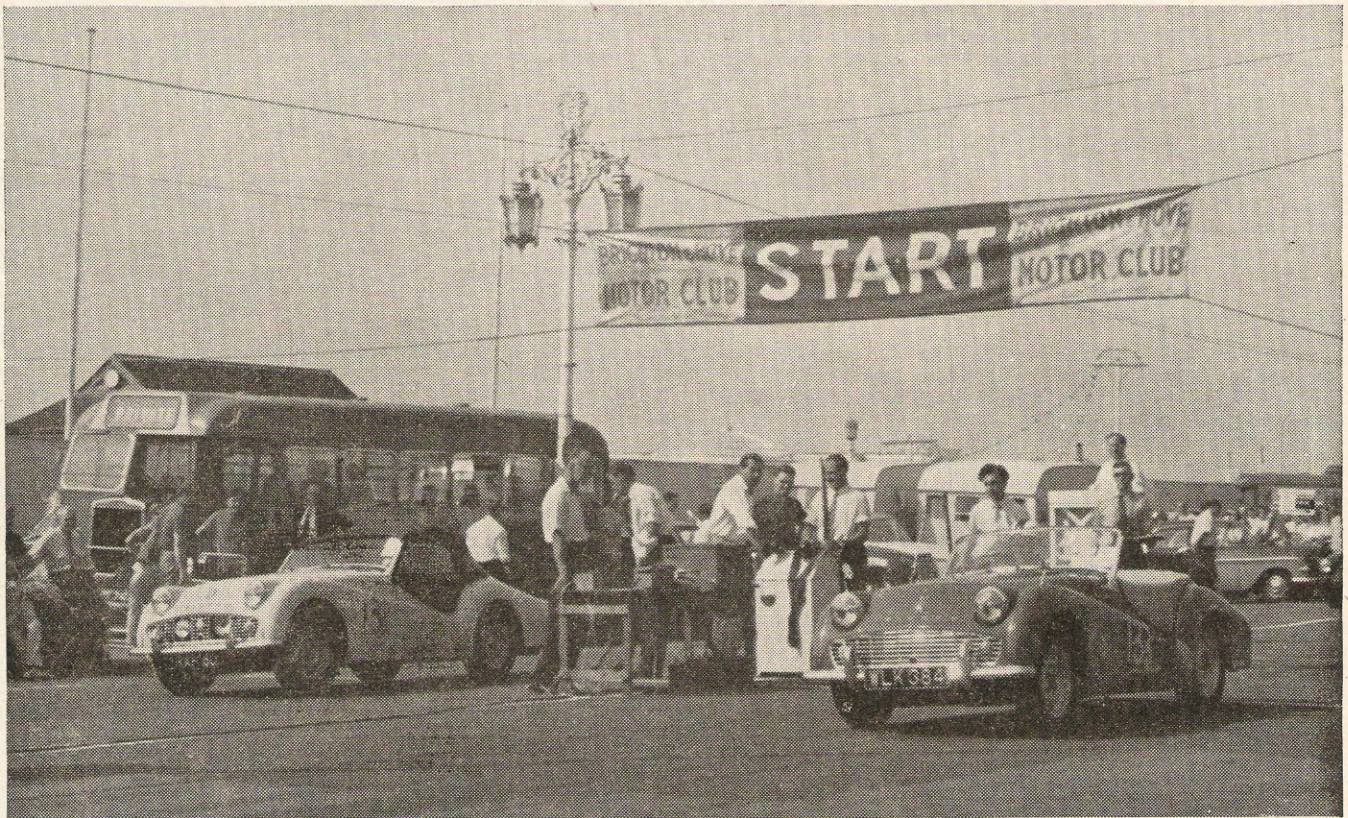
COLLINGS (Austin-Healey) leads Marten (Morgan) and Bowman (A.C.) in the marque race.

Bend on lap 14, leaving Frank Gardner fifth place and letting John Rhodes up into sixth place, some distance behind Gardener.

On lap 15 Gardner passed Peter Arundell for fourth place, and suddenly, as if by common consent, everyone seemed to give up trying and content themselves with the situation as it stood.

However, while the fight was on it was quite a fight, and Trevor Taylor—who, it is said, has never yet been beaten at the Palace—set new record lap figures with a tour in 60 secs. (82.30 m.p.h.), while his race average of 80.84 m.p.h. for the 25 laps constituted yet another race record average speed. He finished 4 secs. ahead of Dennis Taylor, with Peter Ashdown third, 7 secs. down. Then came an 18 secs. gap before the fourth man, Frank Gardner, led Peter Arundell home.

Last event on the programme was an invitation handicap race for which eligible competitors were the first seven home in each of the 1,100 c.c. sports car and marque sports car events. Nevertheless, several drivers non-started. Bloore's Elva ran out a fairly comfortable winner by some 7 secs. from Bob Olthoff's M.G.A, with Nick Garbett's Lotus third. Scratch man Boshier-Jones did not appear in the first six, but made fastest lap in 64.2 secs. (77.94 m.p.h.).



BRIGHTON SPEED TRIALS

Many New Class Records—B.T.D. for Gordon Parker (Jaguar HK Special)

BRIGHTON was blessed with sunshine tempered with a pleasant breeze and it was shirt-sleeve order for the men and pretty summer frocks for the fair sex. The terraces were full and made a colourful sight as the cars roared down Madeira Drive.

A number of new class records were made, but the course record remained intact, Sidney Allard suffering the cruellest luck imaginable. At its first public appearance—and for the very first time, anyway—his car refused to run properly during either of its runs. His first run was marred by a feed-pipe from the blower being blown off, and it was suspected finally that the attendant explosion deranged the timing of the engine. In any case, having started the engine for his second run, it was running

WHEELSPIN: Gordon Parker gets away from the line to make B.T.D. Less wheelspin, and he might have got nearer the course record.

all over the place, and the car stalled on the line. After a plug change it simply refused to start at all!

The meeting was spoiled somewhat by the inordinate number of false starts made by some drivers. In one case a pair had no fewer than three before they finally got off! At a meeting where it is always, these days, a rather near thing as to whether everyone will get their second

REPORT AND PICTURES BY
PATRICK BENJFIELD

runs, as 5.30 p.m. is the deadline, the car drivers could well take a leaf out of the book of the motor-cyclists, most of whom got off the line very well. The starting system certainly appears to be simple enough.

The sports cars ran in the morning and in Class 1, for cars up to 2,000 c.c., the class record went to H. Hamblin's TR3A in 31.24 secs. He was closely followed by H. Braithwaite and M. R. C. Parr, who was the previous holder of the class record. All three beat it this year and two were Triumph-mounted, Braithwaite being odd man out with a Morgan.

The class for sports cars over 2,000 c.c. produced a very small field. Ken Rudd's Ruddspeed-Ace evidently being unready, the class was won by Donald Duncan in a Bristol-engined version of the same car in a new record time of 29.90 secs. For some unaccountable reason Rudd's other two entries were also withdrawn.

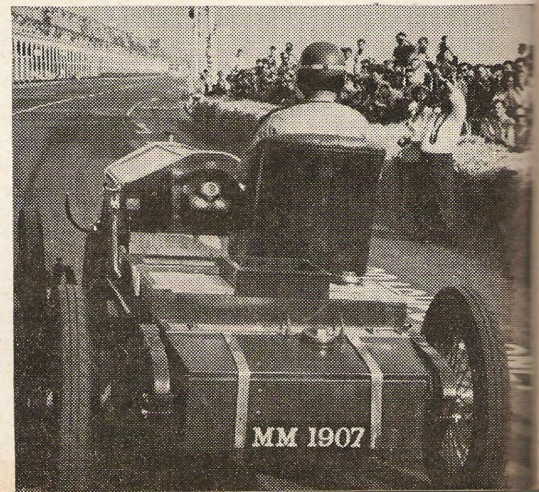
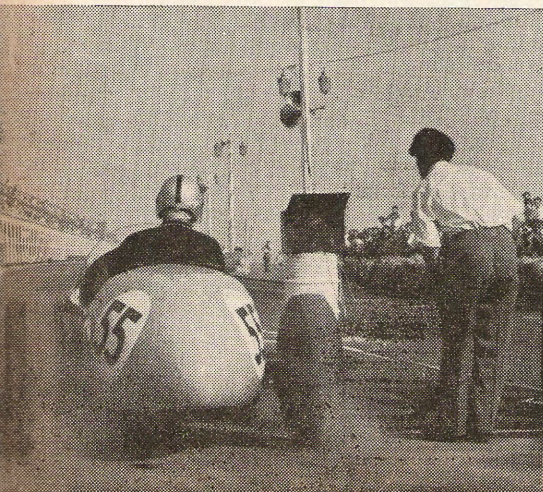
TOP OF THE PAGE: A nice clean, level start from the Triumphs of Boelle and Horton-Stephens.

The next class was for four-seater saloons up to 1,600 c.c., and was dominated by the larger-capacity cars. It was won by a very narrow margin by G. R. Hartwell's Sunbeam Rapier in 35.51 secs., from R. C. C. Palmer's Riley and N. T. Lawrence's Borgward, there being only 0.62 sec. between them. The organizers staged an interesting match during this class, running R. L. McGhie's Renault Dauphine-Gordini against N. Porter's Mini from the next class. The Mini, somewhat modified, won the contest.

John Derisley won the next class for sports cars up to 1,000 c.c., which was dominated by the three Lotuses running. Again there was very little in it, roughly 1.25 secs. separating the first three.

In Class 5, for sports cars 1,001-1,600 c.c., Derek Williamson took his Lola-

21 LITRES: Douglas Fitzpatrick "on board" the enormous 1907 Metallurgique as it thunders away from the start for the standing kilometre at Madeira Drive.



BLOWN: Both the Zephyr and the Consul Classic were supercharged, the Zephyr being fractionally faster; the Classic, however, reached the flag first by a nose.

Climax down with the new record figures of 27.58 secs. on his first run, and was quite a bit faster than anyone else. An interesting car in this class was W. A. Cleave's Morris, which has been racing since 1937. It is based on the old Morris M.10 engine and the chassis has been much lowered. The engine is lined down to 1,086 c.c., and the car has raced at Brooklands under the present ownership, apart from hill-climbs and practically everything else, and still puts up very respectable times.

J. Randles, this time in a 2-litre Cooper, improved his own class record on each of his runs, finishing up with 24.91 secs., an improvement of 3.79 secs. on his old times with the Lister-Bristol. He completely dominated the class with nobody else near him, and did second B.T.D.

Not unnaturally, a good many very fast times were recorded by the big sports cars, roughly half a dozen getting



32.02 secs. by G. Powell in his G.P. Special.

Daniel Richmond came close to beating the Formula Junior record with his Venom-Austin, at the same time defeating all those cars with Cosworth-Ford engines.

G. March's Djinn being absent from the class for racing cars 501-1,100 c.c., one might have thought that J. D. Farley would have it his own way with his very fast Special. However, in spite of doing 25.40 secs. on his first run, he must have been somewhat anxious. The car did not perform at all well on the second run, and R. J. Dunnett had done a respectable time on his first run, with his second one to come, in his 1100 Cooper. Dunnett could not beat him, however, and Farley gained the day.

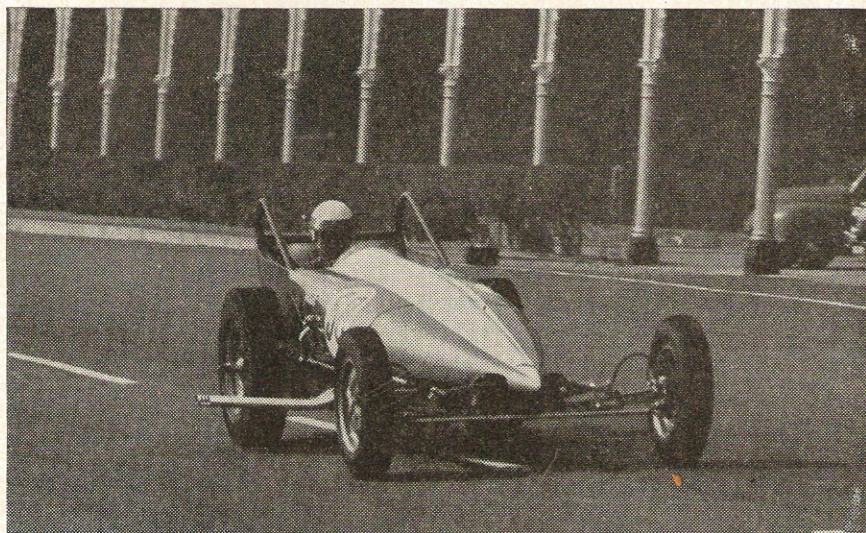
We only had two runners in the class for cars 1,501-2,000 c.c. and James Berry, who holds the class record with his other car, the E.R.A. Special, easily beat T. M. Greer's H.R.G.-Lea Francis with his more normal E.R.A. in 25.61 secs. during his first run, the car going sick second time out.

It was during the last class runs that we had the sight, some of the sound, and, alas, none of the fury of Sid Allard's car. But we were also treated to the fine spectacle of no fewer than three giants of many years ago, all of over 21 litres capacity. J. P. H. Gresham, driving the 1907 Fiat, said to be the ex-Eldridge World's Land Speed Record car, proved to be the fastest of these three, by a small margin from D. G. Fitzpatrick's well-known La Metallurgique. Stanley Sears had to be content with a close third place in the 1912 Benz, which he had recently driven down all the way from Birmingham—some feat, this, on modern crowded roads! The Fiat recorded a time of 33.4 secs.

We also had best time of the day from this class, when Gordon Parker rocketed down in 24.63 secs. in his Jaguar HK Special on his first run.

So ended Brighton for 1961. As a father was heard to reply to his little boy's query, "Daddy, what do they do when they reach the other end?" "Clap on their anchors sharpish, boy". So must I.

DAVID HOBBS'S very successful Lotus Elite, equipped with the "Mechamatic" automatic four-speed transmission with full overriding manual control, forms the centre piece of the Hobbs Transmission, Ltd., stand at the Frankfurt Show this month.



down to the 26-27 seconds mark. Excellent runs were put up by J. Browning in a lovely Jaguar XK SS, D. Lewis's Tojeiro-Jaguar, J. Goodhew (4½ V-12 Lagonda) and Oliver Batten in his 8-litre Bentley. The latter pair finished second and third. Mike Anthony won the class with his big 5½-litre V-8-powered Lister, with 25.04 secs., failing to equal his own class record by 1/100th of a second only.

The ladies' unlimited sports car class was won by Mrs. Vivienne Lewis, driving her husband's aforementioned Tojeiro. With this somewhat hairy device she got down to 27.20 secs. Sheila Park, who holds the class record, could not get near this figure, the 3-litre Tojeiro being rather off form this year. She did, however, just manage to keep Mrs. V. Richmond's Allard out of second place.

W. Coleman walked away with the unlimited supercharged sports car class in the well-known Jaguette. He was very fast (but could not get near the class record) with 27.70 secs. F. E. Wall's beautiful, but to this writer's mind, incongruously red Bugatti, narrowly beat M. B. Russ-Turner's 4½-litre Bentley for second place.

The afternoon began with the Bentley

OUT OF LUCK: Sidney Allard's dragster was unable to make a successful run due to unexpected engine trouble. However, for sheer noise value it was rated one of the best machines at Brighton.

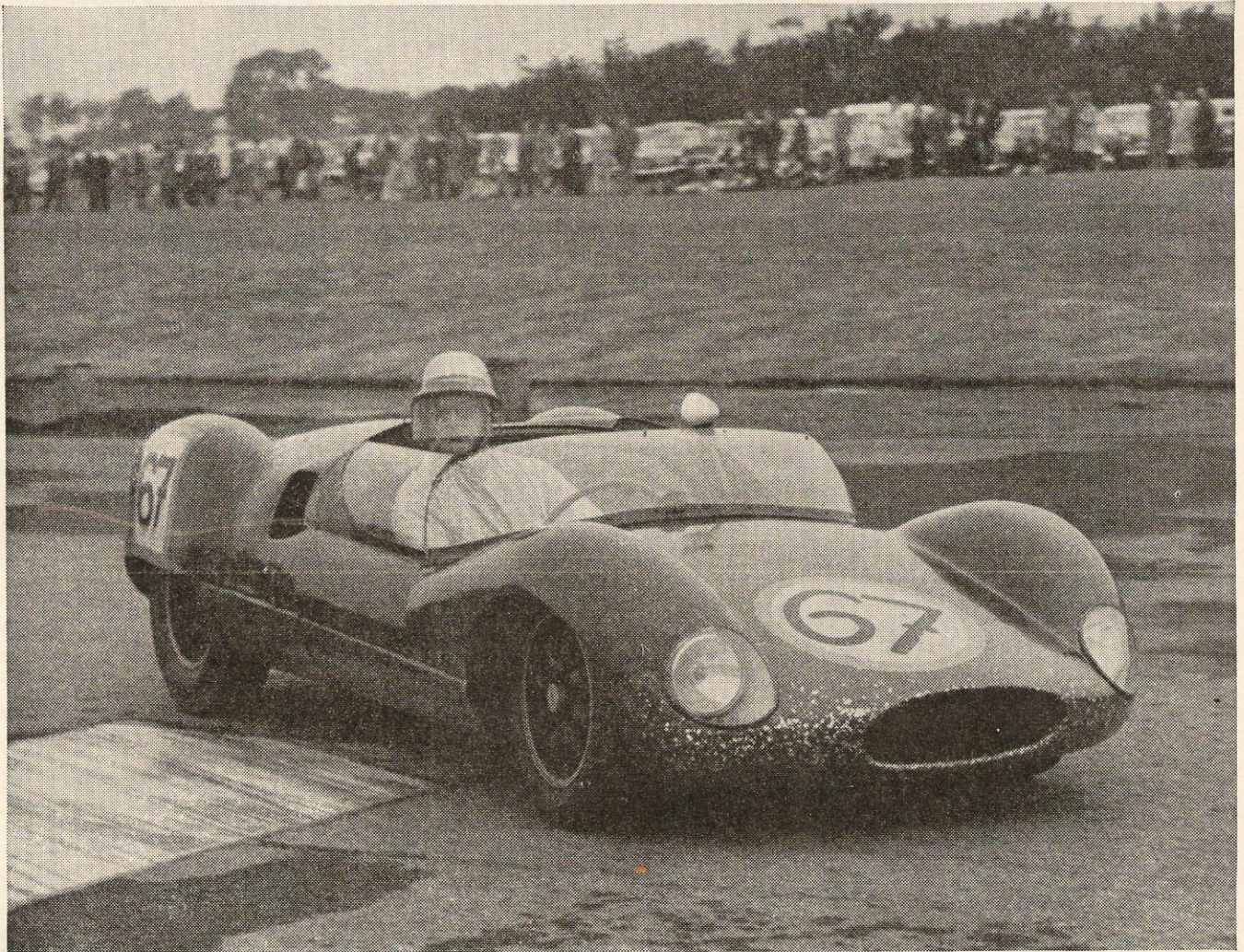
Drivers' Club class, and most of the drivers improved their times on their second runs. Perhaps not unexpectedly George Burton won the class, but it was a near thing. Russ-Turner seems to have found some more steam this year from his 4½ post-1931 blown car and was only 0.13 sec. adrift of the former's 31.73 secs. A very fine sight was provided by Harry Rose in his works unblown 4½-litre, and Stanley Sears in his Dorothy Paget blown 4½-litre. Team cars both, they crossed the finishing line inches apart, Rose just getting up in front.

The 500 c.c. racing class was enlivened by the fair sight of Heather Ann Watling-Greenwood in her Kieft, long brown tresses protruding from her crash helmet. The car persisted in rolling forward over the hockey stick at the start. Another interesting car present was the original "500", the Monaco of J. Bedford, which was notably neat in its getaway. No one got near the class record, best being

"Battle of Britain" Meeting

Three Wins for J. Blumer (Cooper) at Darlington D.M.C. Meeting

REPORT AND PICTURES BY FRANCIS PENN



ORGANIZED by the Darlington and District Motor Club, promoted by the Stockton and Thornaby Branch of the Royal Air Force Association, held at Royal Air Force Station, Catterick (by kind permission of the Air Ministry and the C.O., Group Captain A. G. Douglas, C.B.E., M.C., A.D.C.), and helped more than somewhat by the officers and "Erks" under his command, the Battle of Britain race meeting was presented on Sunday, 3rd September.

For the benefit of those unfamiliar with Catterick (this being a big restricted meeting with well over 100 entries) the circuit measures 1.6 miles around and, unlike the usual flat airfield perimeter, this one climbs and falls. The track lies adjacent to the main A.1 road, where, to the great annoyance of the local constabulary, people stop to watch the racing for free. If they are car-less, they can and do! The main straight runs at right angles to the road and terminates in a tight hairpin at Swales. Then comes a winding climb to the Snake, to descend via swinging left- and right-handers to

THREE-TIMES-WINNER Jimmy Blumer swings his Cooper Monaco through a right-hander. His successes for the day included a win in the meeting's main event.

a wide bend at McLaren's. A short straight leads to a further right-hander at Hangar, thence rejoining the "main drag". Width, say 40 ft.; surface a very rough airfield macadam.

The whole, as a short circuit, is ideal, complete with ample car and spectator facilities, and can provide future meetings *par excellence*. But—and it's a big but—let's do something about the organization; I know there had been a thunderstorm and heavy rain the night before, but the course was dry at 1 p.m., the start was late, and for the life of me I cannot, where a paying gate is involved, see the idea, need or necessity to start the main race of the day at 6.55 p.m. and to finish around 7.30 p.m. and, of all things, to precede this with a long and dreary handicap for pre-1940 cars, which consisted in the main of aged tourers. Bear in mind that this was not

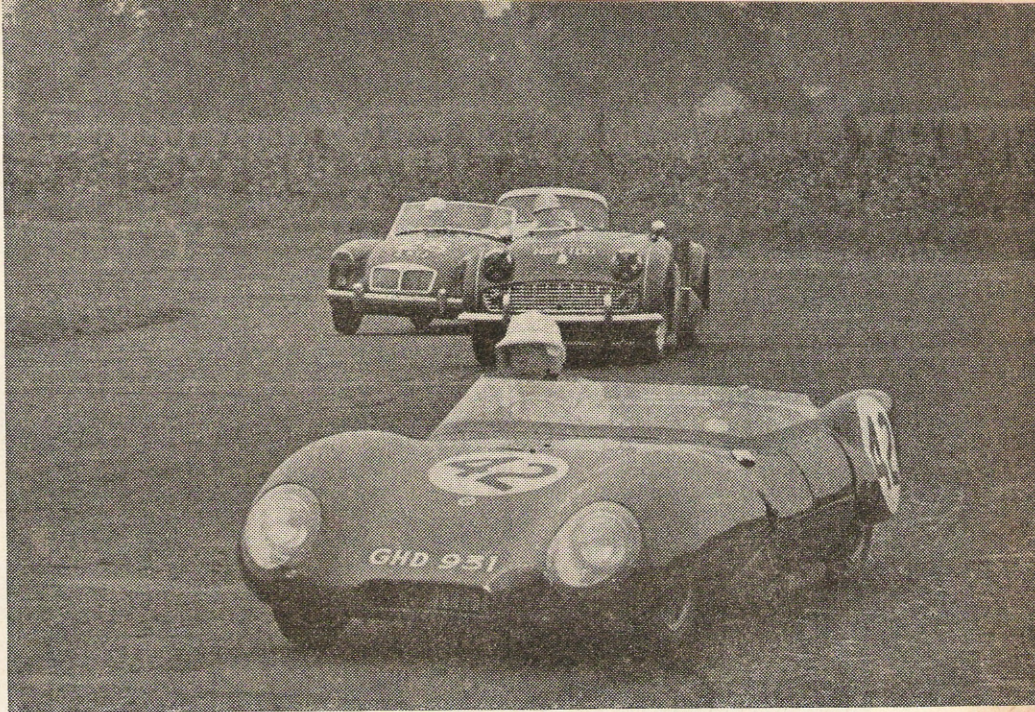
a club event, at which no doubt they would have been welcome, but one of the North's biggest race meetings. Don't forget that spectators had paid to come in! This sort of thing will certainly not help to swell the contributions to the R.A.F. Association Funds. One other moan, still on behalf of the cash customer, who can't complain: the P.A. commentary, good and informative as it was, sounded like mumbo-jumbo anywhere outside the start area, and as for the toilets—ugh!

Event 1 was a 10-lap race for saloon cars in classes up to 1,600 c.c. and over. Taking the event overall it provided yet another easy win for P. G. Walton and his 3.8 Jaguar, who by lap four had a 20 secs. lead over A. Scoble (Mk. VII Jaguar) and E. B. Wadsworth (Healey-Elliott), who for the entire race were never parted. Walton increased his lead at the flag to 37 secs.! After these, in neat and orderly fashion, came the babies. In line astern were C. H. B. Wadsworth and R. W. B. Oliver (Austin 7 equipped) and third man A. F. Rogers

(A35). This race was certainly enlivened by the barrel-rolling antics of J. W. Reed (Anglia), who collected them on laps one and two at Hangar and then spun off on his seventh tour!

Event 2 was a 10-lapper for sports cars from 1,001-2,000 c.c. which provided perhaps the day's closest scrap between J. Wakefield (A.C.-Bristol) and J. Sutton (Lotus Elite). Up to lap seven it was Wakefield by 2 secs. Then Sutton passed just before McLarens, only to lose the lead again on the final tour. Both drove magnificently. For third place, again there was a grand battle between G. Durham (Porsche) and W. A. Thompson (Lotus Elite), the former making it after the placings had changed virtually on alternate laps. Unfortunately, during this race, what could have been a very serious accident occurred when M. N. Sutherland, for no apparent reason (he was alone at the time), lost his Ford Special just after McLarens' Bend, crashed through the retaining barrier and finished actually on the grass verge of the A.1 itself! The car was not too badly damaged, but a few yards farther on and, well, I leave it to you! The driver was removed to hospital, suffering from facial injuries.

Event 3 was a 15-lap race for sports-racing cars up to 1,500 c.c. and over. Taking the race as a whole it was just all Jimmy Blumer, who on this occasion achieved the impossible, leading from the "D"-type of J. Wober, an extremely fast car, for the first two laps. He lost his Cooper Monaco at Hangar, restarted *last*, came through the field to regain the lead on lap 12 and won by some 10 secs. During this somewhat hectic tour, as can be imagined, Blumer did the existing lap record "a bit of no good" on a few



DICING on a corner are J. L. Fenton (Lotus), G. Weldon (Triumph) and H. Wall (M.G.A.)

hind, came W. D. Bertram, driving a Senior. The sports car section was dominated by R. B. Ropner, whose XK 150S had rather more urge than Walton's 3.8. Third came yet another variation on the Jaguar theme, a 140 in the hands of G. F. Athey.

Event 5, the "Regent rose bowl" race for sports cars up to 1,000 c.c. over 10 laps, gave A. Leonard (Lotus 7) rather an easy win after a five-lap scrap with G. W. John's Lotus 7A, which was then seen no more. The chase, though somewhat belatedly, was then taken up by D. Wragg (Mallock), whilst third came J.

cars and included as such a 1932 Austin 7, a 1931 M.G. "F"-type, a Morris Cowley, a 1928 Riley, etc.

The event was ultimately won by W. D. C. Needham (1932 Austin 7), followed by M. Bromley-Johnson (1935 Frazer-Nash) with G. R. Footitt (1925 A.C.-G.N.) third.

Last came the main event of the day. Starting very late and in bitterly cold weather, it was, as expected, a gift to Blumer, who in winning notched up his third success of the day! By lap five he led Wober by 11 secs. with Romanes third. Lap eight saw Wober spin, which left Blumer in an unassailable position, then being 2 secs. ahead of Romanes. He increased his lead to 31 secs., then, obeying orders, held his position. Into third place, after Wober's spin, came Mackay, whilst fourth was Dawson. So the 20 laps ran out, Blumer retaining his large trophy of last year.

Results

10-lap Scratch Race for Saloons (Class A up to 1,600 c.c.): 1, C. H. B. Wadsworth (Austin 7); 2, R. W. B. Oliver (Austin 7); 3, A. F. Rogers (A35). **Class B, over 1,600 c.c.:** 1, P. G. Walton (3.8 Jaguar); 2, A. Scoble (Jaguar Mk. VII); 3, E. B. Wadsworth (Healey-Elliott). **Fastest lap:** Walton, 69.38 m.p.h.

10-lap Scratch Race for Sports Cars: 1, J. Wakefield (A.C.-Bristol); 2, J. Sutton (Elite); 3, G. Dunham (Porsche Carrera). **Fastest lap:** Sutton, 74.11 m.p.h.

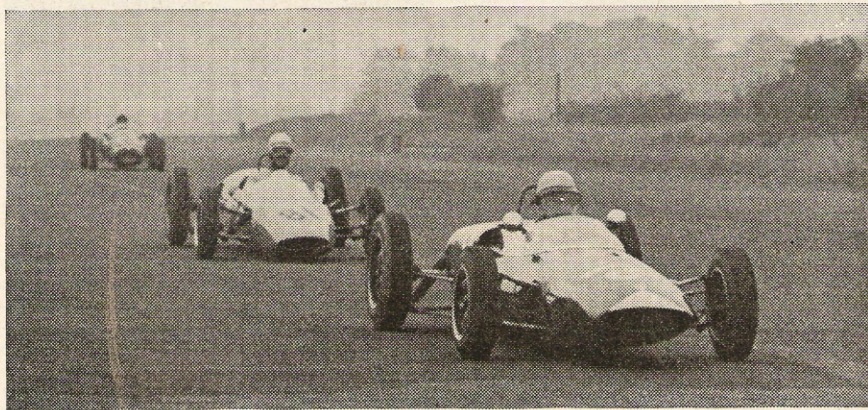
15-lap Scratch Race for Sports-Racing Cars, up to 1,500 c.c.: 1, J. Mackay (Shannon-Lotus); 2, P. Barak (Lotus XVII); 3, C. B. Dawson (Lotus Le Mans). **Over 1,500 c.c.:** 1, J. Blumer (Cooper Monaco); 2, J. Wober (Jaguar D); 3, C. K. W. Schellenberg (Jaguar C). **Fastest lap:** Blumer, 83.77 m.p.h.

15-lap Scratch Race for Formula Junior: 1, J. L. Romanes (Lotus 20); 2, M. J. Wayne (Gwyniad); 3, W. D. Bertram (Senior). **Sports Cars over 2,000 c.c.:** 1, R. B. B. Ropner (XK 150S); 2, P. G. Walton (Jaguar 3.8); 3, G. F. Athey (XK 140). **Fastest lap:** J. M. Bramall (Lotus 18), 79.74 m.p.h.

10-lap Scratch Race for Sports Cars—Regent Rose Bowl Trophy: 1, A. Leonard (Lotus 7); 2, D. Wragg (Mallock); 3, J. Burgess (Sprite). **Fastest lap:** Leonard, 73.94 m.p.h. **Battle of Britain Trophy—Heat One:** 1, J. Wober (Jaguar D); 2, J. L. Romanes (Lotus 20); 3, J. H. Blades (Lotus XVII). **Fastest lap:** Wober, 82.03 m.p.h. **Heat Two:** 1, J. Blumer (Cooper Monaco); 2, J. Mackay (Shannon-Lotus); 3, C. K. W. Schellenberg (Jaguar C). **Fastest lap:** Blumer, 82.46 m.p.h.

10-lap Handicap Race for Pre-1950 Cars: 1, W. C. D. Needham (Austin 7, 1932); 2, M. Bromley-Johnson (Frazer-Nash, 1935); 3, G. R. Footitt (A.C./G.N., 1925).

Battle of Britain Trophy (Final), 20 laps: 1, J. Blumer (Cooper Monaco); 2, J. L. Romanes (Lotus 20); 3, J. Mackay (Shannon-Lotus).



JUNIORS: J. L. Romanes (Lotus) leads M. J. Wayne (Gwyniad) as they brake for a corner.

occasions! Third, and leader in the smaller class, came J. Mackay (Shannon-Lotus) after a fine drive. In the larger class the placeman was C. K. Schellenberg of Bentley fame, this time "C"-type Jaguar-equipped. Second and third in the 1,500 c.c. class were P. Barak (Lotus) (fourth overall) and C. B. Dawson (Lotus Le Mans).

Event 4 was a 15-lap race for Formula Juniors with a class for unlimited sports cars. Among the Juniors, up to lap six it was M. J. Wayne (Gwyniad) in front, who alarmed all of us up at the Snake by emitting large sparks when braking by grounding! On lap seven he was taken by J. L. Romanes (Lotus 20), who went on to win. Third, but some distance be-

Burgess (Austin-Healey Sprite). One spin occurred at McLarens' Bend, the culprit being J. F. Wilson (Ginetta IV).

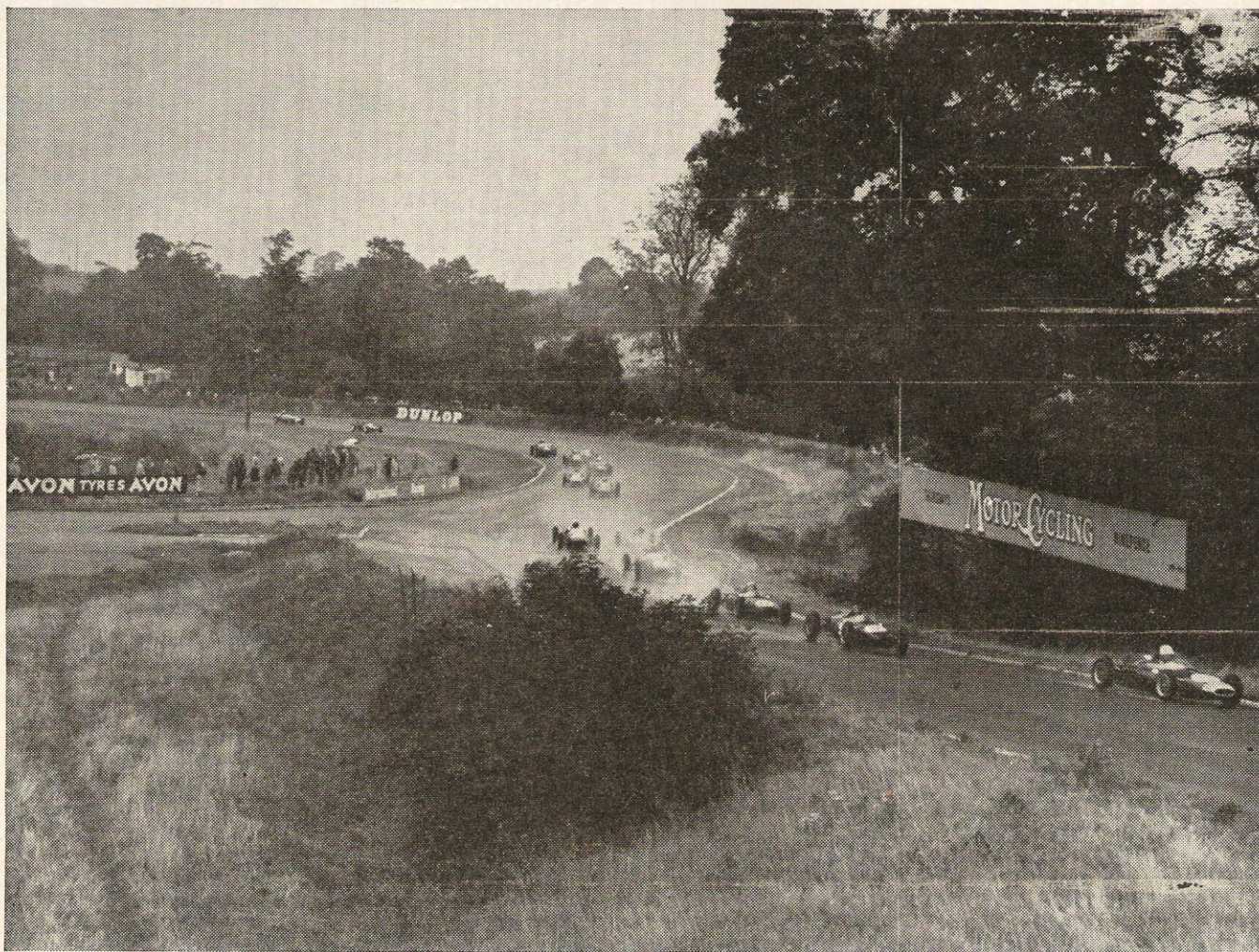
Event 6 was the first heat of the Battle of Britain Trophy race for any type of car, the distance 10 laps, in which J. Wober, using the full power of the "D"-type, was far too fast for his placemen in the shape of J. L. Romanes (Lotus 20) and J. H. Blades (Lotus XVII). The second heat was just as easily taken by J. Blumer (Cooper Monaco), who toured home 18 secs. in front of Mackay's Shannon-Lotus with Schellenberg's "C"-type third, this latter car being shunted on lap one when the mass arrived at the hairpin.

Event 7 was a handicap for pre-1940

GOOD DAY AT MALLORY

Well-Organized B.R.S.C.C. Meeting At Mallory Park

BY CHRISTOPHER NIXON



THE Midland Centre of the B.R.S.C.C. staged a very well-organized and pleasant race meeting at Mallory Park last Sunday. An extended rain-shower failed to dampen the spirits of those present and the afternoon's sport was run off without incident.

There were three Formula Junior races, two 10-lap heats and a 15-lap final. The first heat was won easily by Jack Pearce (Lotus) who has been winning a lot of races lately. He led from start to finish, followed by John Fenning (Lotus). John Rhodes (Cooper) was third at the end of lap one, but R. Attwood (Cooper) passed him and stayed in front until lap seven, when Rhodes got by and led Attwood across the line by 0.6 sec.

M. Adlington (Lotus) won the first race for sports cars up to 1,200 c.c. more or less as he pleased, romping home some 13 secs. ahead of D. A. Soley (Lotus). Soley had to work hard to stave off a race-long attack by Alan Wershat (Lolita) and J. B. L. Brooke (Lotus).

Brooke took second place on lap six but Soley got by him again on the last lap to beat Brooke by 0.6 sec. with Wershat 1 sec. behind Brook.

Results

Formula Junior Race, Heat 1 (10 laps): 1, J. Pearce (Lotus-Ford), 86.75 m.p.h.; 2, J. Fenning (Lotus-B.M.C.); 3, J. Rhodes (Cooper-B.M.C.). **Fastest lap:** Pearce and Fenning, 54.4 s., 89.34 m.p.h.

Up to 1,200 c.c. Sports Cars, "A" (10 laps): 1, M. Adlington (Lotus-Ford), 79.44 m.p.h.; 2, D. A. Soley (Lotus-B.M.C.); 3, J. B. L. Brooke (Lotus-Ford). **Fastest lap:** Adlington, 60 s., 81 m.p.h.

Formula Junior Race, Heat 2 (10 laps): 1, E. Harris (Alexis-Ford), 82.21 m.p.h.; 2, J. Mew (Lotus-Ford); 3, R. B. Brown (Lotus-Ford). **Fastest lap:** Harris, 57.4 s., 84.67 m.p.h.

Saloon Car Race (10 laps): 1, P. Sargeant (Jaguar 3.4), 74.49 m.p.h.; 2, R. J. Bloor (Austin A40); 3, P. T. Middlehurst (Austin A40). **Fastest lap:** Sargeant, 1 m. 3.8 s., 76.18 m.p.h.

Unlimited Sports Car Race (10 laps): 1, M. Beckwith (Lotus-Climax), 72.62 m.p.h.; 2, B. Bennett (Lotus-Climax); 3, L. W. Keens (Lotus-Climax). **Fastest lap:** Bennett, 1 m. 4.2 s., 75.70 m.p.h.

Formula Junior Cars, Final (15 laps): 1, J. Rhodes (Cooper-B.M.C.), 73.37 m.p.h.; 2, R. Attwood (Cooper-B.M.C.); 3, J. Fenning (Lotus-B.M.C.); 4, E. Harris (Alexis-Ford); 5, A. Evans (Cooper-B.M.C.); 6, J. Pitcher (Lotus-Ford). **Fastest lap:** Attwood, 1 m. 4.6 s., 75.23 m.p.h.

Grand Touring and Production Sports Car Race (10 laps): 1, A. J. Lambert (Jaguar "E" Type), 68.80 m.p.h.; 2, E. C. Booth (Frazer-Nash); 3, J. H. V. Cross (M.G.A.). **Fastest lap:** Lambert, Booth and Cross, 1 m. 9 s., 70.43 m.p.h.

Up to 1,200 Sports Cars, "B" (10 laps): 1, M. J. G. Dell (Tornado-Tempest), 67.16 m.p.h.; 2, J. M. Taylor (J.M.T.Ford); 3, J. E. Miles (Austin-Healey Sprite). **Fastest lap:** R. N. Thomas (T.F.W.-Ford), 1 m. 9.4 s., 70.03 m.p.h.

The second of the F.J. heats was remarkable by virtue of David Prophet's tremendous drive in the Kieft. Unfortunately, Prophet was disqualified because, having stalled on the line, he received a push start. However, he then proceeded to carve through the field with tremendous speed.

E. Harris led from start to finish in the Alexis-Ford, with J. Mew (Lotus) second and John Gee-Turner (Lotus) third. Prophet was last but one. By lap three he was seventh and next time round he was fourth. Two laps later he was third and challenging Mew for second place, passing him at Gerards on lap eight. He could do nothing about Harris though and had to be content with second place until he learned of his disqualification.

The saloon car race was a good one. Peter Sargeant won in his 3.4 Jaguar but at the end he was only 2.8 secs. ahead of second man R. J. Bloor, who drove his A40 to very good effect. We watched this race from the hairpin, and very interesting it was, too. The first time round Sargeant led from P. T. Middle-

(Continued on page 333)

CORRESPONDENCE

The Leinster Motor Club Replies

Both myself and my Committee were somewhat amazed to read Mr. Derisley's letter in your issue of the 25th August as our experience with him in Dunboyne was such as to deserve the charity of our silence, at least in print, but as he has chosen to commit to paper such a series of gross inaccuracies he leaves us with no alternative but to let you and your readers know the true facts.

Mr. Derisley did write on 9th March before it had been decided as to what type of races would be held, and indicated his wish to compete. The reply of 5th April did not and could not stipulate what the lap speed differential between the two races might be, and this speed of 82 m.p.h. (not 84 m.p.h.) was not known to him until he received our Regulations in early June. On 25th June he submitted an Entry Form which, apart from naively ignoring the factors most relevant for a handicap race, contained blatantly erroneous information as subsequently became apparent from a glance at the car itself and its performance at the Phoenix Park one week beforehand. Before the car arrived in Ireland the Handicap was already fixed, and at 80.7 m.p.h. was, on the information available from the Entry Form and Mr. Derisley's previous performance here with Lotus 7s, not such as to permit of his inclusion in the Leinster Trophy Race, and accordingly he was relegated to the race for slower cars. It was only after the Phoenix Park Meeting that it became obvious to the Club that such deliberate inconsistencies in the Entry Form as "two SUs" where there were two Webers, the significance of the word "Cosworth" on the rocker box, the suspicion of a close ratio gearbox when the form stated "Standard box", a stated compression ratio of 8.4 to 1, and the sole stated alteration from standard to be the addition of "a bucket seat", could not be allowed to go unchallenged. On the Tuesday after the Phoenix Park the feelings of the Club were made quite apparent to Mr. Derisley and he was informed that, if the Club did not see fit to drastically inconvenience themselves on his account, he might face disqualification after scrutiny. The situation was such that the alteration of his handicap would affect the programme already printed, the time sheets already prepared, and if it meant his transfer into the faster race would bring the number of entries over that permitted by the R.I.A.C., hence the suggestion that he could if he wished drive off scratch in the Leinster Trophy and only then at the end of the reserve list. On this basis he practised, but on Friday he really dropped the straw that broke the camel's back, by driving on the Circuit in the early afternoon when it was open to normal traffic in a manner which, apart from the threat to my own physical well-being, caused me to spend a rather embarrassing quarter of an hour in the local Police Station trying to throw oil on very troubled waters indeed. Had it not been for my intercession the law might have taken its course but I was intent that Regulation 23 which covered such behaviour would certainly be invoked—a decision with which my Committee unanimously agreed. I duly informed Mr. Derisley of the Club's decision whereupon he informed me that he was withdrawing his entry—the most dignified thing he could do in the circumstances.

Although irritated at the complete misstatement of facts, we are gratified that, apparently, we are not likely to see Mr. Derisley again.

Finally, he might have thought fit to leave other drivers out of his missive as his allegations in this connection are as inaccurate as his Entry Form, as reference to the correspondence with the two gentlemen in question will confirm.

DUBLIN.

RACE SECRETARY,
THE LEINSTER MOTOR CLUB.

Formula Senior

The new Formula Senior which the B.R.S.C.C. are putting before the C.S.I. in Milan this month (September), if passed by them, will consist of a single-seater racing car with a production car engine not less than 2 litres and no maximum limit. This new formula I think and hope will be just as popular as the present Formula Junior, and if this formula should come into being it should provide some very interesting motor racing.

There is quite a wide range of choice of engines, with Ferrari, Jaguar, Aston Martin and also engines from America and Germany, from which to choose.

Furthermore, I think that the future of Grand Prix motor racing will be with the production car engine, as described in a recent edition of AUTOSPORT.

SOUTH CROYDON, SURREY.

JOHN MARSH (age 15).

Ferrari Records

We shall be most grateful if we may, through the medium of your correspondence column, draw the attention of any prospective purchaser of a second-hand Ferrari car to the fact that we have in our possession the official Automobili Ferrari records of the actual year of manufacture of every car produced by them since production began in 1947.

We shall be only too pleased to confirm the year of manufacture of any Ferrari car, given the chassis number, and we shall be delighted to do this free of charge and without obligation.

MARANELLO CONCESSIONAIRES, LTD.

18 ST. SWITHINS LANE, LONDON, E.C.4.

Grand Prix Venue

INDEED the B.R.D.C. are not alone in wondering at the vagaries of our governing body in motor sport. One may consider that it is safe to assume that if it had not been for the enterprise and hard-working persistence of the B.R.D.C. as a club, its competitions committee and certain well-known members of that committee, together with the unstinting help of the *Daily Express*, not to mention people such as Tom Blackburn and Max Aitken, there most probably would not have been a British Grand Prix at all during the "difficult years" mentioned in the club's statement. It is a well-known fact that during those years these meetings were hardly a financial success, and both the club and the *Daily Express* did not have to find a large sum eventually to make up the deficit. The tax man roped in his considerable levy and starting money had reached a ridiculous peak during that time, both of which aspects have now changed.

No one has any argument against the turn and turn about arrangement as it has been in recent years, but Jubilee or no, very considerable argument can be put up against the B.A.R.C. holding next year's Grand Prix for the second year running.

Admitted the existence of the club, which (in my opinion, unfortunately) took over the initials of the old Brooklands club, for 50 years, but one would have thought that a special Jubilee meeting of their own would have been more fitting than an attempt to link their celebration with the most important race meeting on our calendar, and with which they have had so small a connection during the whole of their existence.

The B.A.R.C. can, of course, point out its present inflated membership as ensuring the necessary finance to put the event on for the second time running. (The paucity of the crowd at the T.T. must have absorbed some of the subscription money—one B.A.R.C. official more or less said so, apart from the obvious.) The B.R.D.C. cannot get its necessary finance that way, being, of course, for drivers only. But in spite of that fact the Drivers' Club puts on a full day's racing with four races every time, which costs more money, and the club for John Public a miserly two races.

Many of the paying public find the journey to Aintree too far to return home comfortably again the same night, and therefore do not go at all. For those that live either in the south or even fairly far north, Silverstone is well placed, and the race will therefore be seen by a bigger proportion of the population. To be sure, Aintree has probably certain advantages from the spectator's point of view, with Mrs. Topham's horse racing grandstands, but it is certainly not without its snags, most of which cannot be said to apply to Silverstone.

Age apart, one cannot help regarding the British Racing Drivers' Club as the senior club in British motor sport, with the sole exception of the R.A.C., only one part of which deals with racing in any case. This club has done more for British racing and British drivers than any club in the country and that goes for the whole time of its existence, which is 34 years this year, and to my mind if there is any question as to which club should run the British Grand Prix it would always be the B.R.D.C., every year.

PATRICK BENJAFIELD.

GUILDFORD, SURREY.

[Readers will remember that Patrick Benjafield's father, the late Dr. Benjafield, was a leading founder of the B.R.D.C.—Ed.]

Grand Prix at Aintree

I AM amazed and extremely distressed to read from your Editorial that the 1962 British Grand Prix is to be held at Aintree instead of Silverstone.

The reason given by the R.A.C. that it is the Golden Jubilee of the B.A.R.C. is, in my opinion, puerile as I always understood that the B.A.R.C. in its present form, came into existence in 1946. If that is the case it would appear that somebody's arithmetic is at fault.

I feel sure there are many keen followers of motor sport, like myself, who had looked forward to a visit to Silverstone next year, and who are now going to be bitterly disappointed by an autocratic decision of an oligarchic body, who, it would appear, have no consideration whatsoever for the enthusiasts in the south. I only wish there was some way in which one could show one's disapproval of their action.

I am cancelling my membership of the B.A.R.C. and the R.A.C. as a protest and no doubt if others, who feel as I do, would do likewise, it could be that our views would be brought home to the R.A.C.

A. DART.

AYLESBURY, BUCKS.

SAAB Effort

BEING a regular reader of your publication AUTOSPORT, I see your report of the 750 relay race at Silverstone, 12th August, stated that my brother Leon's effort in the SAAB was *short-lived*, but you did not mention that he had been driving the car for 1 hour 20 minutes up to the time of the accident and had done the best lap time for SAAB cars, for which he was awarded a trophy.

I would not call that effort short-lived.

LOUIS ABBOTT.

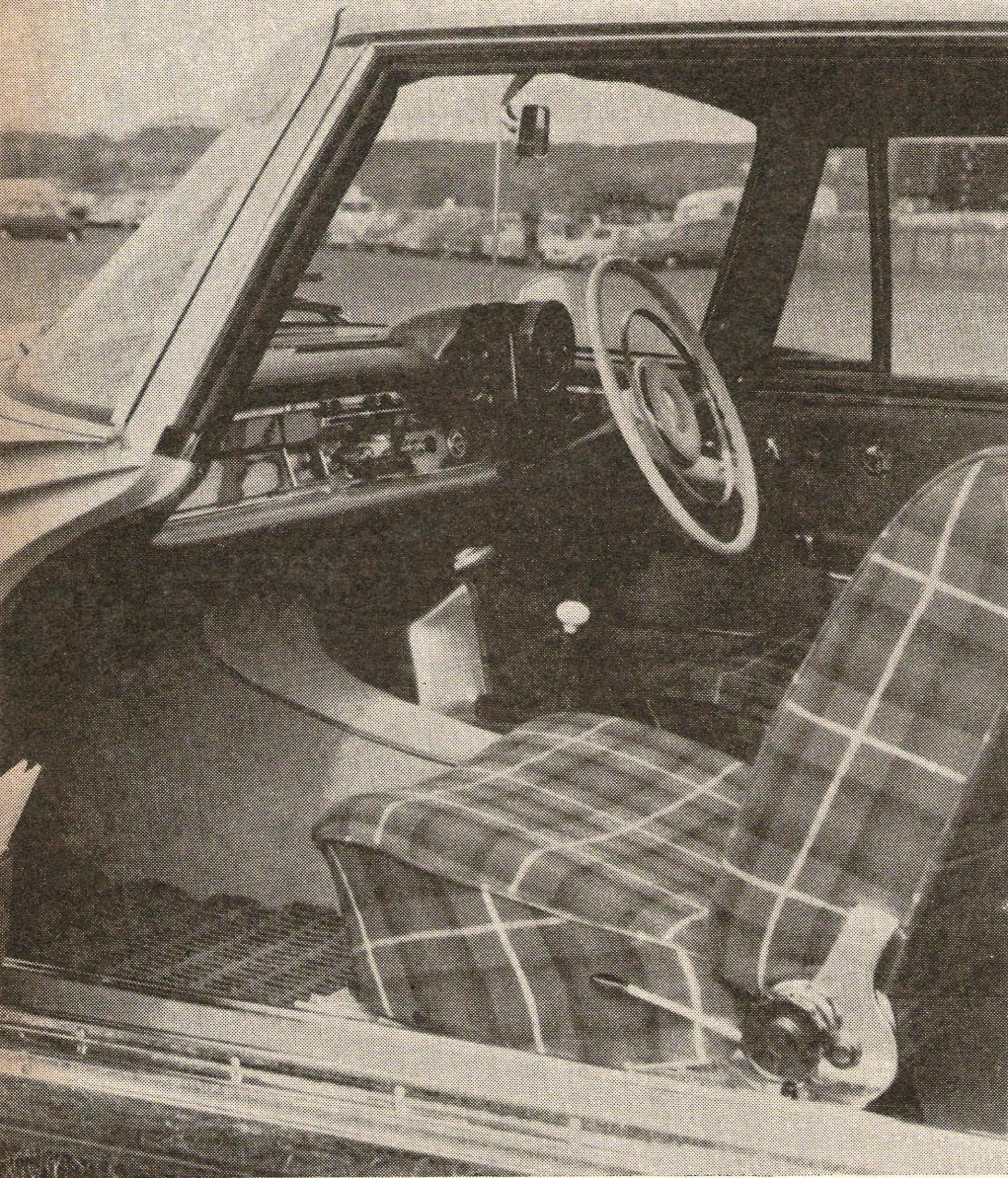
SOUTH HARROW, MIDDLESEX.

More Correspondence on page 340.

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

JOHN
BOLSTER TESTS
THE

MERCEDES 220 SE COUPE



THE cars produced by Mercedes-Benz are always of great interest to the technician. One of the oldest—if not the oldest—firms in the industry, their latest models invariably show many features which are conservative. Yet, their racing background results in other traits of design which are almost futuristic in conception.

Such a car is the new 220 SE coupé which I have just been testing. Its appearance, while very handsome, is entirely classical, and at a time when less patrician marques are featuring tiny chassis with vast seating space, Mercedes-Benz have produced this very large vehicle with only two front seats plus occasional rear accommodation.

Yet, the mechanical features are bang up to date. The engine is small for so big a car at 2,195 c.c., but with its overhead camshaft and fuel injection it produces no less than 134 b.h.p. and it can turn over continuously at 6,000 r.p.m. The port injection system of this engine is entirely different from the direct cylinder injection of the racing Mercedes-Benz, but each inlet port has its own ramming pipe exactly as in the competition units.

The gearbox has unbeatable synchromesh on all four speeds. The back axle is split in the middle to form a swing-axle independent system, the pivot being below the differential to lower the roll centre. Helical springs take the load, and a central helical spring, pinched, as it were, between the two halves of the axle, reduces the roll resistance. It will be understood that this design gives a low-pivot swing-axle geometry with only one universal-cum-slip joint.

The engine is carried in a rubber-mounted sub-frame which also provides the mounting points for the front suspension. This is conventional with wishbones, helical springs, and an anti-roll bar. The steering is through a worm-type box and there are telescopic dampers all round. British disc brakes have overcome the previous Achilles heel of the Mercedes-Benz.

The general finish of the car is superb, particularly inside. Everything about the instrument panel, upholstery, door trim, and crash padding is in impeccable taste and the way in which the doors close is an indication of sheer quality. The angle of the seat backs is adjustable, and though these fold for entry to the

rear seats, they remain rigid until a lever is touched.

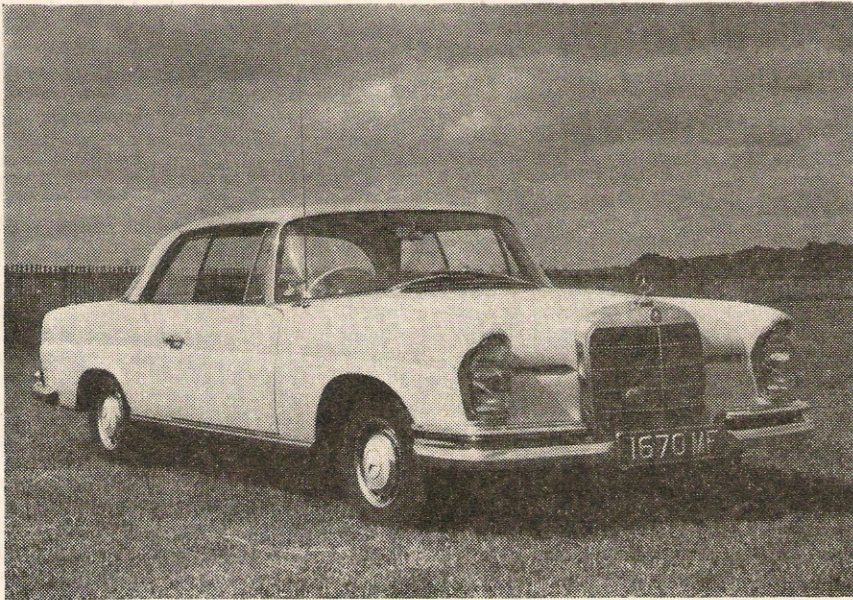
It would be hard to better the driving position, though the gear lever is too far away when in the first speed position, and could with advantage be mounted a little farther back. The all-round visibility is excellent, and the obvious quality of all that one sees and touches adds greatly to the pleasure of driving the 220 SE.

The engine starts easily and idles reliably without stalling. A slight "stagger" is sometimes noticeable when picking up from low speeds, but under all other circumstances the performance of the injection system cannot be faulted. The engine revs very freely, and is remarkably smooth at a full 6,000 r.p.m. It is not completely silent, the camshaft drive being just audible, but it is certainly unusually quiet for such a high-efficiency unit.

The clutch is excellent, for it can grip instantly yet is never unduly fierce. The gear lever is a little stiff in action, but the synchromesh could not be bettered, and the changes go through silently as fast as the lever can be moved. It is therefore disappointing that the gear ratios are not well chosen, second and particularly third being spaced too widely from top. The result is that one always seems to exceed 6,000 r.p.m. in the middle of overtaking, and a change is called for at this awkward moment.

Considering the size of the car and its moderate cylinder capacity, the acceleration figures must be regarded as surprisingly good. The standing quarter-mile time of 18.4 secs. would normally be associated only with lighter or more powerful vehicles. This excellent result is partly due to the rapid gearchange and freedom from clutch slip, but the independent rear suspension also plays its part by inhibiting wheelspin.

The timed maximum speed of 104.5 m.p.h. represents exactly 6,000 r.p.m., and the car runs easily at this speed, requiring no steering correction. It will



SPECIFICATION AND PERFORMANCE DATA

Car Tested: Mercedes-Benz 220 SE Coupé. Price £4,414 3s. 1d. including P.T.
Engine: Six cylinders 80 mm. x 72.8 mm. (2,195 c.c.). Chain-driven overhead camshaft. Compression ratio 8.7 to 1. 134 b.h.p. (gross) at 6,000 r.p.m. Fuel injection to inlet ports. Coil and distributor ignition.

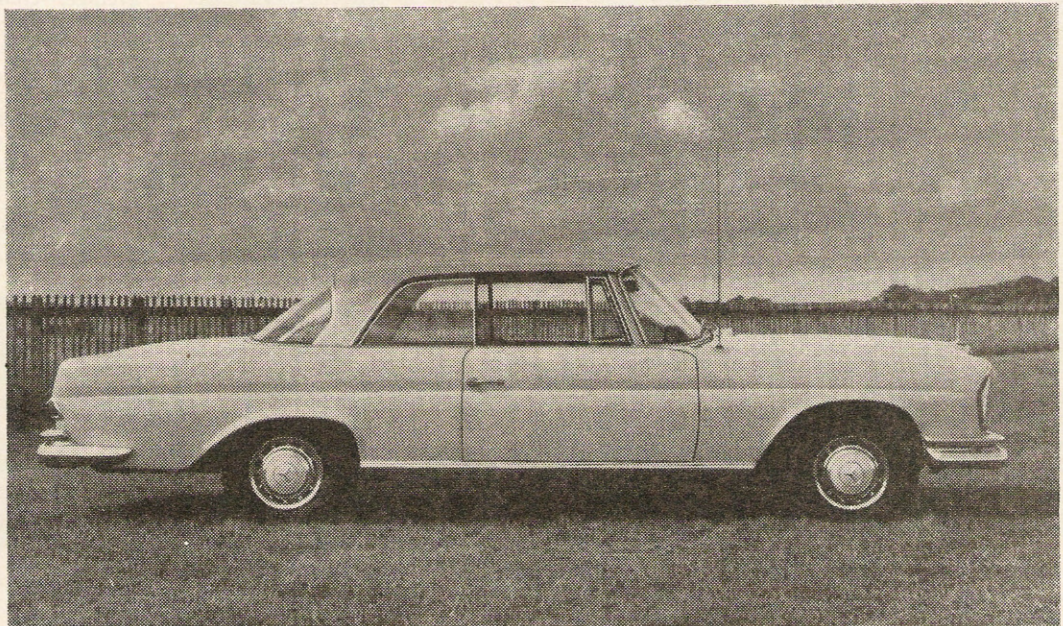
Transmission: Single dry plate clutch. Four-speed gearbox with short central remote control lever and synchromesh on all gears, ratios 4.1, 6.27, 9.67, and 14.8 to 1. Hypoid final drive.

Chassis: Combined body and chassis. Independent front suspension by wishbones, helical springs, and anti-roll torsion bar. Worm-type steering gearbox. Independent rear-suspension by low-pivot swing axes with helical springs and central compensating spring. Servo-assisted hydraulic brakes with discs in front and drums behind. Bolt-on disc wheels fitted 7.25-13 ins. tyres.

Equipment: 12 volt lighting and starting. Speedometer, rev. counter, fuel, oil pressure, and water temperature gauges. Clock, radio with twin speakers. Heating, demisting and ventilation. Windscreen wipers and washers, flashing indicators.

Dimensions: Wheelbase 9 ft. 1/4 in. Track 4 ft. 10 1/2 ins. Overall length 16 ft. 1/2 in. Width 6 ft. 1/2 in. Turning circle 37 ft. Weight 28 cwt.

Performance: Maximum speed 104.5 m.p.h. Speeds in gears: third, 67 m.p.h.; second, 47 m.p.h.; first, 32 m.p.h. Standing quarter-mile 18.4 s. Acceleration: 0-30 m.p.h., 3 s.; 0-50 m.p.h. 9.2 s.; 0-60 m.p.h., 13.2 s.; 0-80 m.p.h. 23.2 s.



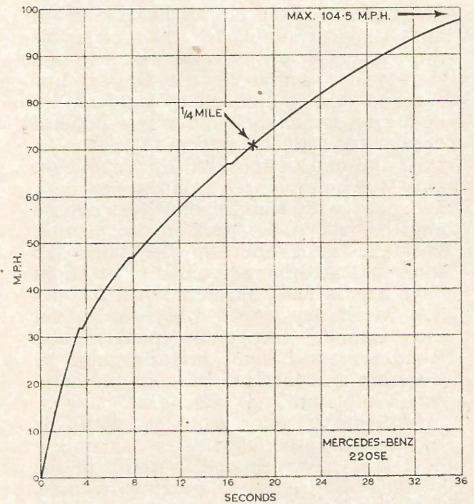
take appreciable curves at this rate, the tail only beginning to break away as the limit is overstepped. The cornering power is, in fact, notably high for so substantial a car. The suspension gives a pleasant ride over most surfaces, a slight tendency to pitch over bad bumps being rapidly damped out. However, the car does tend to dip its nose very noticeably when the powerful servo-assisted discs are applied. The steering approaches perfection at speed but is a little heavy in town; the steering lock is remarkable considering the length of the vehicle. The speedometer of the test car was 100 per cent accurate.

The fuel injection, besides increasing the maximum power of the engine, also curtails its thirst, which is a mark of true efficiency. The petrol tank holds over 14 gallons, which gives this Mercedes-Benz a very good touring radius. The luggage boot is enormous, another good touring feature, but for long journeys this is not really a four-seater, the rear leg room being very restricted unless

the driver is short of stature. The absence of wind noise contributes to the pleasure of long-distance travel.

The action of the rear windows is most ingenious, as they move back away from the front ones while they are lowered. Rubber-covered handles in the roof assist the rear passengers to rise, and these are fitted with coat hooks—a useful feature. Inside the car, every detail is well thought out and worthy of inspection. Outside, many features attract, particularly the neat combined lighting installation. For British conditions, however, the headlamps lack power for fast driving, being less potent than those of many cars one has to meet.

The Mercedes-Benz 220 SE coupé is a car of exceptional quality. Its performance is not sensational but it is more than adequate for the average owner, and the fuel economy is praiseworthy. If import duties render the price somewhat steep, the car will still appeal to the man who wants a really well-made machine and is willing to pay for it.



ACCELERATION GRAPH

THE increase in popularity of Formula Junior racing in Ulster was demonstrated recently at Kirkistown when a scratch race for such machines organized by the 500 Motor Racing Club of Ireland during its August meeting attracted an excellent entry of 15 cars.

What surprised the large crowd of spectators—accustomed to the rather high casualty rate in the famous Ulster Ford Special racing—was the fact that, after practice, 13 of these cars actually started the race and following 20 hectic laps 11 crossed the finishing line.

As a result of very good performance during morning practice the front line of the grid was allocated to three cars of different makes. Pride of place went to Malcolm Templeton's Lotus, with Mervyn McKinney's Gemini in the middle and the Cooper of John Rhodes on the other side. David Barker and Denis Graham occupied the second line with a Cooper and Lotus respectively, while three Lotus cars in the hands of Brian McDowell, Maurice Acheson and Charles Eyre-Maunsell filled the third berth.

After a considerable amount of "creeping" by over-anxious drivers the

ton now settled down to a steady race and led for the remainder of the event. He was, nevertheless, lucky to carry off the honours, for 50 yards from the finishing line the Cooper misfired and rolled past the chequered flag with a dead engine, having run completely out of fuel.

Third place in the race went to Charles Eyre-Maunsell, who finished slightly over 5 secs. behind Templeton. Eyre-Maunsell was making his first appearance in an F.J. Lotus, having acquired the car in partnership with Paddy Hopkirk from Templeton earlier in the week. Fourth place went to Brian McDowell, while John Crossle, driving a 997 c.c. Crossle of his own design and construction, did very well to finish in sixth place. The fastest lap of 69.6 secs. was accredited to Rhodes who, in fact, won the Irish Formula Junior Championship at the previous Kirkistown meeting.

Templeton got his revenge later in the day during the *Formule Libre* race, which was won by John Pringle in his 2,495 c.c. Cooper, when he took second place and finished more than 7 secs. ahead of Rhodes. McKinney, who was

again placed among the leaders in the early stages of the race, was again dogged by hard luck when this time the accelerator cable of the Gemini broke and he was forced to drop out on the fourth lap. Fastest lap in this event went to the course record holder Pringle with 67 secs., but this was only 1.8 secs. faster than the best lap put in by Templeton.

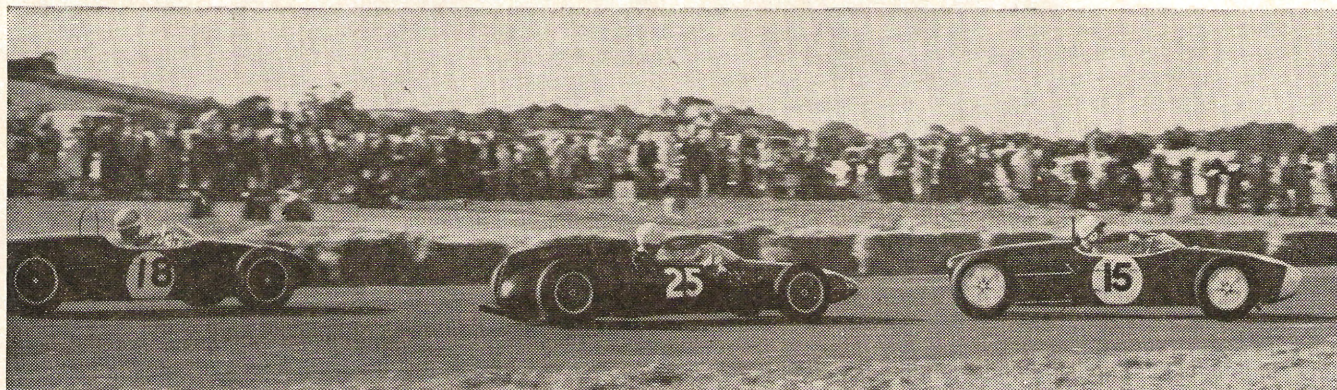
Graham Brown was in winning form all the way in the 1,172 c.c. Ford scratch race with his own rather outdated but most functional special. He was followed most of the way by Jackie Davidson in a new Crossle, but Jackie Black was able to push his Lotus through on the last lap to take second place at an average speed of more than 66 m.p.h., after climbing from seventh place early in the event. Except for the carving up of the field by Black, most of the attention during this race focused on an interesting struggle farther down the list between two specials and a Lotus driven respectively by McGucken, McQuitty and Baird with the final decision going to McGucken.

To cater for the racing needs of the average club member, the meeting

KIRKISTOWN RACING

BY BRIAN WADDELL

PHOTOGRAPHS BY BRIAN FOLEY



race, which was televised by the B.B.C. in Northern Ireland, got off to a clean start with the cars sweeping down through Deptors Dip to the Colonial Section. McKinney led the field into the first bend followed closely by Templeton and Rhodes, fighting for their places as they swung from right to left through this twisty section of the course, but some of the tail-enders got mixed up in a spin which held up many hopeful drivers for valuable seconds.

At the end of the first lap Templeton and McKinney roared past the pits neck and neck with Rhodes only feet behind and the rest of the pack in hot pursuit. Past the same spot on the third lap some skilled driving avoided what might have been a nasty incident when Rhodes and McKinney tipped wheel hubs, but the Cooper recovered quickly and Rhodes pressed home his advantage by storming into the lead between the helpless Templeton and McKinney.

McKinney's effort to stay with the leaders was rather short-lived, for on the next lap he was forced to retire in the Colonial Section with gearbox trouble, leaving Templeton to provide the strongest local challenge to Rhodes.

The visiting driver from Wolverham-

THREE Formula Juniors in the Formule Libre race. Nos. 15 and 18 are the Lotus 18s of Peter Kramm and Denis Graham, and No. 25 is the Midland Racing Partnership Cooper-B.M.C. driven into third place by John Rhodes. In the same car, Rhodes won the 20-lap F.J. race.

Results

Formula Junior Scratch: 1, J. Rhodes (Cooper), 77.09 m.p.h.; 2, M. Templeton (Lotus), 76.07 m.p.h.; 3, C. W. Eyre-Maunsell (Lotus) 76.44 m.p.h.

Formule Libre: 1, J. R. Pringle (Cooper), 79.32 m.p.h.; 2, M. Templeton (Lotus), 77.20 m.p.h.; 3, J. Rhodes (Cooper), 76.43 m.p.h.

1,172 c.c. Ford Scratch: 1, H. G. Brown (H.G.B.), 67.60 m.p.h.; 2, J. Black (Lotus), 66.22 m.p.h.; 3, J. Davidson (Crossle), 65.89 m.p.h.

Sports Car Race up to 1,000 c.c.: 1, J. H. N. Pollock (Turner), 69.48 m.p.h.; 2, J. C. Corley (A/H Sprite), 60.96 m.p.h.; 3, S. R. Nelson (A/H Sprite), 60.66 m.p.h. **M.G.A. and Sunbeam Alpine Section:** 1, P. Hopkirk (Alpine), 66.12 m.p.h.; 2, D. Wylie (M.G.A.), 66.05 m.p.h.; 3, C. W. Eyre-Maunsell (Alpine), 65.18 m.p.h. **Triumph, Austin-Healey, M.G.A. (Twin-Cam) Section:** 1, B. Patterson (Austin-Healey), 69.56 m.p.h.; 2, W. J. Reid (Triumph), 64.38 m.p.h.

Closed Car Handicap: 1, B. Curran (Mini-Minor), 57.59 m.p.h.; 2, W. Beattie (Volkswagen), 58.06 m.p.h.; 3, R. S. Williamson (Austin), 58.31 m.p.h.

Open Handicap Final: 1, C. W. Eyre-Maunsell (Alpine), 66.12 m.p.h.; 2, S. J. Sergeant (Crossle-Ford), 65.28 m.p.h.; 3, R. S. Williamson (Austin), 59.47 m.p.h.

Fastest lap: Pringle (Cooper), 66.4 s.

opened with three heats of an open handicap. After leading the first heat for more than three-quarters the distance, R. W. T. Rossi, in a 1,270 c.c. M.G., was forced to give way to the scratch driver Jimmy McDonald in his Porsche saloon. Motor-racing seems to be well instilled into the McKinney family at the moment, for Mervyn's father Fred brought his little black Morris Mini-Minor into second place in this heat, followed by J. K. Cassidy in a Riley 1.5.

The second heat was won comfortably by Bob McMillen in his Sunbeam Alpine after an incident in which J. McArdle flipped his Triumph TR3 over in the middle of the course and covered the first Colonial bend with a considerable quantity of oil. Luckily the driver was taken out from below the vehicle without serious injury. Stanley McCormick with his 1,172 c.c. Willment-Ford won the third heat of this handicap after starting again on the scratch mark, while the fourth heat, held later in the meeting, was won by John Crossle in the F.J. Crossle. In the final of this event, which was the last race on the programme, victory went to Eyre-

(Continued on page 334)

Mallory Park—continued

hurst and Bloor (A40s), with Harry Ratcliffe (Minor 1000) in fourth place and Derek Merfield (Anglia) hard on his heels.

Bloor got by Middlehurst on lap three and then Merfield got past Ratcliffe. On lap six Merfield had the Ford sideways coming out of the hairpin and Ratcliffe, grinning gleefully, shot past his opponent and stayed ahead of him to the end.

On paper the race for unlimited sports cars seemed to be a sure thing for Roy Pierpoint and his 2-litre Lotus. He led, as expected, at the start, but as the cars came past the pits Mike Beckwith (Lotus) led from B. Bennett (Lotus) and J. D. Hislop (Lola). Pierpoint then appeared going very slowly indeed and pulled in to retire.

L. W. Keens began to motor to good effect and gained third place on lap three but he could make no impression on Beckwith or Bennett. The latter made an attack on Beckwith and got very close to him, only to spin as he came out of Gerards. He recovered quickly without losing any places, but any chance he might have had of taking the lead was lost.

So Beckwith won comfortably by four seconds from Bennett who was nearly 20 secs. ahead of Keens.

The 15-lap Formula Junior final was John Rhodes's race all the way. He was followed home by another Cooper, that of Attwood, who stayed with Rhodes in the early stages but fell back towards the end. Jack Pearce, of whom much was expected, made a slow start and then

(Elva Courier) held third place for two laps, but was then called in to have his headlamp removed, it having come adrift after a minor shunt somewhere. This put him back to seventh spot and he set about rectifying the situation.

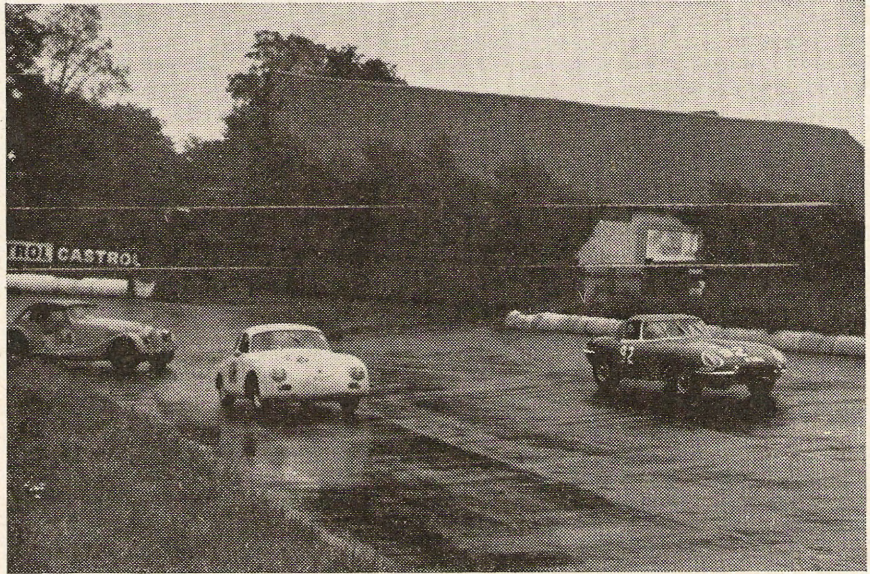
Third now was J. H. V. Cross in his M.G.A., and he began pushing the Frazer-Nash very hard, but Booth was not being flustered into making a mistake on the streaming-wet track and he held his second place until the end.

So Lambert won, having driven the

fourth M. J. G. Dell (Tornado-Tempest).

On lap six Thomas spun at Gerards and lost five places. Taylor was now back in the lead, but Eva whipped by him at Gerards on lap eight, only to do it all wrong on the final lap, at the end of which it was Dell who crossed the line first in the Tornado, followed by Taylor and J. E. Miles (Sprite) who, as a result of all these goings on, suddenly found himself in third place.

This wound up the proceedings, and as everybody prepared to go home the



DIFFERENCE OF OPINION as to the right line for the hairpin is expressed by R. P. G. Sturgess ("E"-Type) and P. J. Taylor (Porsche). Peter Marten is just leaving the apex of the bend.

rain stopped and the sun came out, rather half-heartedly it must be admitted, but it was there. And so ended three hours of enjoyable racing which was witnessed by a rather small crowd.

PRETTY HARDTOP (below) was that of J. E. Miles's Sprite. It is made of aluminium and, as can be seen, has a large window area.



BATTLE: Harry Ratcliffe urges his very fast Morris Minor out of the hairpin just ahead of "Doc" Merfield's Anglia.

retired on lap three with mechanical bothers. Third all the way was John Fenning (Lotus) and he was followed for the entire distance by Harris in the Alexis.

In spite of the rain, which was now falling heavily, nobody hit anything and there were only two retirements.

The G.T. and production sports car race provided A. J. Lambert with a well-driven, well-judged victory in his "E"-Type. He led from start to finish, hounded by E. C. Booth's very old and very well-driven Frazer-Nash. D. Morgan

Jaguar beautifully, but he was only 3.6 secs. ahead of Booth at the end. Cross was third and Morgan fourth, having worked his way among the field. P. J. Taylor was fifth after a spirited drive in a Porsche 1600, and Gordon Jones managed to bring a rather sick Marcos home into sixth place.

Finally, we had the second race for sports cars up to 1,200 c.c. J. M. Taylor led initially in his J.M.T.-Ford, hotly pursued by R. N. Thomas (T.F.W.-Ford) who took the lead on lap three. Third was David Eva (Alexander-Turner) and



Club News

By MICHAEL DURNIN

A RATHER heavier responsibility on all those taking part—competitors and officials—not to “blot any copybooks” is laid upon those wishing to participate in the “Rally of the Bogies” to be promoted by the Metropolitan Police M.C. on 7th-8th October. There are to be about nine sections, each of which will incorporate a different style of navigation. Some sections will be simple and straightforward while others will be more intricate. There will, however, be no need of wellington boots, sextants, crystal balls or other special equipment. The event will start from Salfords, Surrey, and will cover 200 miles. Clubs invited to this rally are Cemian M.C., Folkestone and E.K.M.C., B.R.S.C.C., Sevenoaks and D.M.C., Forces M.C., V.W.O.C., Bexley L.C.C., Blackfriars M.C., B.P.A.C. and A.S.E.A.M.C. championship contenders. Regs. from R. C. Montagu, Flat 4, 8 Crystal Palace Park Road, London, S.E.26, who should have all entries by 30th September. . . . The first restricted rally of the Fenland M.C. is scheduled for 1st October and will be open to Cambridge C.C., King's Lynn and D.M.C., Peterborough M.C., R.A.F. Upwood M.C., Spalding C.C., S.C.C. of Norfolk and Eastern Association championship entrants. Start of this 130-miler is at Downham Market and regs. are available from R. A. Burry, 52 Maple Grove, March, Cambs, who should have all entries by 25th September. . . . M.G.C.C. (S.-E.) are to have a speed trial at Brands Hatch on 24th September and have invited A.M.O.C., Harrow C.C., Hants and Berks M.C., Sevenoaks and D.M.C. Herts County A. and Ae. C., Circle C.C., B.A.R.C., West Essex C.C. and Romford E.C.C. to participate. Secretary of the event is Mrs. E. Cobban, 6-10 Birkbeck Road, Ilford, who must have all entries by 19th September. . . . Romford E.C.C. are to have a midnight film show at the Odeon, Hornchurch, Essex, on 3rd November. The programme will include Parts 1 and 2 of the History of Motor Racing, the second part receiving its first public showing on this evening. Details from Miss P. Howells, 18 Charteris Road, Woodford Green, Essex. . . . SUNBAC are to have a hill-climb at Ragley Hall on 23rd September, open to B.A.R.C., M.A.C., Shenstone and D.C.C., B.R.S.C.C., Hagley and D.L.C.C., M.M.E.C., Coventry and Warwickshire M.C., B.O.C. and Evesham M.C. There will be classes for all cars. Secretary of the meeting is Miss R. Fletcher, 60 Victoria Road, Quarry Bank, Brierley Hill, Staffs, and closing date for entries is 18th September. . . . B.A.R.C. are to organize a hill-climb at Firle on 1st October in conjunction with the M.G.C.C. Secretary is W. W. Paul, 44 Elm Park Court, Pinner, Middlesex, who should have all entries by 20th September. . . . Southsea M.C. are to run their President's Trophy Trial, a B.T.R.D.A. and R.A.C. championship event on 17th September. The trial is open to B.A.R.C., Bristol M.C., B.T.R.D.A., Kentish Border C.C., London M.C., Maidstone and Mid-Kent M.C. Sheffield and Hallamshire M.C., SUNBAC and West Hants and Dorset



BRAKE trouble and a puncture spoiled a fine run by B. S. Harding/H. Liddon's M.G.A on the M.G.C.C. Western Rally. Here they made running repairs at the Huntsworth Gate control.

C.C. Entries close 11th September and secretary of the trial is Mrs. E. B. Greaves, Lilac Cottage, Horndean Road, Emsworth, Hants. . . . National rally of the Swansea M.C. will take place on 2nd-3rd December, not on 9th-10th as stated in the R.A.C. Year Book. Regs. will shortly be available from N. A. R. Tallis, 8 Glam-Yr-Afon Gardens, Sketty, Swansea. . . . Membership of the Surrey Centre of the B.A.R.C. is now 953, built up since the Centre started just over two years ago. A special award will be made to the 1,000th member! . . . Southsea M.C. are to run their AUTOSPORT driving test meeting on 1st October, open to member clubs of the Central Southern Association. Regs. are available from S. Taylor, White Lane, Pound Lane, Meonstoke, Southampton, and entries close on 25th September. . . . The West Midlands Group of the B.A.R.C. are holding a production car trial at Draper's Farm, Prestbury, near Cheltenham, on 15th October. Scrutineering begins at 11 a.m., and there will be five classes each with a premier award, and a secondary award

will be given in any class with more than five competitors. Entry is open to any B.A.R.C. member and the closing date for entries 10th October. Secretary of the meeting is M. Warner, Ongers Farm, Brookthorpe, near Gloucester.

Kirkistown—continued

Maunsell, who had now swapped his Lotus for a Sunbeam Alpine.

An outstanding feature of the sports car race was the amazing performance put up by John Pollock in his beautifully prepared 950 c.c. Turner.

The remaining race on the card to complete a very full afternoon's event was a closed car handicap which Fred McKinney in his Mini-Minor won from Cassidy's Riley. Under a new system of handicapping, however, which excludes a driver from an award if he improves on any two race laps by more than five per cent. on his fastest practice lap, both the first and second drivers were disqualified and the race was awarded to Brendan Curran in another Mini.

Coming Attractions

- 9th September.** B.R.S.C.C. Race Meeting, Rufforth, near York.
Jaguar D.C. Race Meeting, Silverstone, near Towcester, Northants.
B.A.R.C. Race Meeting, Oulton Park, near Tarporley, Cheshire.
Aintree C.C. Race Meeting, Aintree, Liverpool.
Welsh Counties M.C. Sprint, Pontypool Park.
- 9th-10th September.** Craven M.C. Hawthorn Rally. Starts from Wantage and Reading, 9 p.m.
R.A.F.A.M.C. Masters Rally. Starts, Hatton Heath, near Chester, 10 p.m.
Chatham and D.M.C. September Rally. Starts, West Malling, Kent, 8 p.m.
- 10th September.** Italian Grand Prix (F1), Monza.
- Bugatti O.C. Hill-Climb, Prescott, near Cheltenham, Glos, 11.30 a.m.
Circle, Chiltern and Harrow C.C.'s Sprint, Brands Hatch, near Farningham, Kent.
- 14th-22nd September.** Tour de France.
- 15th-18th September.** Viking Rally.
16th September. Peterborough M.C. Race Meeting, Silverstone.
16th-17th September. Forces M.C. Cotswold Rally.
Godiva C.C. Godiva Rally. Starts, Coventry and Bolton, approx. 7.30 p.m.
- 17th September.** Grand Prix of the Century (I.C.), Monza.
B.A.R.C. Hill-Climb, Brunton, near Collingbourne Deuces, Dorset.
Romford E.C.C. Sprint, Snetterton, near Thetford, Norfolk.

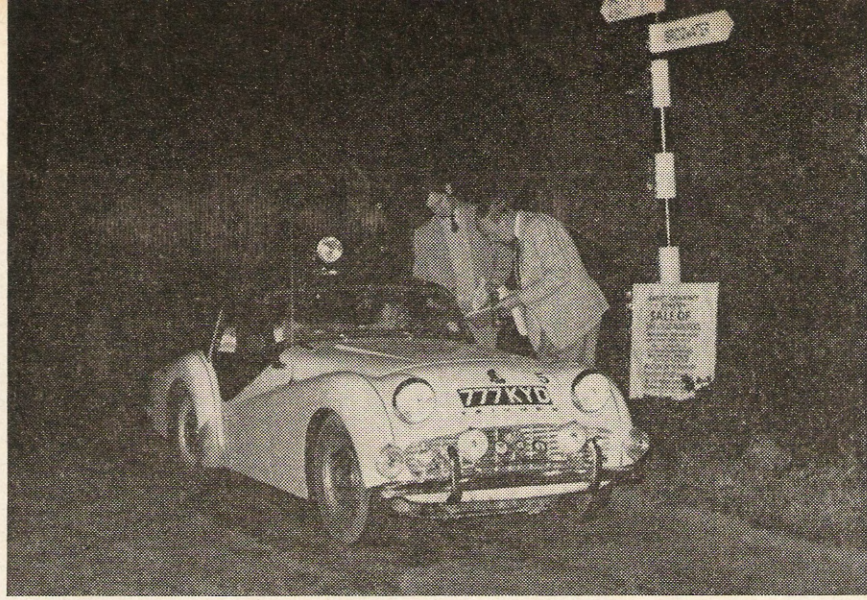
M.G.C.C. (S.W.) WESTERN RALLY
Poor Support for a Fine Event

THE Western Rally was, on paper, an ambitious event, but a sad lack of support (there were only 42 competitors) made it necessary to abandon the proposed starting points at Exeter, Bromsgrove and London and only the local start at Lulgate Airport near Bristol was utilized. Members of the M.G.C.C. and of clubs in the South-Western Association who were invited but did not enter certainly missed an enjoyable rally.

The start, from Lulgate, was at the sensible hour of 11 p.m. and straight-away crews were thrown in at the deep end with a sharp three-minute section followed by one of two minutes, both in the tricky lanes of Goblin Combe, immediately behind the airfield. Lo and behold, after five minutes on the road there was not a single clean sheet left although H. J. Crates/M. Hart (Anglia) and B. S. Harding/H. Liddon (M.G.A) did well to drop only one minute (10 marks) apiece.

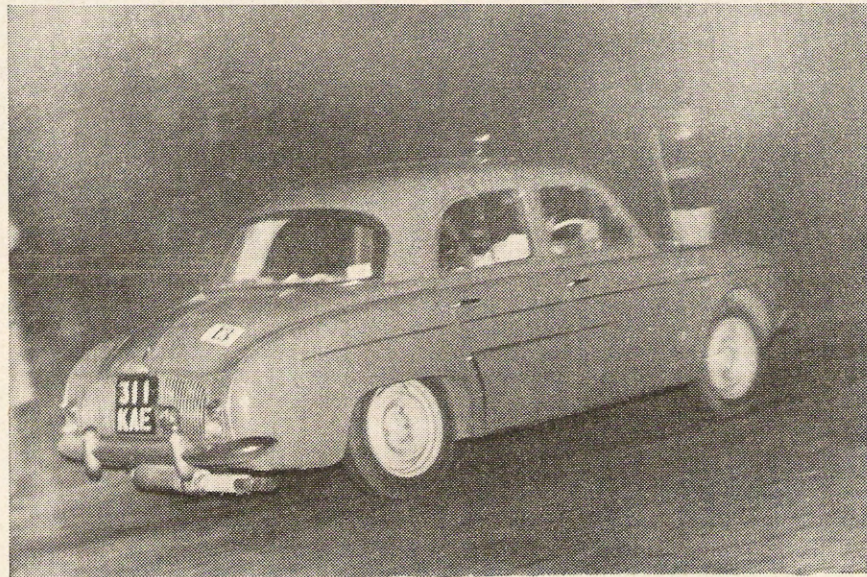
Whether this shock-treatment right at the start of a rally is a good thing or not is a debatable point. Most crews like a mile or two to "play themselves in", but a couple of stiff sections at the beginning certainly sort out the field and is a perfectly legitimate gambit from the organizers' point of view, especially if—as in the "Western"—the regs. state that the navigation proper will start immediately. During these opening minutes the T. K. Rodwell/B. E. Colley M.G.A disappeared through a hedge and effectively spoiled their chances of appearing in the awards list.

The route headed from Goblin Combe towards the Mendips, and in the next 14 miles around Dundry there were no fewer than 15 time and passage controls. Clerk of the Course Tony Nash was certainly piling on the pressure as the plot led over the Mendips to a point east of Wells (where Ken Piper/David Stone retired their DKW with engine troubles) before swinging west to a refuelling and coffee stop at the Huntsworth Gate Café, near Bridgwater. After over 60 miles of the most twisty and undulating lanes that are to be found up and down the Mendips, it appeared, at Bridgwater, that the

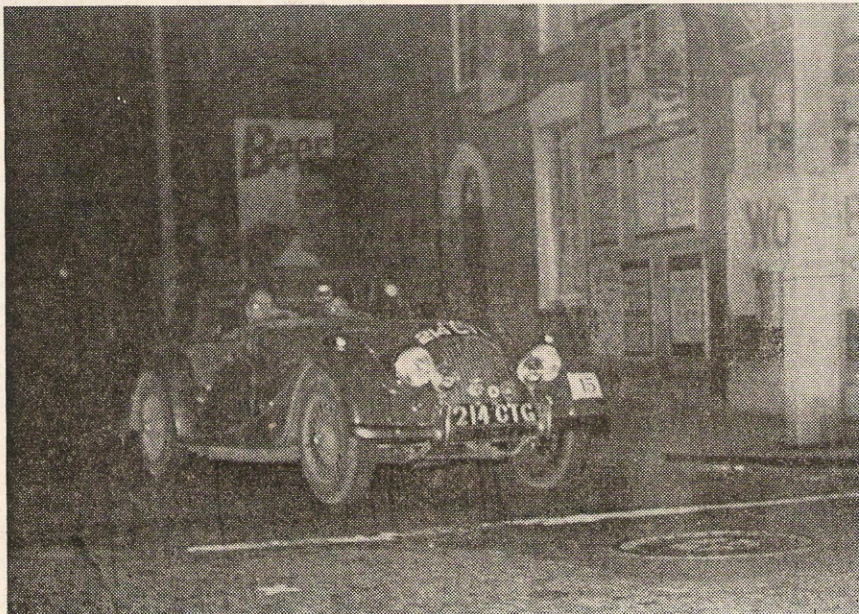


SOMERSET control (above): H. H. Faure/M. A. M. Pirie check-in on their way to a win in the Intermediate class.

FOG on Dunkery Hill slowed the field slightly. Here (below) B. Dunster/Miss Wright (modified Dauphine) press on with caution.



STRICT OBSERVANCE of the highway code is enforced on all rallies. J. C. Northcroft/D. Murray (Morgan) draw up at a Bridgwater halt sign (below).

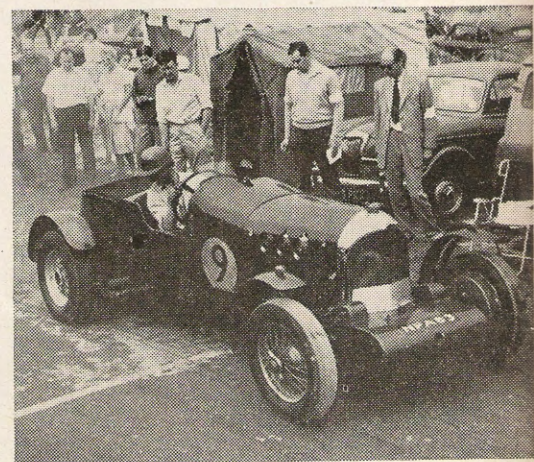
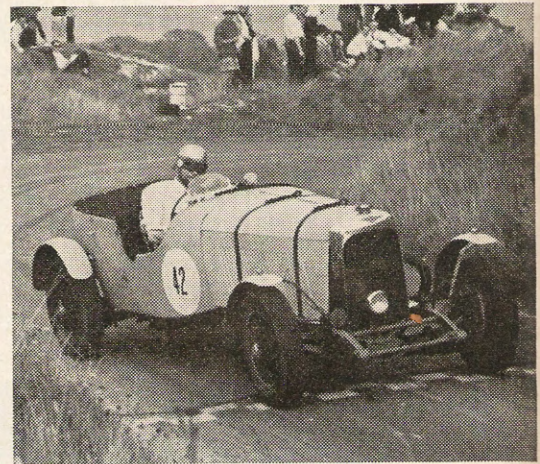
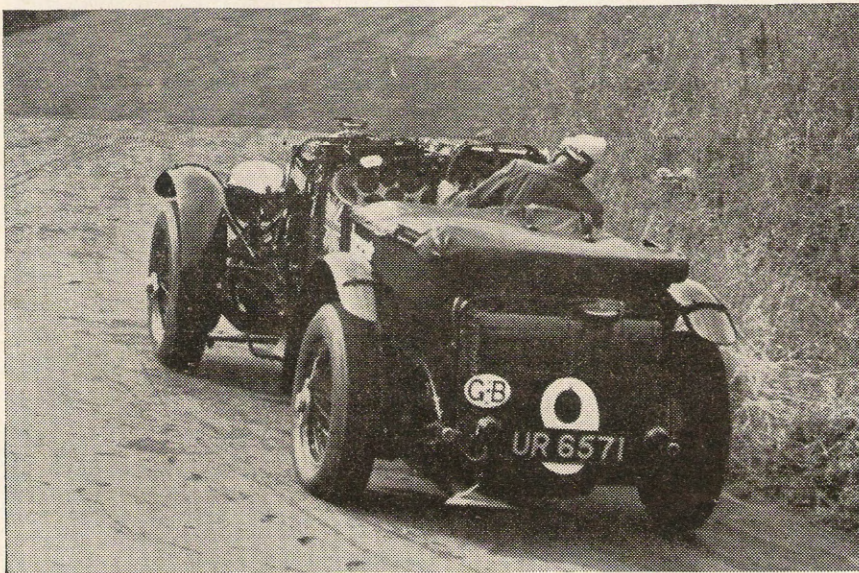
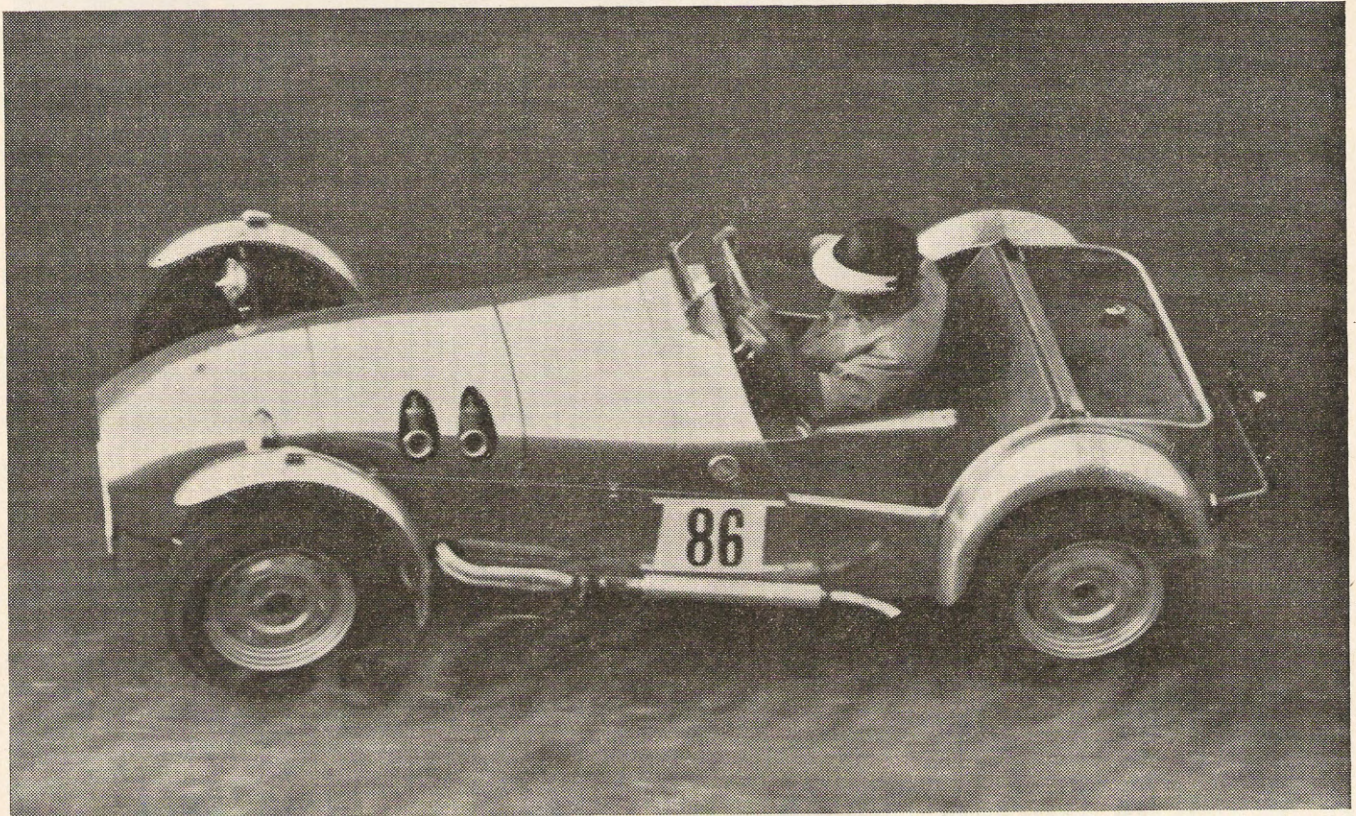


Harding/Liddon M.G.A was best placed with three minutes in arrears, while G. J. Tripp/R. A. Ward (Austin 7) and P. G. Giblett/S. Turner (TR3A) were jointly second best with six minutes down.

Shortly after this half-hour halt there was a tie-deciding special stage (timed to the nearest second) up one side of Trinscombe Hill, near Bridgwater, and down the other. The up-gradient was metalled but the down slope was over a loose surface where clouds of dust made visibility difficult. Needless to say, both slopes were extremely twisting. This special stage assumed a special importance when it was later found, during the calculations of penalties, that G. J. Tripp/R. A. Ward (Austin 7) and H. J. Crates/M. Hart (Anglia) had tied for first place, both with 12 minutes (120 marks) in penalties. On the special stage Tripp/Ward were only five seconds down on the required time, so gaining the premier award by 8 seconds from Crates/Hart who were 13 secs over the 3 mins. 50 secs. required time.

The route led from the special stage in a 100-mile loop along the coastline of Bridgwater Bay, but a couple of miles inland, south, and then back to the final control of the navigation section at Huntsworth Gate. The first third of this

(Continued on page 339)



BENTLEY DRIVERS' CLUB

FIRLE HILL-CLIMB

TOP: A high angle shot of H. A. Appleby, which demonstrates his determination as he takes his Lotus 7A through the top bend. He was fastest in the class for cars up to 1,500 c.c., with a time of 28.16 secs.

ABOVE: Stanley Sears takes the famous Dorothy Paget blower team Bentley through the first bend.

LOWER RIGHT: George Burton carefully studies the wheelspin, or lack of it, as he takes his de Dion rear-ended 4½-litre Bentley off the line. Once again he was fastest Bentley.

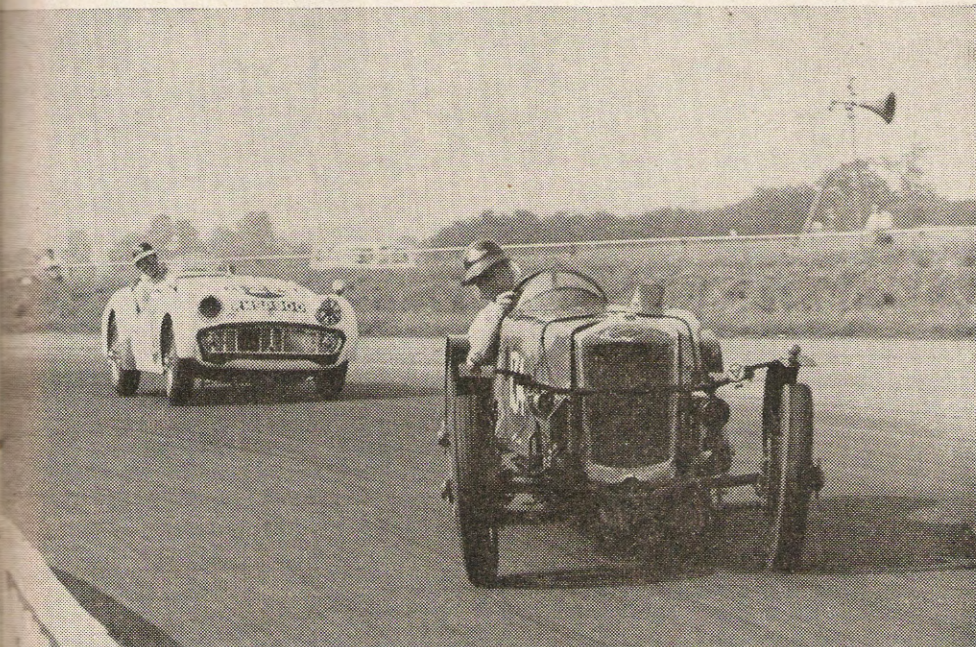
UPPER RIGHT: In spite of a very considerable effort with his M.45 Lagonda, and the fact that his net time was slightly better than the scratch man, B. J. Edwards did not win the Lagonda handicap.

PHOTOGRAPHY BY PATRICK BENJAFIELD

Beck in his alloy-bodied Jaguar occupied pole position on the grid from which place he made an excellent start to lead J. Carden and Elizabeth Jones, both in Healeys, into Copse. After only two laps Beck had pulled out a comfortable lead over the rest of the field, and, in fact, already appeared to be easing up slightly. Behind the Jaguar a terrific battle had been going on for second place between Elizabeth Jones and Carden, the former eventually getting ahead on lap four. John Venn, in his efforts to keep ahead of J. D. Robertshaw's Sprite and C. M. Lever's Jaguar, overdid it at Woodcote, losing any hope of third place. Lever also spun on the same corner when his rear brakes locked-up on the entrance to this corner, but drove out of the ditch to continue undismayed.

With over half-distance completed, the leader was now well ahead of Elizabeth Jones's Healey, which had in turn pulled out from third man Carden. Robertshaw, going very quickly indeed, lay in fourth position ahead of Venn and W. J. Hemming (TR3). It was in this race that W. Nicholson (Alpine) was unfortunate enough to blow his motor up, depositing the contents of his sump on the circuit; despite the commentator's

(Continued overleaf)



SIDEWAYS (above): R. W. Ashley's vintage Frazer-Nash keeps ahead of T. E. Sleigh's 2.2-litre Triumph. BELOW: V. de Coene's Lotus-Climax gives a tow to R. J. Hammett's T.V.R.-Climax.

SUNBAC SILVERSTONE

THIS year's Sunbac Silverstone, which was run on the short club circuit last Saturday, was made up of no fewer than 12 events with more than 150 drivers competing. The organizers were unfortunate enough to have their time schedules spoilt by one or two unforeseen snags. But for all this managed to pack the dozen races in before 6.30 p.m.—no mean feat.

Normally at Silverstone one sees a very high standard of marshalling, but on this occasion, though the track was almost a sheet of oil during the event, the oil flag did not come out until several participants had spun.

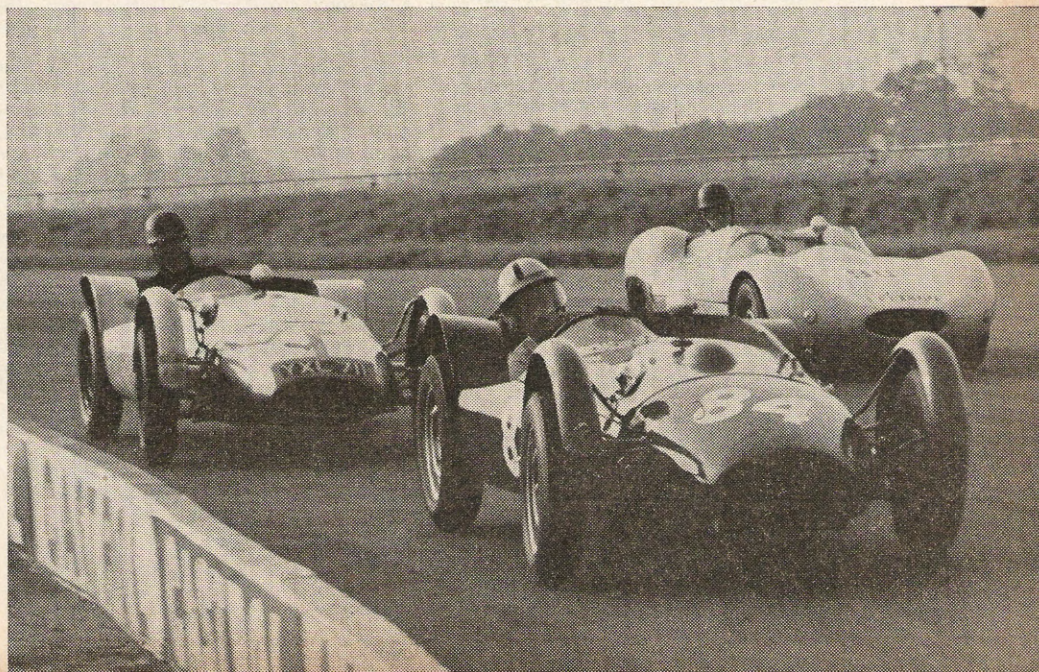
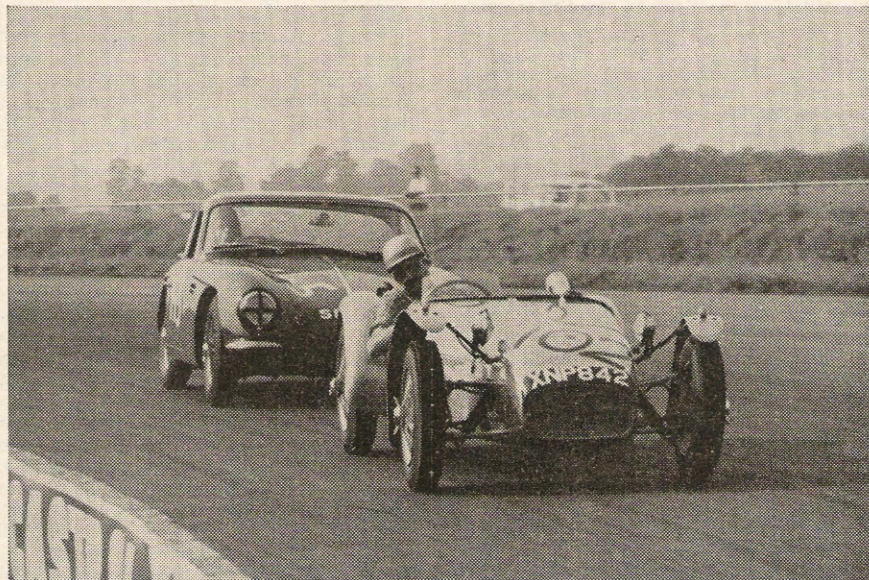
The meeting started with a six-lap scratch race for sports cars under 1,200 c.c. D. A. Cox driving his quick Lotus XI won from S. H. Fox (Elva), with Alan Wershat's incredibly quick 1172 Lolita in third place. These 1172s are probably the most under-estimated cars, for Wershat finished a mere 11 secs. behind the winner's Climax-engined 11.

Seven big Healeys and two babies, plus sundry other marque sports cars, made the next race pretty exciting. R.

Results

Sports Cars under 1,200 c.c.: 1, D. A. Cox (Lotus XI), 75.97 m.p.h.; 2, S. H. Fox (Elva); 3, A. R. Wershat (Lolita). **"Popular" Sports Cars:** 1, R. B. Beck (Jaguar XK 120), 74.20 m.p.h.; 2, Miss E. Jones (Austin-Healey); 3, J. Carden (Austin-Healey). **Six-lap Handicap (A):** 1, T. E. Sleigh (Triumph TR3), 68.89 m.p.h.; 2, R. W. Ashley (Frazer-Nash-Boulogne); 3, J. H. Allen (997 Fairthorpe). **Six-lap Handicap (B):** 1, J. Venn (Austin-Healey), 72 m.p.h.; 2, V. de Coene (Lotus); 3, W. J. Hemming (TR3A). **Formula Junior Cars:** 1, J. Pearce (Lotus 20-Ford), 80.62 m.p.h.; 2, R. J. Mew (Lotus-Ford); 3, D. A. Rees (Terrier-Ford). **Six-lap Handicap (C):** 1, B. M. Wetherill (Lotus XI), 77 m.p.h.; 2, J. Horton (Connaught); 3, R. B. Beck (Jaguar XK 120). **1172 Formula:** 1, A. J. Youten (Terrier II), 75.47 m.p.h.; 2, E. R. Wershat (Lolita); 3, A. D. Bennett (Terrier II). **Formule Libre:** 1, J. Pearce (Lotus-Ford F.J.), 81.72 m.p.h.; 2, J. Ewer (Lola); 3, B. Bennett (Lotus XD).

CLOSE COMPANY at Copse for A. D. Bennett's Terrier (84), R. E. Easterling's Rejo and S. R. Godwin's Terrier.



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World Sports Car Championships by C. Posthumus. An account of how after six years the championship came to Aston Martin via Ferrari and Mercedes. 200 pages 44/- (\$6.30)

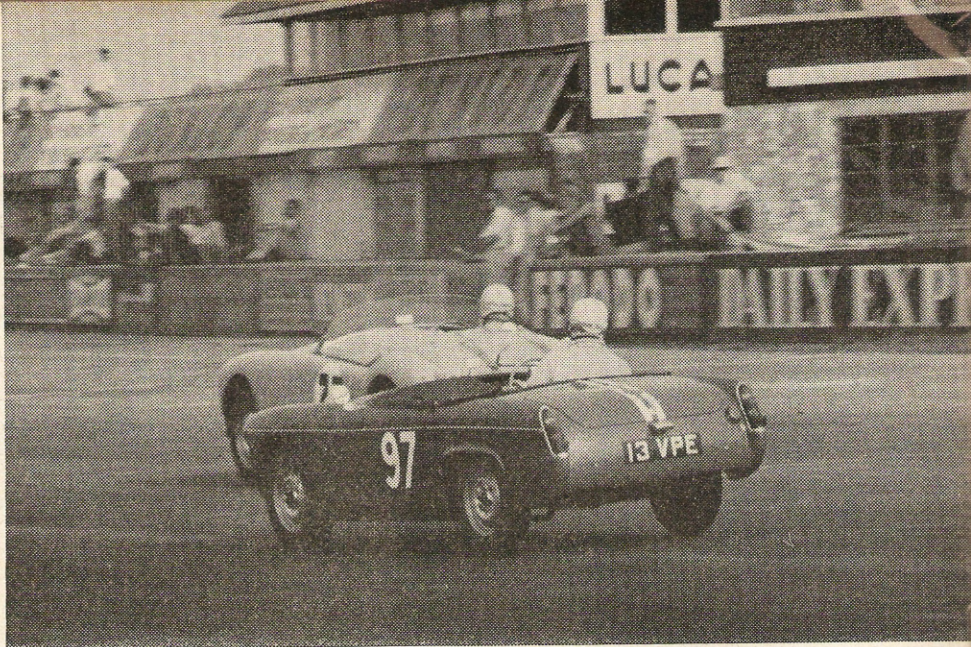
The Sports Car Pocket Book by W. Boddy. The history and specifications of over 200 European and American sports cars. 256 pages, 230 illustrations .. 9/3

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A Turn at the Wheel by S. Moss. The years covered by this book, 1957-60, will have a special place in history as the period in which British racing cars and drivers achieved complete dominance over their foreign rivals. 200 pages .. 26/3

Note: Any book reviewed in "Autosport" or any other magazine can be obtained from us by return post.

AUTOBOOKS



PAST THE PITS goes A. Olins in his M.G.A 1600, while Pat Baron, in one of the new M.G. "Spridgets", tries to nip past round the outside.

Silverstone—continued

warning and the sideways action of several competitors the oil flag did not go out until several laps later.

The leader, Beck, despite easing up towards the end, won by a full 15 secs. from Elizabeth Jones, who had driven her normal well-judged race. Robertshaw finished fourth just behind Carden's Healey—a very fine effort.

R. W. Ashley's drive in his Frazer-Nash-Boulogne really thrilled spectators in the fifth event of the day, a six-lap handicap event. He led from the first lap, driving extremely quickly and only succumbed to the power of T. E. Sleight's TR3 on the last lap.

J. H. Allen (Fairthorpe), who also started from scratch, finished third after some rapid place-changing on the last lap.

The handicappers had been led astray by John Venn's Austin-Healey, who won the next event, another handicap event, by 13.2 secs. from V. de Coene in a Lotus. Venn had led from the very start and instead of being caught had increased his lead on every lap.

B. R. Brain, also in a Healey, had lain in second place for the first three laps until J. Carden—in yet another Healey—had slipped past. However, the unfortunate Carden retired on the last lap to loose this position. On this lap a tremendous dice went on between J. W. Hemmin's TR3 and V. de Coene's Lotus, which looked like a dead-heat until the time-keepers told us that the Lotus had crossed the line 0.2 sec. ahead.

By winning the Formula Junior race Jack Pearce added yet another trophy to his 1961 collection. He drove his well-turned-out Lotus 20 from pole position on the grid to win, having led from start to finish. Opposition to Mr. Pearce came from R. J. Mew (Lotus) who lay in second place some way behind, and David Rees (Terrier) and Len Gibbs (Lotus 20) who closely followed Mew. With five laps completed it became apparent that Pearce was in an unchallenged position. He finally eased up somewhat on the last two laps from Mew. David Rees finished third some 5 secs. behind Mew, with Len Gibbs hard on his tail.

Watching the 1172 formula race made one appreciate just how competitive this class is, for the racing in this event was the best of the day. The winner's, A. J.

Youlton (Terrier), overall time for the six laps was 7 mins. 40.2 secs., which gives an average lap time of 16.5 secs. approximately. It was not so long ago that well-driven Climax-engined Elevens were doing similar times. Although Youlton led from start to finish ahead of Alan Wershat (Lolita) and A. D. Bennett (Terrier), this was a most exciting race—less than ½ sec. dividing the two leaders at the finish.

The meeting ended with a 10-lap race for *Formule Libre* cars. Yet more silverware went towards Jack Pearce's mantelpiece when he won at an average speed of 81.72 m.p.h. from John Ewer in his 1220 Lola. David Rees retired on lap five and left B. Bennett in third position.

PATRICK McNALLY.

BRITISH AUTOMOBILE RACING CLUB

Surrey Centre
Homeground Rally
Saturday 26th August

THE Homeground Rally—a new event in the calendar of B.A.R.C., Surrey Centre—attracted 38 entries of whom 32 finished within the specified time limit. This was a closed to club event of approximately 100 miles starting and finishing in the spectators' enclosure at Gatwick Airport. The fact that there were 32 finishers and only three retirements proves once again that this club does plan its rallies with the object of giving everyone a chance. As there were again no clean sheets, good team work between driver and navigator was necessary.

There were 11 sections in all and the marking of each route card was done by the time control marshals who then phoned their results through to the central control. In this way provisional results were announced during breakfast at Gatwick Airport.

As the name implied this was a "homeground" rally with their first car leaving at 10.30 p.m., thus missing the bulk of the Saturday night traffic. The first car was due back at 1.56 a.m.

Five competitors came through with less than 100 penalties and of these congratulations are due to G. L. Shackleton who took the novice award and came second in general classification with 10 penalties.

Western Rally—continued

loop saw the end of the promising run by Giblett/Turner who had unfortunately omitted to replace their radiator cap when topping up at the halt. All the water boiled away and, by the time they realized that something was amiss, the cylinder block was practically incandescent.

The turning point of the loop was over the steep and twisty lane across Dunkery Hill where fog slowed the field slightly and they encountered a very severe four-minute section, which included a wide but shallow ford and which cost everyone at least one minute. Here it was that the leaders, B. S. Harding/H. Liddon (M.G.A.), lost their chance of an outright win due to a puncture and also had the misfortune to lose some of their brake fluid which cost them the five-minute lead which they had maintained over the eventual winner and runner-up.

From Bridgwater a gentle run-in brought the rally to an end back at Lulsgate, where breakfast was laid on and results appeared with very little delay. Competitors were unanimous in declaring the "Western" a most successful event and most of them felt that it was a pity that the entry list was not so full as was merited by the quality of the rally. Perhaps by next year the word will have got around and the lists will be over-subscribed.

MICHAEL DURNIN.

Results

Overall Placings: 1, G. J. Tripp/R. A. Ward (Austin 7), 120 penalties, 5 s. down on special stage; 2, H. J. Crates/M. Hart (Anglia), 120 penalties, 13 s. down on special stage; 3, R. M. Robertson/M. P. W. Britton (Renault Gordini), 130 penalties. **Class Awards: Experts:** Tripp/Ward. **Intermediate:** H. H. Faure/M. A. M. Pirie (Mini), 250 penalties. **Novices:** G. H. Pake-man/G. F. Poulton (Triumph Herald), 1,220 penalties.

SEVENOAKS & DISTRICT M.C.

Guys and Dolls Rally, 2nd September

THE event started with the first car, L. Tyler/M. Bryant (Rapier), leaving Craybrook Garage, Sidcup, at 9.01 under the watchful eye of the law and a few interested locals. At 9.15 the newly acquired Skoda Octavia of Vic Elford/A. W. Read made its debut in British rallying, the crew having spent the afternoon stripping the rear suspension to remove a leaf from the transverse spring. The first two sections of 33 minutes and 38 minutes respectively served to get competitors away from crowded roads to a point a few miles east of Tunbridge Wells where five short sections of three, seven, two, five, two minutes followed, on the final one of which B. Stevens/G. Alcorn arrived at a T-junction very much too quickly, resulting in a considerably modified Mini-Minor as they used the facing brick wall as a supplement to the brakes. There followed a short breather to a point two miles west of Battle where there followed four more sections of three, seven, three and two minutes and immediately after that an any order section with eight route checks in 13 minutes. The final lively section of three, one, 14 and two minutes led competitors to Groombridge, followed by a straightforward run to the finish at the Farm House Restaurant at Addington.

Provisional Overall Results

1, Laurie Tyler/Mike Bryant (Rapier), 2 penalties; 2, L. Francis/P. Lowes (Mini), 9; 3, P. Ward/F. Herwin (VW), 10.



JEANS: Shenstone men Brian Harper and Ron Crellin prepare to start the Jeans in their Sebring Sprite. The weather was quite appalling.

THE JEANS GOLD CUP RALLY

THE Liverpool Motor Club's Jeans Gold Cup Rally, which was run over a testing 200-mile course in the Lake District last week-end, was won in convincing fashion by D. E. Pollard and J. A. Baines in a Sunbeam Alpine hard top.

The rally started from Garstang at 10.30 p.m. on Saturday evening, and the route was available to all competitors before the start. An excellent entry of 86 cars was received and at the start the night was warm and dry. Within half an hour of the first car starting, however, the Pennines were in the throes of one of the most spectacular thunderstorms ever seen. For the rally drivers it was a case of peering through an almost solid wall of rain, whilst lightning alternately lit up the whole scene and then plunged it back into darkness. Navigators too were suffering as, at the height of the storm, no less than eight gates had to be opened!

Some of the competitors were in trouble at this stage through the elements, Bobby Parkes (Healey 3000) losing eight minutes when his wipers fused, and many others, including H. Jacoby's TR3, having to lose a few minutes to dry out soaked electrics.

By the time the end of the first stage was reached, at the Farmer's Arms at Coniston, the weather had improved, but everyone had lost time. Before reaching the Farmer's Arms, competitors had had to tackle two special stages, one allowing 1½ minutes for a climb of Tow Top, which only Parkes and Jacoby achieved on time, and the other being a 40 sec. stage through a twisting woodland road where seven cars were clean.

The rally then continued via a selection of some of the narrower and steeper Lake District passes including a special stage at Hardknott, where no one achieved "bogey" time. The best here were Bobby Parkes again, and Hadfield (Herald coupé). The rally then headed west and eventually went back to the Farmer's Arms via Wrynose Pass, Little Langdales and Coniston.

By this time daylight had arrived and after an hour's rest, competitors started out on an untimed scenic tour through North Lancashire during the course of which six driving tests were held, best performance going to G. Allen (Mini-Minor) who, therefore, won the Peter Reece/Barry Davis Trophy for this year.

IAN HALL.

A fuller, illustrated report will appear next week.

HAGLEY & DISTRICT L.C.C.

The First Hagley Autocross

IN glorious sunshine and on a dry circuit John Handley, driving his Austin 7, outpaced and outdrove all the opposition in the first restricted Hagley Autocross at Great Norbury Farm, Inkberrow. John also drove Malcolm Hazlewood's M.H.S. since Malcolm was Clerk of the Course, but even though he won his class with the Special the Mini was quicker by 0.8 sec.

Interesting battles developed between Frank Livingston and W. B. Hercock (Triumph TR3s) with the former's 2.2-litre-engined car emerging the victor, as he did again driving his Herald against D. R. Blankstone's supercharged "1200" Herald. However, Blankstone was the class winner (Class B) since Livingston with the smaller engine was in the more competitive Class A amongst the Mini boys.

Warwick Banks in Handley's Austin 7 won Class A and it is interesting that this car was fitted with studded durabands. Banks ran in company with Peter Blankstone (Mini) in the last duel of the day, and on entering the last corner ahead Banks spun, and Blankstone, in avoiding him, also spun but managed to keep his engine going and crossed the finish a short distance in front of a breathless Banks.

Good performances were put up by Tony Fisher and Steve Neal who tied for first class awards, but poor Ron Ordway was most unfortunate to overturn his Mini on the last corner in what would have been a very fine run indeed. David Lincoln Lewis and Nick Grazebrook both drove the same 692 c.c. Berkeley in Class C, with the former emerging the victor, both beating the Climax-Turner of Jerry Webb who only just failed to overcome Grazebrook by 0.3 second. M.T.

Results

Class Awards: Class A, Class Winner: F. W. W. Banks (Austin 7), 1 m. 48.7 s.; H. L. Livingston (Morris 848), 1 m. 49.9 s.; A. T. Fisher (Austin 7), 1 m. 51.8 s.; S. P. Neal (Morris), 1 m. 51.8 s.; P. A. Blankstone (Austin), 1 m. 53.7 s. **Class B, Class Winner:** D. R. Blankstone (Triumph 1147(s)), 1 m. 55.4 s. **Class C, Class Winner:** J. D. Lincoln Lewis (Berkeley 692), 1 m. 49.6 s.; N. O. Grazebrook (Berkeley 692), 1 m. 53.0 s. **Class D, Class Winner:** J. F. Livingston (Triumph), 1 m. 49.2 s.; W. B. Hercock (Triumph), 1 m. 50.2 s. **Class E, Class Winner:** J. Handley (M.H.S.(s)), 1 m. 47.1 s. **Ladies' Award:** Mrs. P. Livingston (Triumph), 1 m. 58.1 s.

Correspondence—continued**"Mr. Motor Racing"**

WITH reference to Mr. Gowan's letter in your columns of 1st September, 1961, I write to defend you and "Mr. Motor Racing".

I agree with Mr. Gowan that British cars have not shown any supremacy whatever, but is there really any doubt that Moss has been the outstanding driver of the season?

Personally, I think not—and long may AUTOSPORT continue to give praise where it is surely due.

Incidentally, your recent pictorial reviews are much appreciated by everybody and I believe the magazine is worth that extra 6d.!

I am sure I will long remain a satisfied customer!

DRUMMOND BONE.

AYR.

Sprite Racing

MR. MARRIOTT in AUTOSPORT, 25th August, seems to have a poor opinion of Formula Junior engines. As the owner of what is often called a "freak Sprite", let me take this opportunity of saying that such machines are quite usable on the road. I always drive to and from a circuit in mine for three reasons: (a) I can get there quicker cruising at 110-plus rather than at 60 with a trailer; (b) anything that was going to drop off in the race will drop off on the road and that may save a retirement; and (c) I can't afford a towing machine, anyway. Even in heavy traffic the engine is quite tractable and runs down to 3,000 with ease and lower with encouragement.

As for his idea about cheap racing—I can't remember any written regulations about how much one could waste on a car. If Mr. Marriott can't afford it, he can't do it—it's like deciding whether to smoke, and then having to make up your mind whether to smoke Sobranie or "Woodies".

He also mentions "works" teams in club events. There certainly aren't any such teams (worth bothering about) in Sprite racing.

Seeing how Mr. Marriott wants to grouse about something, I suggest he tries the race organizers—how about classing Sprites with the true F.J. cars? A lot of them are a darned sight slower than Lotus 7s, and so we might stand a chance to get our hands on some of this lovely money that they give away free to the fastest cars.

J. D. ROBERTSHAW.

MYTHOLMROYD, NEAR HALIFAX.

The British G.P.

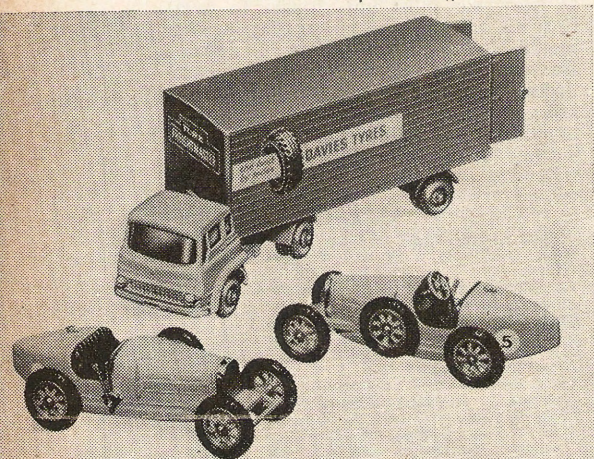
I WAS very sorry to read that the R.A.C. Executive Committee have nominated the B.A.R.C. to organize the British Grand Prix at Aintree again in 1962.

I admit there is nothing in writing to say that it should alternate between Silverstone and Aintree, but I feel it is a fast trick on the B.A.R.C.'s part to include in one and the same letter the application to organize the British Grand Prix and the information that it was their Golden Jubilee Year. Surely the R.A.C. have records of their own and must be fully aware of the fact.

CASABLANCA CANCELLED

IT is announced officially by the Automobile Club of Morocco that the Grand Prix of Morocco at Casablanca has been cancelled. The political situation in North Africa has not been fully resolved. This means that the Americans had a strong lever to hold the Grand Prix of the U.S.A. at Watkins Glen on 7th October, for which the F.I.A. gave permission.

ADDITIONS to the Lesney models range are this Bedford articulated lorry unit and the Type 35 Bugatti.



I went to Aintree this year and had to pay 30s. to see only two races. I enjoyed the Grand Prix and also the supporting event, but there were not enough races.

When the B.R.D.C. arrange an event they really go to town and give you a full day's motoring. Also, travelling up to Liverpool costs a lot of money for someone of limited means.

Aintree means leaving on Friday evening and travelling half the night; Silverstone, an early start on the actual day.

I am sure there are many more people who feel as I do that Silverstone must serve more of the country, as it is more central than Aintree.

Still, the R.A.C. has made its decision and nothing I or anyone else says will alter it. The R.A.C. will stand firm like a stone wall while we, the little pieces of flotsam, will just bounce off.

PETER COLE.

CHISWICK, W.4.

Old Faces

IN reply to the question posed by Mr. Needham in his letter to AUTOSPORT, this particular old face now finds golf more exciting than motor racing and is generally to be found on a golf course. As a consequence the old face, according to unbiased judges, does not look as old as it did and the old liver is a great deal better, too!

Perhaps John Morgan could be persuaded to organize a golf G.P. at Birkdale on the same day as the British G.P. next year. This would cater very nicely for any other B.A.R.C. members who feel as I do and have no wish to see what Stirling Moss rightly describes as "debased coinage" circulating in the smoke and grime of Aintree.

Another old face which consistently laps golf courses with me is that of David Hampshire.

ROBERT LEAPINGWELL.

DERBY.

The Greatest Driver

WITH commendable restraint, I think, I have refrained until now from replying to Mr. Bradpiece's letter about Moss and the World Championship, largely because I feel sorry that he should have rushed into print and shown not only such ignorance of the true state of affairs, but also such ill nature.

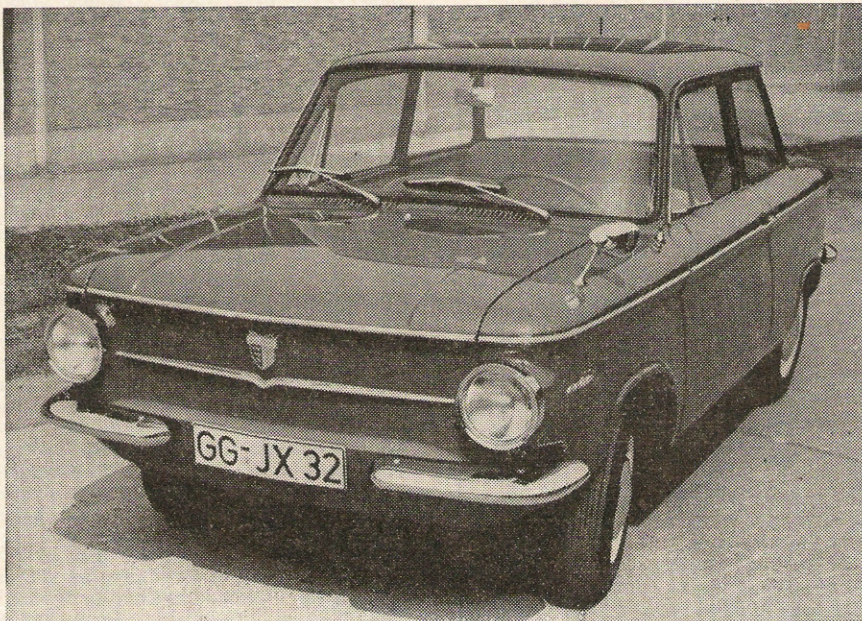
Mr. Gowan's letter in the 1st September issue, even more so, shows not only great ignorance, but is also personal to a degree that becomes offensive, and is in the worst possible taste.

I would be the first to agree that Brabham is a driver of the highest rank, followed closely by von Trips, Hill and Ginther, but I am also sure that all these drivers themselves would be the first to admit (as did Fangio before he retired) that Moss is in a class by himself. Surely, if any proof were needed, we have only to look back to Monaco and the Nürburgring, where Moss in a car giving away 40 h.p. or more still won.

In conclusion, I can only hope Mr. Gowan and Mr. Bradpiece will not cause further irritation to readers of AUTOSPORT with their ill-informed letters.

N. A. B. BLACKWELL.

LIVERPOOL 19.



NEW MODEL from NSU announced this week is the Prinz "4", which has a new, restyled body. Power unit is a 598 c.c. overhead-camshaft air-cooled engine with a power output of 36 b.h.p. The car weighs only 1,246 lb. and 0-50 m.p.h. acceleration of the order of 14 seconds is claimed. Maximum speed is said to be 74 m.p.h., with a fuel consumption of 50 m.p.g. All-round independent suspension is employed, and maintenance, it is said, is reduced to a minimum.



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