

WORLD CHAMPIONS—JOHN SURTEES AND FERRARI

AUTOSPORT

OCTOBER 30, 1964

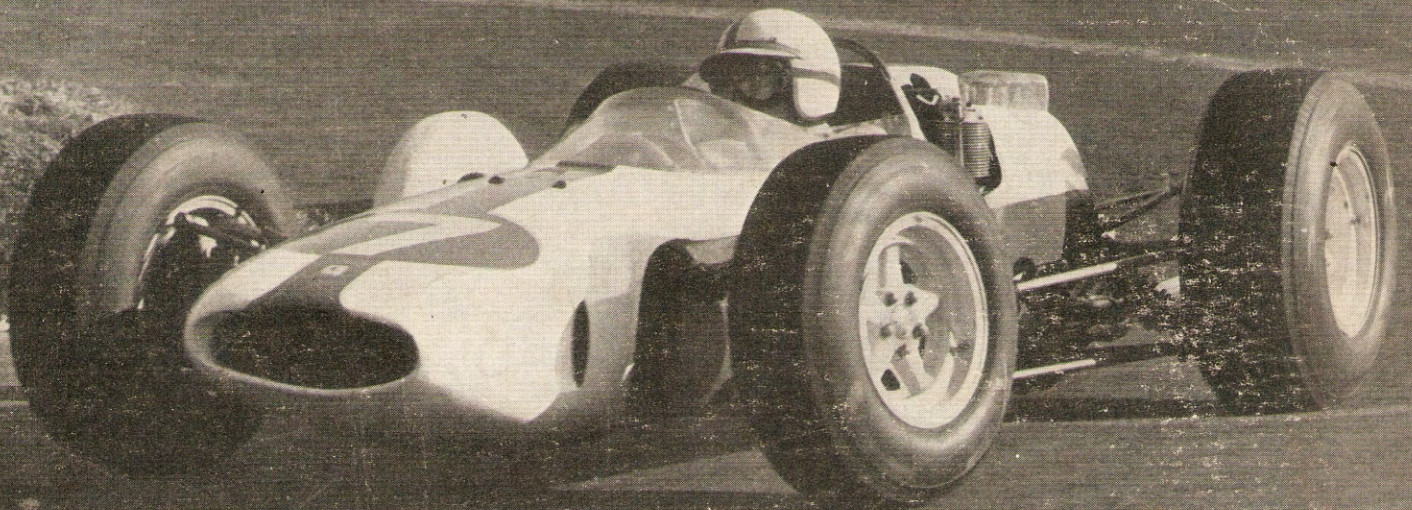
AUTOSPORT

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EVERY FRIDAY
Vol. 29 - No. 18

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

MEXICAN GRAND PRIX—FULL REPORT AND PICTURES : JOHN BOLSTER AT EARLS COURT
COPPA EUROPA MONZA MEETING : MONTEREY GRAND PRIX : GENEVA RALLY



Sunbeam Tiger in racing trim

GENEVA RALLY OCTOBER 1964

SUNBEAM Tiger**1ST**
Tiny Lewis
Barry Hughes**2ND**
Peter Riley
Robin Turvey**3RD**
Rosemary Smith
Margaret Mackenzie**GRAND TOURING CARS—OVER 2,500 c.c.**

and

**2ND MANUFACTURERS'
TEAM PRIZE**

also

**REPRESENTING GREAT BRITAIN
2ND NATIONS' CUP**

SUBJECT TO OFFICIAL CONFIRMATION

In its first international rally in Europe

the new 4.2 litre Sunbeam Tiger showed it was bred to success. Over a 1,250 mile route, mostly in the French Alps and taking in parts of Switzerland and Italy, three of the new models proved themselves in the face of Europe's hottest competition. The Tiger finished 3rd and 4th in the G.T. Category—based on handicap on engine

size. Only 38 cars finished of over 100 starters. Three Sunbeam Tigers started; all three finished. No mean achievement in a new car—and proof positive of the race and rally breeding of Sunbeam cars which have figured prominently in International motor sport for over a decade.

SUNBEAM TIGER See it at Earl's Court Motor Show. Available for U.K. delivery early 1965

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October 30 1964 Volume 29 Number 18

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EDITORIAL

JOHN SURTEES — WORLD CHAMPION

IN Mexico City last Sunday, John Surtees became World Champion driver, and Ferrari took the Formula 1 Constructors' title to put Italy right back on the map in so far as Grand Prix racing is concerned. Surtees finished only one point ahead of Graham Hill (B.R.M.), who had a most unlucky race, being involved in a shunt with Bandini. Even more unfortunate was Jim Clark (Lotus-Coventry Climax), who led for 64 of the 65 laps, and then had to abandon with engine trouble, leaving Dan Gurney to score victory with his Brabham-Coventry Climax, with the Ferraris of Surtees and Bandini filling second and third places respectively. However, had Clark won and Surtees been third, the Scotsman would have been World Champion for the second year in succession, having 39 points, the same as Graham Hill, but with four victories to Hill's two; Surtees would have been third with 38. John Surtees is the first man to become a World Champion in both motor-cycle and car spheres, and is the fourth Britisher to hold the Formula 1 title, the others being Mike Hawthorn, Graham Hill and Jim Clark. Before the result of the Mexican race was known, Surtees had already been elected Driver of the Year, by the Guild of Motoring Writers, and placed first in **AUTOSPORT**'s annual rating of Grand Prix drivers. His success must prove a great encouragement to Enzo Ferrari, and will possibly lead to the Commendatore patching up his quarrel with the Italian Automobile Club, and resuming his proper role as entrant of the cars which bear his name. It was a thrilling end to as exciting a series of Grand Prix races as has ever been held. As Patron of the British Racing Drivers' Club, it was indeed fitting that H.R.H. the Duke of Edinburgh should be present in Mexico City, to watch yet another British racing driver gain the most coveted honour in the Sport.

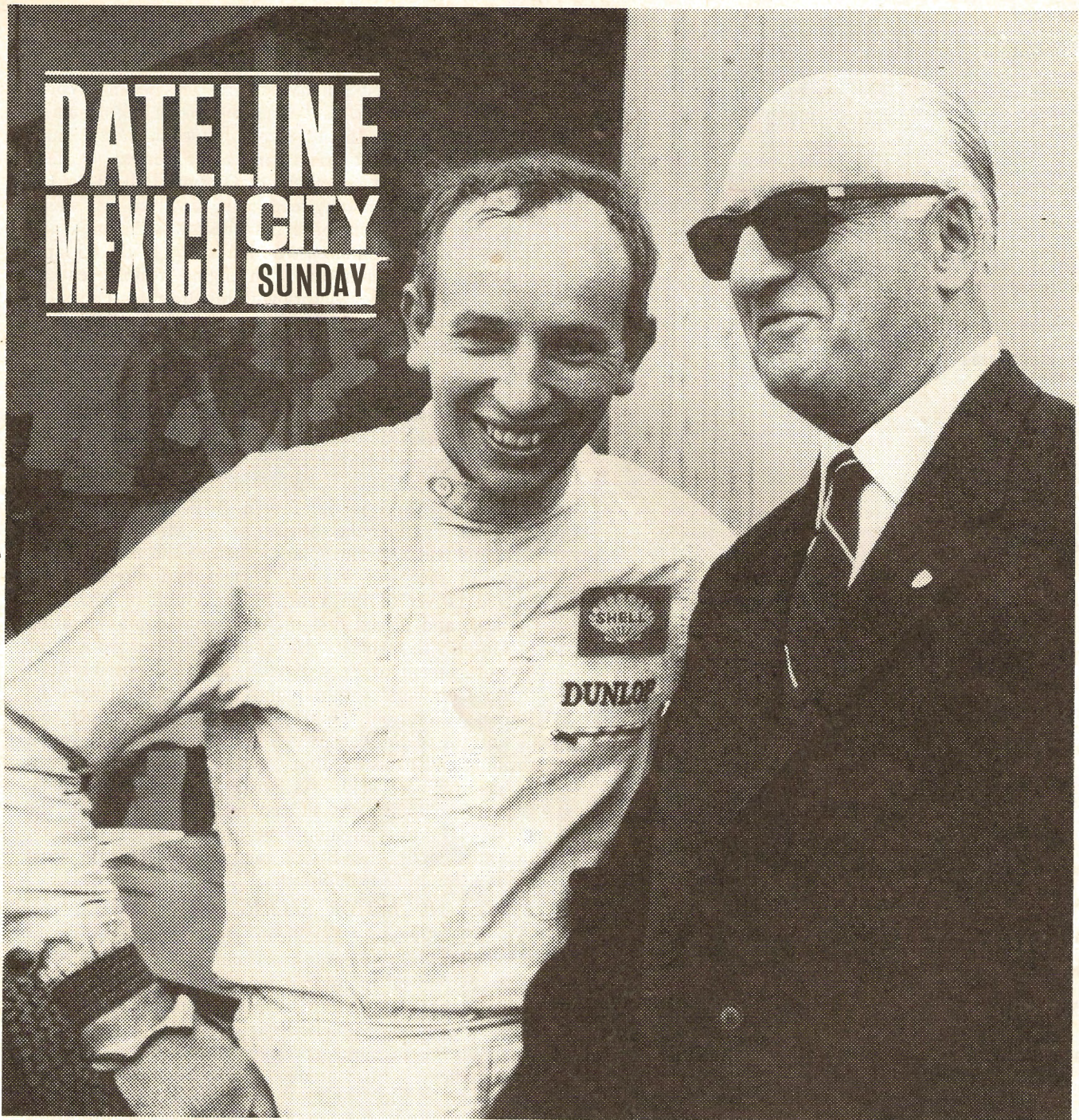
B.M.C. AND MOTOR RACING

AT the Showtime luncheon given to the Press on preview day, George Harriman stated that B.M.C. were extremely interested in supporting rallies, but believed that racing was of little importance as regards the development of production cars. **AUTOSPORT** naturally applauds his remarks concerning international rallies, but challenges his statement as to racing. Has Mr. Harriman overlooked the fact that racing was mainly responsible for the ultra-successful range of Mini-Cooper models, and also for the continued development of the pushrod engine, and for the adoption of disc brakes? Without the successes of the Dick Jacobs racing team, M.G. would not have kept its image in the public eye, apart from the M.G.B which finished at Le Mans. B.M.C. "top brass" repeatedly make public statements regarding their attitude to racing in general, but the technicians continue to make full use of a great deal of vital information which comes to them via the racing circuits.

OUR COVER PICTURE

WORLD CHAMPIONS BOTH. John Surtees, the 30-year-old former motor-cycle champion, became the first person ever to win both the two- and four-wheel titles by finishing second in the Mexican Grand Prix last Sunday. In doing so, he gave Ferrari the Constructors' championship for the first time since 1961.

Photo: Ozzie Lyons.



WORLD VICTORS! Surtees, Ferrari, Shell



Once he rode motorcycles. And won. And won the World Championship. Then he changed to four wheels and Formula One. Enzo Ferrari watched his progress and invited him to drive for the stable with the 'prancing horses'. He won. *And won.* And Sunday, in Mexico, he became a new kind of champion. World Champion Driver. On Shell.

And Ferrari? Yet again he wins the World Championship of Manufacturers. A shrewd and experienced car-builder. He will say: 'Use Shell'. He always will. More World Championships have been won on Shell than all other petrols and oils together.

Congratulations to Surtees and Ferrari and best wishes for '65.

GO WELL - GO SHELL

SIR JOHN WHITMORE will be driving in the works Ford G.T. team next season. It is highly likely that the first international engagement for the team will be Daytona, next February.

RUMOUR has it that Ernie Unger, of Equipe Elva (London) fame, will be producing his own sports-racing car for 1965. It is understood that it is already in an advanced state.

FORMULA 2 B.R.M. ENGINE

For 1965, the Owen Organization are producing a series of Formula 2 engines. Giving 125 b.h.p., it is a four-cylinder unit, with two overhead camshafts and Lucas fuel injection, and is, in effect, an enlarged version of one half of the Formula 1 V8. Prototypes of this exciting newcomer to single-seater racing should be on the bench by the end of the year, and will certainly be shown at the Racing Car Show next January.

The new Elfin monocoque single-seater, featured in the 23rd October AUTOSPORT, is said to be really something. Designer Gary Cooper finished third to two 2.5 Brabham-Climaxes in his 1½-litre Ford-engined Elfin at Mallala recently. Rumour has it that Greg Cusack, Lex Davison (for a sponsored driver) and Bob Jane have ordered monocoque Elfins. Price of the car in U.K. less engine and gearbox is £900, not £1,900 as originally given.

STIRLING MOSS is disbanding his S.M.A.R.T. organization in so far as owning and entering cars is concerned. S.M.A.R.T., however, are prepared to maintain and enter privately owned machines on a contract basis.

The Porsche prototype driven by Herbert Linde/Gerhard Mitter in the recent Paris 1,000 kms. was, in fact, equipped with an experimental 2-litre six-cylinder engine, as used in the 901. It is said to produce 190 b.h.p.

The Staffs Racing Partnership have acquired two Lotus 27/32s for next season. Pete Sadler will drive the ex-Peter Warr F2 Lotus prototype, while Peter Brown's mount will be the ex-David Porter car.

The Pedestrians' Association have sent a petition to the Ministry of Transport urging that car rallies should be discouraged. Members maintain that under present congested traffic conditions, rallies place a heavy demand on police forces, which are already inadequate. It is believed that the Minister will not take steps to ban rallies, but may suggest that the number should be drastically curtailed.

MOSER'S MONZA WIN

Swiss driver Silvio Moser—one of the finds in Formula 3 racing this year—added to his long list of victories at Monza on 18th October with his Brabham-Ford.

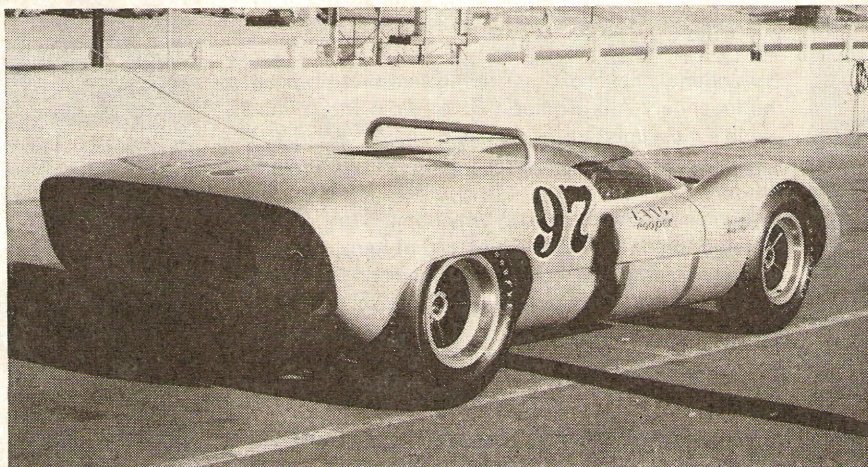
Frenchman Eric Offenstadt (Cooper-Ford) won the first heat from "Geki" (de Sanctis-Ford), while the second was fought out between Moser, Jonathan Williams (Lotus-Ford) and Ernesto Brambilla (Wainer-Ford). Unfortunately, Williams had an oil pipe break with four laps to go, leaving Moser winner from Brambilla. Piers Courage, mounted on this occasion in Bill Harris's Alexis-Ford, retired when the cam follower broke.

In the final Moser led, followed by "Geki" and Offenstadt, but the latter had his distributor fall off and the former—already assured of gaining the Italian F3 title—broke his clutch. Brambilla and Giorgio Bassi (de Tomaso-Ford) inherited second and third positions.

Following a protest, the engine of Harry Stiller's Lotus-Ford 27 was dismantled and found to be oversized. The Lotus had been very fast in the first heat.

PIT and PADDOCK

PARNELLI JONES, winner of the recent Riverside Sports Car G.P., asked after the race if he had encountered any problems, replied: "Well, I had no clutch for the last 20 laps." Second man Roger Penske, who had driven the only automatic transmission car in the race, quipped "Neither had I!"



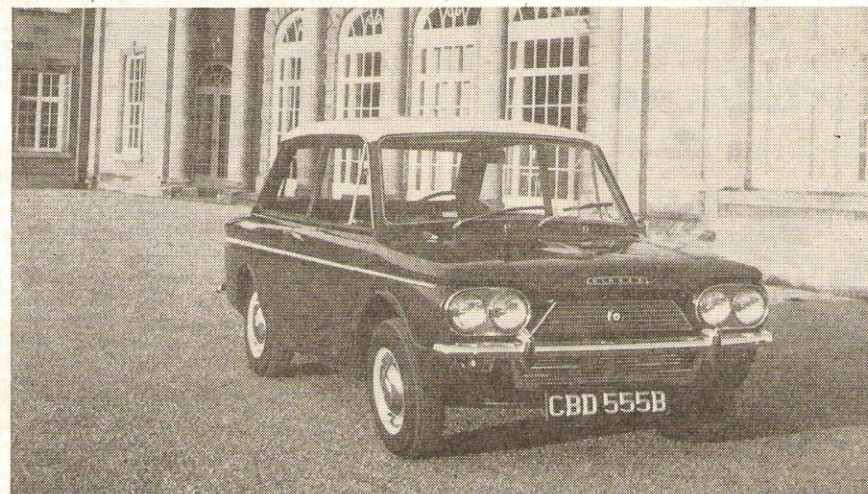
THE LANG-COOPER. Driven by American Ed Leslie in the recent Riverside and Laguna Seca races, this modified Cooper was built by Craig Lang of Honolulu, Hawaii. It uses a Shelby-modified 4.7 V8 Ford engine and the body is designed by Pete Brock, of Daytona-type Cobra fame.

Just a few hours before it was due to start, the 8th Argentine Grand Prix for touring cars was postponed because part of the course had been washed out by heavy rain. The race—which has been won by Mercedes-Benz for the last three years—was scheduled to start on 28th October.

AUSTRALIAN SIX-HOURS

For Group 1 cars, an international saloon car race will be held at Australia's 1.93-mile Sandown Park circuit on 29th November. Included in the field of 40 are teams of Toyota, Datsun, Volvo, Fiat, Triumph, Alfa Romeo, Ford Falcon, Holden, B.M.C., Jaguar and Lotus Cortina, while drivers include Sir Gawaine Baillie, Rodger Ward, Jackie Stewart, Paddy Hopkirk, John Fitzpatrick and Bob Jane. Group 2 cars are also allowed, but will not be eligible for outright awards.

MOTO BALDET of Northampton, makers of the Motolux Hillman Imp, have brought out a special version of the Singer Chamois, the de Ville. Complete with many extras, the cost is £623.



SPEEDWELL CONVERSIONS

The Speedwell Austin 1300 G.T., basically an Austin 1100 with a 1,275 c.c. engine and various other modifications, made its debut before the Guild of Motoring Writers at Goodwood last Sunday. The cost of converting the car into a 100 m.p.h. cruiser will be £250 above the normal B.M.C. price.

Also seen was the Speedwell Executive Elf, which has the revolutionary Cox GT3 safety seat fitted. A speed of 112 m.p.h. is claimed—"the fastest Mini yet road-tested."

MIKE SALMON has sold his Aston Martin DB4GT to hill-climb and sprint exponent Tom Rose.

BIB STILLWELL has won the Australian Gold Star for the third year in succession. In the second-to-last round of the championship, run at Mallala on 12th October, he finished second to Lex Davison after a race-long duel. Both drove Brabham-Climaxes.

An advertisement in our issue of 18th September quoted too high a price for the Morgan 4/4 Series 5 competition model. In fact, this 100 m.p.h. two-seater sports car costs only £756 15s. 5d. including purchase tax.

The Seven-Fifty M.C.'s 1172 Formula Championship has been won by Bryan Small, who has 70 points from a "best of seven" basis from 24 events.

G.T. CARS AND CLUB RACING IN 1965 AND 1966

WHEN the joint B.A.R.C./B.R.S.C.C. announcement concerning the club racing formulae for 1965 was given recently, it was noted that the G.T. category was once more for "special G.T. cars"—a class which this year produced several freaks that were virtually sports-racing cars with lids. Obviously, anyone who wanted to get anywhere in this category of racing next year would have to go one better. . . .

The B.R.S.C.C. have now sensibly decided that all entries in G.T. events at their closed or restricted race meetings in 1966 must be for recognized (*i.e.*, homologated) Grand Touring cars. However, they may be modified beyond the provisions of Appendix J Group 3, but their engine size must remain unaltered.

Unhomologated cars such as the Diva, Lotus 7 G.T. and Tojeiro EE or cars like the Marcos and Ginetta fitted with engines other than 997 c.c. Ford will be allowed to continue in 1965, however, although Nick Syrett has categorically stated that sports-racing cars with hard tops will *not* be allowed.

British cars homologated as G.T. cars are:

A.C.: Ace-Bristol (1,971 c.c.), Ace 2.6 (2,553 c.c.), Aceca (1,991 c.c.), Aceca-Bristol (1,971 c.c.); Allard: Allardette (997 c.c. s/c), Allardette (1,340 c.c.); Alvis: TC 21/100 (2,993 c.c.); Armstrong-Siddeley: Sapphire 234 (2,290 c.c.); Aston Martin: DB4, DB4GT and DB4 Zagato (3,670 c.c.), DB2/4 Mk. 2 and Mk. 3 (2,922 c.c.); Austin: Metropolitan (1,489 c.c.); Austin-Healey: Sprite Mk. 1 and Mk. 2 (948 c.c.), Sebring Sprite Mk. 1 and Mk. 2 (960 c.c.), Sprite Bonneville (948 c.c. s/c), Sprite Mk. 2 and Mk. 3 (1,098 c.c.), 3000, 3000 G.T., 3000 Mk. 2 and Mk. 3 (2,912 c.c.), 100-Six and 100M (2,639 c.c.), 100-Six G.T. (2,912 c.c.); Bentley: S (4,887 c.c.); Berkeley: Sports (492 c.c.), B95 and B105 (692 c.c.); Bond: Equipe G.T. (1,147 c.c.); Bristol: 405 (1,971 c.c.); Daimler: SP250 (2,548 c.c.); Elva: Courier Mk. 4 (1,622 c.c.), Courier Mk. 4 Type T (1,840 c.c.), Courier and Courier de Luxe (1,588 c.c.); Fairthorpe: Electron Mk. 2 (1,098 c.c.), Electron FWE (1,216 c.c.), Rockette (1,596 c.c.), Electron Minor (948 c.c.); Ford: Consul Capri (1,340 c.c.), Consul Capri and Consul Capri G.T. (1,498 c.c.); Ginetta: G4 (997 c.c.); G.S.M.: Delta (997 c.c.); Jaguar: E-type '61 and '62-'63 (3,781 c.c.), XK 150 and XK 150S (3,442 and 3,781 c.c.); Lagonda: 290/1 (2,922 c.c.); Lotus: 1100 Le Mans and Club (1,098 c.c.), Elite (1,226 c.c.), Elan (1,558 c.c.); Marcos: G.T. '61-'63 (997 c.c.); M.G.: MGB (1,798 c.c.), MGA 1600 Mk. 2 (1,622 c.c.), MGA 1600 and 1600 Coupé (1,588 c.c.), Midget (948 c.c.), Midget Mk. 1 and Mk. 2 (1,098 c.c.), MGA Coupé and open (1,489 c.c.), MGA Twin-Cam (1,588 c.c.); Morgan: 4/4 (1,498 c.c.), Plus 4 (1,991 c.c.), Plus 4 Super Sport and Super Sport '63 (1,991 c.c.), 4/4 Series 2 (1,172 c.c.); Reliant: Sabre (1,703 c.c.), Sabre 6 (2,553 c.c.); Standard-Triumph: Herald 1200 coupé and convertible (1,147 c.c.), Vitesse 6 convertible (1,596 c.c.), Spitfire and Spitfire '64 (1,147 c.c.), TR4 (1,991 c.c.), TR4 '62-'63 (2,138 c.c.), TR3 (1,991 c.c.); Speedwell: G.T. (980 c.c.), G.T.2A (1,080 c.c.), G.T.2B (980 c.c.); Sunbeam-Talbot: Alpine (1,494 c.c.), Alpine Mk. 2, Mk. 3 and Mk. 4 (1,592 c.c.), Tiger Mk. 1 (4,260 c.c.); Tornado: Talisman (1,340 c.c.); Turner: 950 Sports (948 c.c.), Climax 1100 (1,098 c.c.), Climax (1,216 c.c.), Ford (1,650 c.c.), Alexander (948 c.c.); T.V.R.: Grantura (M.G.A.) (1,588 c.c.), Mk. 3 (1,622 c.c.), Mk. 3 1800 (1,798 c.c.); Warwick: G.T. (1,991 c.c.).

A MEMORIAL service for Charles Newton Cooper, the late chairman of the Cooper Car Company, is being held at St. Matthew's Church, Kingsdowne Road, Surbiton, Surrey, tomorrow (Saturday) at 11 a.m.

THE 1965 R.A.C. Trials Championship will be held on 4th December, 1965, and will be based on the qualifying championship events during the next calendar year. The '64 Championship, however, will also be held next year—on 20th March at Listerdale, near Rotherham.

THE Elva-B.M.W. credited with making the fastest lap in the sports-racing event at the final Mallory meeting was driven by Peter Roberts and not Roy Veness as stated in the results. The car was previously raced by David Prophet.

NICK GRANVILLE-SMITH, who has driven a 2.6 Zephyr-engined A.C. Ace for the past couple of years, has ordered an A.C. Cobra for 1965.

SPORTS NEWS

NEW STYLE MONTE

REGULATIONS have now been published for the Monte Carlo Rally, which will take place from 16th-19th January, with an additional "little rally" from Monaco-Monaco on 20th-21st January.

There are to be nine starting points: Athens, Frankfurt, Lisbon, London, Minsk, Monte Carlo, Paris, Stockholm and Warsaw. The route from the new start in London is: London, Dover (steamer to) Boulogne, Liège, Arnhem, The Hague, Antwerp, Boulogne, Moyau, Rennes, Angers, Angoulême, Montauban, Figeac, Mauriac, St. Flour, Montbrison, Bourg, Sainte-Claude, Chambery.

The converging point has been switched back from Rheims (which proved unpopular last year) to Sainte-Claude and between Chambery and Monaco there are a series of eight special stages covering 819 kms. After arrival at Monaco the 120 best-placed competitors will this year not be having the usual "round the houses" races, but will be sent off on a 610-km. circuit in the mountains on the night of 20th-21st. This test will comprise nine special stages which will carry the same penalizations for lateness as the eight stages between Chambery and Monaco.

In the past the "round the houses" seldom altered positions in the general classification by very many places (excepting freak occurrences such as when in 1962 the "factor" brought Kühne's Mercedes up some 40 places), but this year the final circuit, being of 610 kms, and including no fewer than nine stages, assumes very great importance for the 120 qualifying crews and will almost certainly materially alter the provisional classification as established at the first arrival at Monaco.

New Zealand Notes

OPENING round in the Association of New Zealand Car Clubs' Road Racing Gold Star series for 1964-65, with eight races in all this time, will be the Renwick "50" on the 1.5-mile Blenheim road circuit on 14th November. Then come Mount Maunganui (2nd January), Levin (9th January), Pukekohe (16th January), Wigram (23rd January), Teretonga Park (30th January), Dunedin (6th February) and Waimate (13th February).

As the leading locals will be setting their sights on the Tasman Championship once again this season, most of them will have to forgo the races after Teretonga Park. For this reason, a full muster is expected at Renwick this year, as everyone will be out to score points early on in the season. Pre-race favourites will be Jim Palmer with the ex-Brabham 2.5 Tasman Formula Brabham-Climax and Kerry Grant, entered by Lesco Racing with the ex-Hulme Brabham-Climax. Grant has already had an outing at Warwick Farm where he took a second placing and has been testing the car at Levin where, it is said, he has already bettered Hulme's 50.3 secs. lap record.

Notable absentee this season will be Tony Shelly, who announced his retirement recently. He has disposed of his 2.5 Lotus-Climax as well as the ex-Amon 2.5 Lola-Climax and they will be seen in fresh hands this season. Rex Flowers, Johnnie Riley, "Red" Dawson and one or two others will all be racing "2.5s", according to reports.

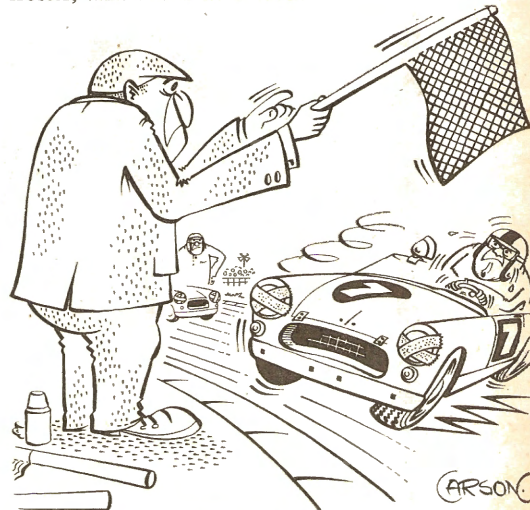
Interesting development in Christchurch is the conversion of Pat Hoare's Testa Rossa-engined monoposto Ferrari into a

SPRINGFIELD BOYS' CLUB

THE Springfield Boys' Club—motor racing's own boys' club—has been so successful that to house all the new members it is necessary to pull down the existing building in Big Hill, Mount Pleasant Lane, Clapton, E.5, and build a large, modern club on the same site.

This, of course, will cost a great deal of money, which, due to the urgency of the problem, will have to be raised through voluntary subscriptions. The cost is estimated to be £25,000—donations gratefully received!

WITH winter just around the corner, a useful buy is the Quickee car window defroster, which costs £3 19s. 9d.



International Flag Signals—3

BLUE, WAVED: Another competitor wishes to overtake

TIM KNOTT has been appointed managing director of Grantura Engineering, Ltd., the manufacturers of the T.V.R. sports cars.

By PETER GREENSLADE

G.T. car. Work is proceeding apace and it is hoped to have the car ready for a "name" foreign driver to handle at major race meetings in the New Year. This is no haphazard venture. Blueprints and bits and pieces have been supplied by Maranello.

Although the international line-up for the Tasman series does not look too bright at this stage, some Australian competition could make things interesting. The Aussies are also taking an interest in other departments. Bob Jane will be bringing over his fabulous "4.2" 3.8 Jag. Others contesting saloon and single-seater races will include Frank Gardner, Leo Geoghegan and Lex Davison.

The success of the Wills Six-Hour saloon race at Pukekohe has stimulated another tobacco company to move into this particular field. The D.R. Five-Hour race will be held at Teretonga Park, Invercargill, on 3rd April. An application to increase the track limit from 20 to 25 cars has been granted by the A.N.Z.C.C. for this event, and it is almost certain that a number of would-be runners will be balloted out.

New Zealand promoters are having a hard look at the Tasman Formula with a view to revising it for the 1966 series. One body of opinion favours 1,500 c.c. and four cylinders. Another suggests up to 3 litres for single-seaters running in company with sports machinery limited in capacity to 4.5 litres. The idea is to swing over to sports cars—with the possibility of American participation—but at the same time let the single-seater boys keep in the picture as long as local machinery is in existence.

MOTOR SHOW? ALFA ROMEO!

Don't miss the magnificent Alfa Romeo range at this year's Earls Court Motor Show—on

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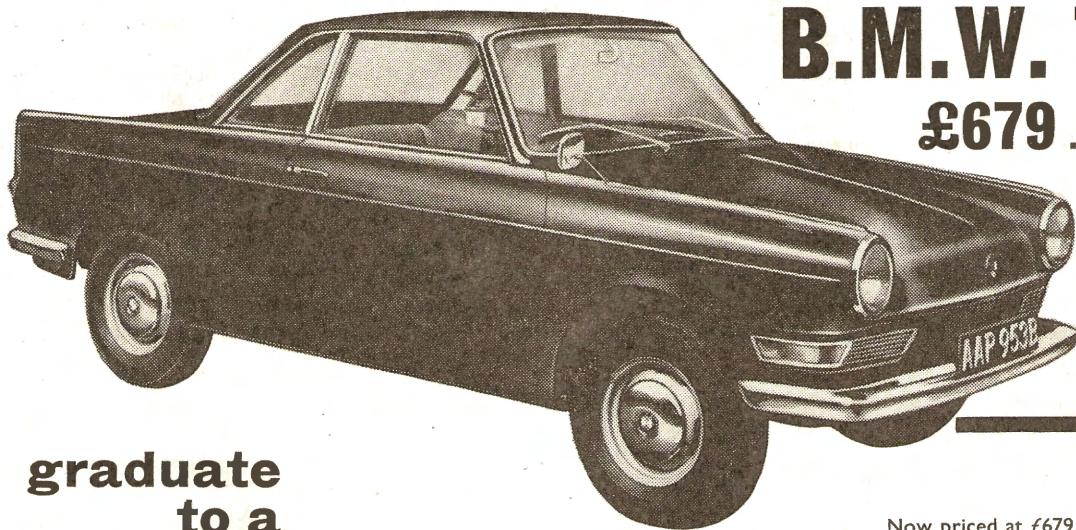
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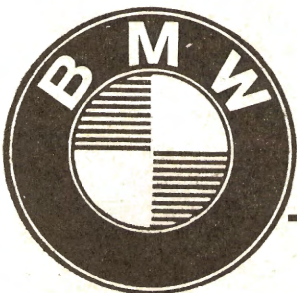
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B.M.W. 700 COUPÉ

£679 . 8 . 9 (inc. P.T.)

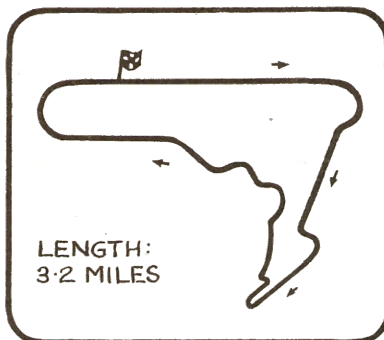
graduate
to a



Now priced at £679. 8. 9., the B.M.W. 700 coupé is the ideal car for those who value genuine "Grand Touring" performance from a power-packed, 2-4 seater model unequalled in its class and for those who require a compact town car for efficient operation in heavily trafficked streets. What makes the 700 coupé so outstanding? To begin with, such significant features as full independent suspension, high compression sports engine developing 46 b.h.p. at 5,900 r.p.m., hemispherical cylinder heads, twin carburettors and 4-speed close ratio gearbox. But the real answer lies in the thrill you get from handling such a spirited thoroughbred on the open road. Alternatively, for family use, there is the 700 L.S., a wonderful performer with de luxe specification, seating four or five in comfort. At its new price of £598. 9. 7. it is so well worth the little extra that real quality always costs. Other models include the 1500 (£1,350.10.0.) 1800 (£1,441.6.1.) and 1800 T.I. (£1,565.15.0.) All prices include P.T.

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Mexican Grand Prix won on



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1st Dan Gurney - - Brabham-Climax

4th Mike Spence - - - Lotus-Climax

5th Jim Clark - - - Lotus-Climax

7th Bruce McLaren - Cooper-Climax

8th Richie Ginther - - - B.R.M.

9th Phil Hill - - - Cooper-Climax

Results subject to official confirmation

ARMSTRONG PATENTS CO.LTD. EASTGATE BEVERLEY YORKS Tel. 882212 (10 lines) Telex 52164

ARMSTRONG

1964

GRAND PRIX SUCCESES

MONACO 10th MAY

- | | |
|-------------------|--------------|
| 1. Graham Hill | B.R.M. |
| 2. Richie Ginther | B.R.M. |
| 3. Peter Arundell | Lotus-Climax |
| 4. Jim Clark | Lotus-Climax |

DUTCH 24th MAY

- | | |
|-------------------|--------------|
| 1. Jim Clark | Lotus-Climax |
| 3. Peter Arundell | Lotus-Climax |
| 4. Graham Hill | B.R.M. |
| 5. Chris Amon | Lotus-B.R.M. |

BELGIAN 14th JUNE

- | | |
|-------------------|----------------|
| 1. Jim Clark | Lotus-Climax |
| 2. Bruce McLaren | Cooper-Climax |
| 3. Jack Brabham | Brabham-Climax |
| 4. Richie Ginther | B.R.M. |

FRENCH 28th JUNE

- | | |
|-------------------|----------------|
| 1. Dan Gurney | Brabham-Climax |
| 2. Graham Hill | B.R.M. |
| 3. Jack Brabham | Brabham-Climax |
| 4. Peter Arundell | Lotus-Climax |

BRITISH & EUROPEAN

11th JULY

- | | |
|-----------------|----------------|
| 1. Jim Clark | Lotus-Climax |
| 2. Graham Hill | B.R.M. |
| 4. Jack Brabham | Brabham-Climax |
| 6. Phil Hill | Cooper-Climax |

GERMAN 2nd AUGUST

- | | |
|------------------------|----------------|
| 2. Graham Hill | B.R.M. |
| 4. Jo Siffert | Brabham-B.R.M. |
| 5. Maurice Trintignant | B.R.M. |
| 6. Tony Maggs | B.R.M. |

AUSTRIAN 23rd AUGUST

- | | |
|-------------------|----------------|
| 2. Richie Ginther | B.R.M. |
| 3. Bob Anderson | Brabham-B.R.M. |
| 4. Tony Maggs | B.R.M. |
| 5. Innes Ireland | B.R.P./B.R.M. |

ITALIAN 6th SEPTEMBER

- | | |
|-------------------|---------------|
| 2. Bruce McLaren | Cooper-Climax |
| 4. Richie Ginther | B.R.M. |
| 5. Innes Ireland | B.R.P./B.R.M. |
| 6. Mike Spence | Lotus-Climax |

UNITED STATES

4th OCTOBER

- | | |
|-------------------|----------------|
| 1. Graham Hill | B.R.M. |
| 3. Jo Siffert | Brabham-B.R.M. |
| 4. Richie Ginther | B.R.M. |
| 5. Walter Hansgen | Lotus-Climax |

MEXICAN 25th OCTOBER

- | | |
|------------------|----------------|
| 1. Dan Gurney | Brabham-Climax |
| 4. Mike Spence | Lotus-Climax |
| 5. Jim Clark | Lotus-Climax |
| 7. Bruce McLaren | Cooper-Climax |

ON 14th November, 1896, the original Brighton Run took place. It was organized to mark the new legislation which at last recognized that cars differed from steam traction engines. Instead of having to follow a man on foot, drivers were given the freedom of the road, subject to a 12 m.p.h. speed limit.

On Sunday, 1st November, 1964, the R.A.C. will once again hold a Commemoration Run to Brighton. Average speeds up to 20 m.p.h. will be permitted, and new-fangled cars up to 1904 are allowed. Furthermore, we can be certain that the organization will be excellent, as always, which contrasts strongly with the 1896 event. Then, no observation was kept on the road, the timekeepers produced most curious results, and some rotters cheated. Several cars, including all the electric vehicles, appeared at the start then nipped smartly into railway trucks, being unloaded just short of Brighton and checking in on time!

The people who did it the hard way had to drive through deep mud, which worked its way into the machinery, particularly the chains. We are saved such conditions today, but the pouring rain and bitter cold of that first occasion may unfortunately be repeated. On the exposed seat of a veteran car, November weather can be terribly painful.

As usual, the Arnold which took part in the original Run will again be driven by Captain Colver. Don't bother to tell him that his back wheels are wobbly—he knows! This year, the Arnold is not the earliest car, the Bremer having been disinterred from Walthamstow Museum. This car, dated 1894, may be even older. It is a very small vehicle indeed, running on pram-like wheels, and in some respects it resembles a Benz. A "gas engine" with an open crankshaft is mounted at the rear, with grease cup lubrication of the big end. Though of only 600 c.c. capacity, it has an enormous fly-wheel, and a two-speed transmission is provided by flat belts on fast and loose pulleys. The final drive is by very flimsy chains, and only immense skill and good luck will get this car to Brighton.

Among the Benz contingent, we are glad to welcome the return of "Pop" Lewis-Evans, who will be accompanied by Stuart's 10-year-old son, Stephen. Other racing drivers are Graham Hill and Bruce McLaren in the 1904 Sunbeam, Jack Sears



CHEERS! But it's only soup that a cold J.V.B. and Raymond Baxter seem so elated about!

IT'S BRIGHTON RUN TIME AGAIN

By JOHN BOLSTER

in the 1903 Clément-Talbot, Sammy Davis on the Léon-Bollée and Basil Davenport astride his Century Tandem.

For the student of things mechanical, there will be much of interest. Veteran cars are not ashamed to show their mechanism, and open gears, chains and even pistons can be seen in operation. There will be a wonderful variety of sounds, too, from the excited "tuff-tuff" of the singles to the stately rumble of the big four-cylinder engines. The steam cars make an astonishing variety of noises and smells, the oft-repeated story of their silent running being

something of an illusion, though they are absolutely fascinating for all that. A total of 257 cars has been entered, many of them, and their drivers, being old friends from previous runs, though we shall miss the familiar faces of Arthur Prince and Reg Parnell, both of whom have driven their last Brighton.

The event is always notable for the sportsmanship and forbearance of the drivers of modern cars. Nevertheless, one occasionally comes across the ill-mannered clot who thinks it is clever to add to the difficulties of drivers coping with machines that were not built for modern traffic conditions. It may be very funny to carve up a veteran and see its anguished driver jam on everything, but ancient dumb irons make very ugly holes in the body panels of new cars—I'm delighted to say!

The cars will assemble in Hyde Park from 7 a.m. and the first one will be dispatched on its way at 8 a.m. They will be passing through Croydon from 8.44 onwards, the leader will reach Redhill some time after 9.08 and Gatwick Roundabout at 9.25 or so. Theoretically, it would be permitted for the earliest starters to pass the Brighton Pylons at 10.34, but in practice it will be a struggle for some of them to clock in before closing time, which is 4 p.m., on the Madeira Drive.

IT'S NOT all plain sailing. Some do make it to the Madeira Drive at Brighton, like the crew below (left), while others (below right) find the going for their beloved cars more difficult.



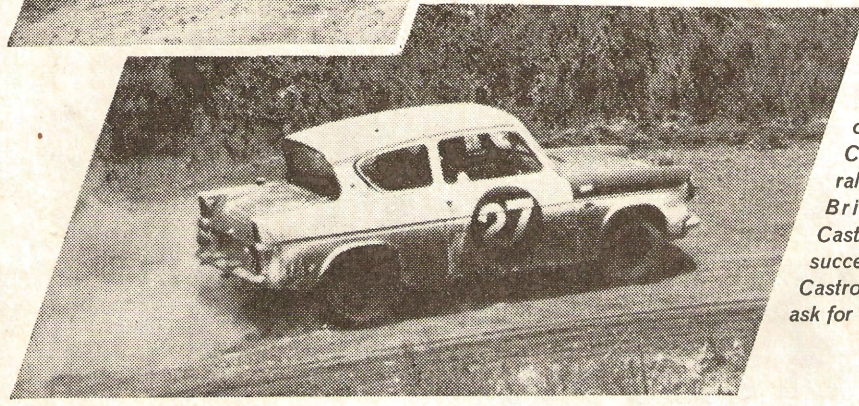
For the toughest test of all



BMC Rally Team choose Castrol



Rover Rally Team choose Castrol



Ford Rally Team choose Castrol

MOST BRITISH RALLY TEAMS CHOOSE CASTROL

Tests in the laboratory are necessary in developing an oil. Tests on the bench are useful in assessing its final possibilities. But the only test that matters is how an oil behaves on the road. That is where Castrol proves its worth. For international rallying, the toughest of all tests, most British car manufacturers choose Castrol for their teams. Success after success has been notched up by teams on Castrol. Follow the winners — always ask for Castrol by name.

always ask for Castrol-by name



In the main the galleries at this year's show showed the same traits as the cars themselves: while there was little of spectacular nature all the old designs had seen facelifts to bring them in line.

In my opinion the most interesting piece of equipment exhibited was the Bendix varamatic power-steering system which is now fitted to the 4.2 Mk. 10 Jaguar. This system was developed by Arthur Bishop of Bendix, and is manufactured in England by Adwest of Reading. Power steering is often criticized for the lack of sensitivity associated with it. Bishop's brain-child gives very good feel, and the variable ratio which causes the steering-wheel movement to decrease relative to steepness of the curve will, without doubt, make it a winner.

Gearboxes, too, have seen a recent innovation while most manufacturers are showing their latest automatic transmission. Smiths have their new type of multi-cone synchromesh which shows an improvement in baulking reliability and an increase in value of synchronizing torque. This multi-cone synchro should lower the gear lever operating load by a third, or alternatively quicken the change with the same lever load.

Smiths were also demonstrating their new and inexpensive power-operated window mechanism. This design is very simple and effective with a cylindrical motor driving through a flexible cable to gearbox on the winding spindle. The flat gearbox can be mounted on the existing mechanism with only a small local displacement of trim—an altogether ingenious and clever design.

Borg Warner are showing a new limited slip differential as well as their latest automatic transmission, the Model 8, standard equipment on the Vanden Plas R. Salisbury are exhibiting their 4HA Powr-Lok differential—this is probably one of the most successful production diff. units used today and is standard equipment on the Jaguar E, Mk. 10, 3.4S, 3.8S and 3.8, A.C. Cobra and Iso Rivolta. It has a capacity of 3,000 lbs. weight on drive tyres and employs hypoid bevel gears.

Interest on the Laycock stand was centred round two new overdrives, the L.M. and the L.H. Improvements over the existing A and D type overdrives are mainly centred on the hydraulic system. Multiple filters are fitted to prevent any possible blockage of critical oilways. Simpler designs for the operating and relief valves give smoother operation while losing nothing in efficiency. Balanced hydraulic pressures ensure smooth engagement of overdrive, and a new double springing system gives an even, progressive return to direct drive. The operating solenoid requires no adjustment, and, being totally enclosed, is guarded against any risk of damage.

Armstrongs have all their usual products with one or two unusual additions, the most interesting of which was the Selecta-view mirror. This is a fully adjustable external mirror which can be readjusted by a dashboard control lever.

Ferodo have on view a new disc brake lining which has been proved to be four times more durable than standard material in common use today. The material has just been final-tested and found to be highly satisfactory on a 3,750-mile proving run in Europe. Although a full evaluation of the collected data will take weeks of investigations by statisticians, Ferodo scientists and technicians are already satisfied that they will have a new, vastly improved lining material ready for the next series of British and European cars, with their inevitably higher braking demands. This material should be available in the early part of '66.

Lucas introduced to the public their

PATRICK McNALLY

visits the galleries at Earls Court

to describe the

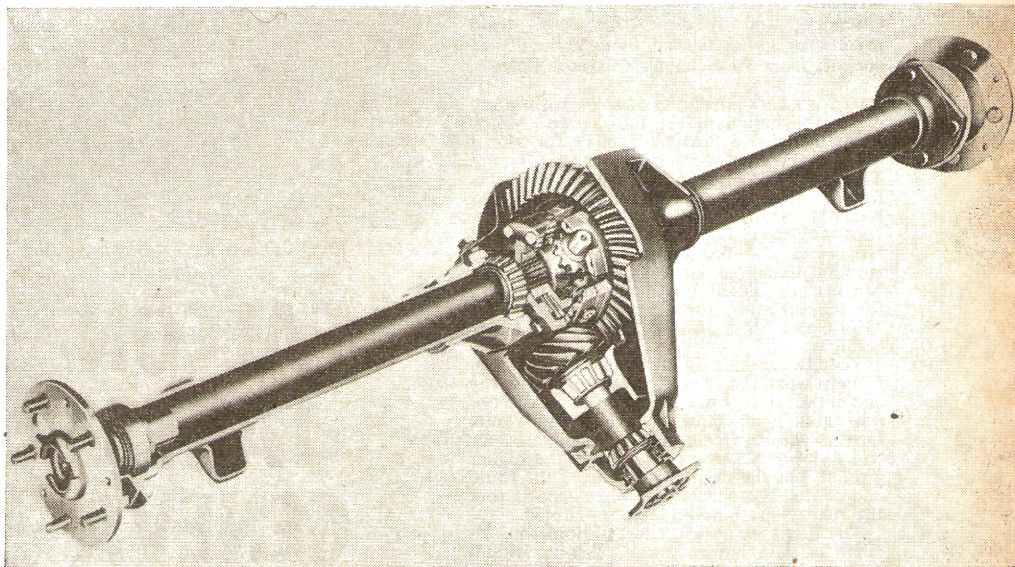
ACCESSORIES AT THE SHOW

Opus ignition system and new lightweight low consumption windscreen wiper motor.

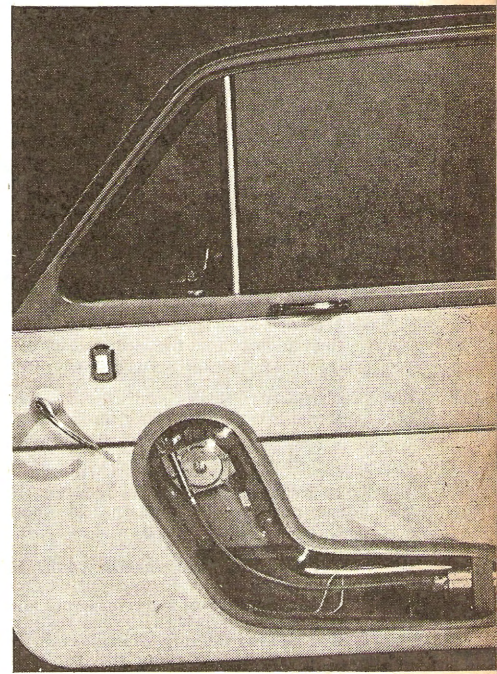
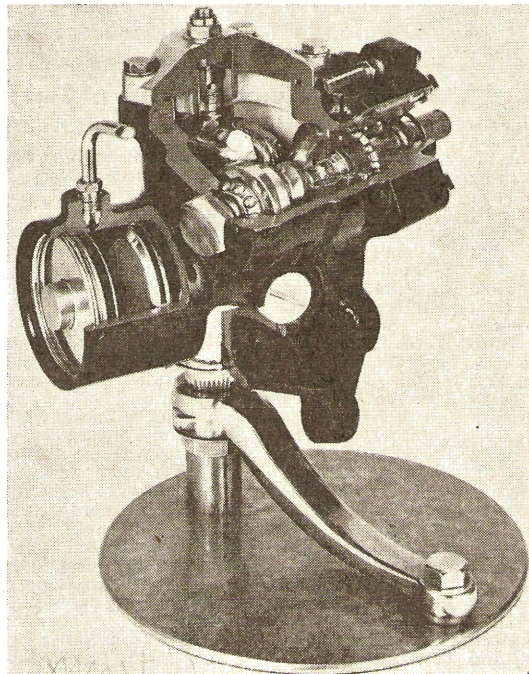
The new ignition has already had many successes in Formula 2 racing and is now being developed for standard production cars. A magnetic pulse, generated by the pick-up, which is mounted in the distributor, triggers an amplifier, which in turn provides an h.t. impulse to the appropriate sparking-plug at the right moment. As there is no contact breaker, this system is an advance over conventional ignition in that maintenance is reduced to an absolute minimum.

The new wiper uses a permanent magnet field system. This small, powerful motor meets the trend towards longer wiper arms and increased blade pressure resulting from complex screen curvatures and higher road speeds.

Also on show for the first time is the Lucas automatic anti-dazzle mirror. This mirror is controlled by an electronic circuit which senses increased illumination from a following vehicle's main beam headlights and automatically deflects the mirror to its anti-dazzle position.



A POWR-LOK limited slip differential incorporated into a Salisbury 4HA rear axle (above). MOST INTERESTING exhibit was the Bendix varamatic power steering system, seen below (left) in section as fitted to the Jaguar Mk. 10. ELECTRICALLY operated windows for the popular cars, thanks to Smiths Motor Accessory Division (below right).



IN the face of strong opposition from the leading contenders in the 1964 European Rally Championship, Henri Greder and Martial Delalande of France, repeated their 1963 success by winning outright the 32nd International Geneva Rally with an American Ford Falcon, ahead of Terry Hunter/Patrick Lier's Triumph Spitfire and the Eric Carlsson/Gunnar Palm Saab.

For this last but one rally counting towards the European Rally Championship, the organizers had worked out an interesting 2,000-kilometres route in the French and Italian Alps of sufficient appeal to attract drivers seeking Championship points, private entries from Britain, Belgium, Germany, France, Sweden and Italy and, in the case of the Rootes Group, manufacturers giving a new car its European rally debut. Their Sunbeam Tiger, powered by 4,260 c.c. of Ford engine, won the over 2,500 c.c. class in the G.T. category, thanks to Tiny Lewis/Barry Hughes.

Success came, too, to Triumph, with the Hunter/Lier Spitfire winning the G.T. category outright as well as its class, the Thuner/Gretener Spitfire in second place in the category, and the manufacturers' team prize also going to the factory thanks to support from the Schaefer/Casero Spitfire.

FACTORY cars appearing at the scrutineering in the hall used for the Geneva Motor Show included a B.M.W. 1800TI for Hans-Joachim Walter/Werner Lier, the Trana/Thermaenius Volvo, Alfa Romeo Giulia TIs for Lombardini, Agostini, Cavallari and Nicolini, Saabs for Eric Carlsson and Pat Moss-Carlsson and, in addition to the Lewis/Hughes car, Sunbeam Tigers for Peter Riley/Robin Turvey and Rosemary Smith/Margaret Mackenzie. Leading Swiss entries included the Blank/Franz Cortina, the Theiler/Bechter Mini-Cooper S and the Porsche 904 of Heinz Schiller.

There was a cold light rain and grey skies in Geneva when the 73 starters left the city at the end of the afternoon, with a weather forecast of rain and light snow for the rally route. Drivers who had been on late reconnaissance had reports of snow on some of the higher ground, but the organizers changed the route and cancelled a special test when reports that the roads were blocked were confirmed.

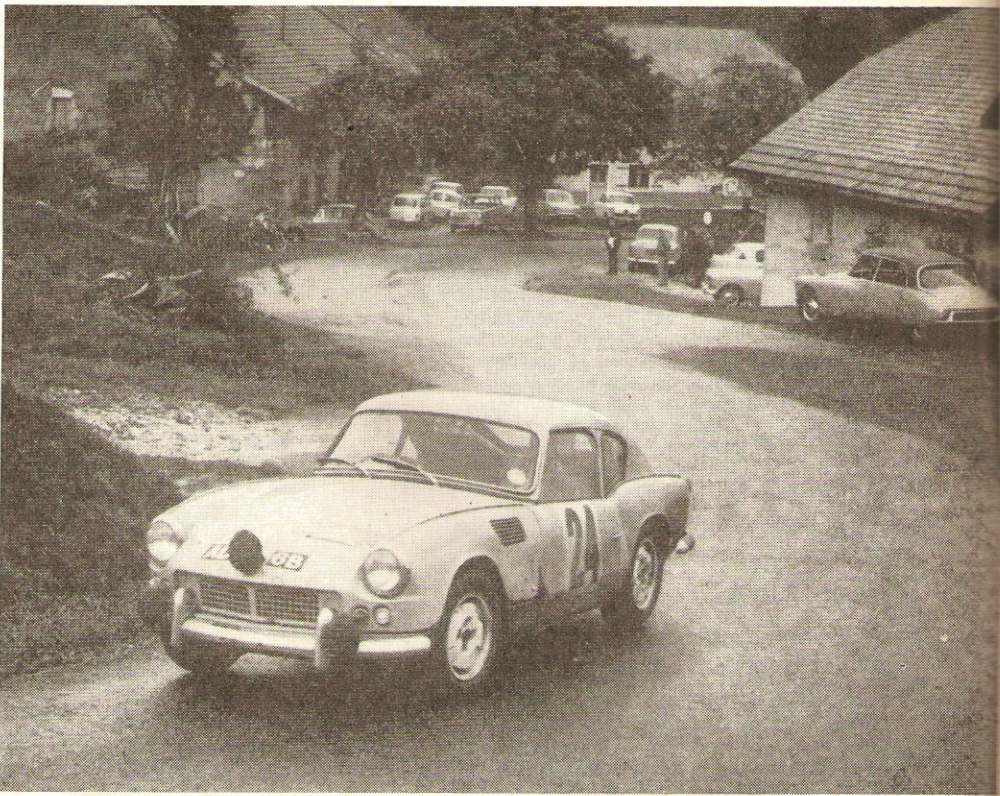
The first special test, the 5½-kilometre hill-climb of Marchairuz saw the Schiller/Boddi Porsche 904 put up the best time of the evening, while the Greder/Delalande Falcon was the fastest touring car and was closer to the handicap time set by the organizers than was the Porsche. Not far behind on handicap were the two Spitfires, the Blank Cortina and Theiler's Mini-Cooper.

The route went directly into France for the second special test, the 11 kilometres of the Col de La Fucille, where, in heavy rain, Greder put up fastest time on scratch (7 mins. 33 secs.), some 4 secs. faster than Schiller's Porsche yet 23 secs. slower than the prescribed time for the car. With a time of 7 mins. 37 secs. Schiller was 42 secs. away from his set time, a penalization shared by Thuner who took his Spitfire up in 7 mins. 52 secs., this time being equalled by the fastest Tiger, driven by Peter Riley. This was to be the last test in the rally for Schiller who retired with steering trouble, making a total of seven retirements in the first 120 kilometres of the rally.

The third special test at Neyrolles showed only too clearly what was to come in the G.T. category when the two Spitfires came closest to the handicap and the Hunter/Lier car was also fastest of the rally on scratch, some 2 secs. faster than the Falcon. On handicap, Eric Carlsson's Saab and the Larousse/Peray Renault were both clean on the test, Carlsson finishing 12 secs. within the allotted time.

During the early part of the night, the cars drove down through Chambéry and St. Laurent du Pont to St. Jean en Royans for the next special test, the 21 kilometres to Cime-du-Mas. This time it was Greder's turn to beat the handicappers (by 15 secs.), while Terry Hunter put up the best time in the G.T. category.

The mixture of comparatively short stages over small roads with decidedly wintry weather was making the rally difficult enough to avoid boredom even among the top drivers, and



THE SECOND works Triumph Spitfire of Jean-Jacques Thuner/John Gretener, which finished fifth overall, ascends La Muraz hill-climb.

FALCON TAKES GENEVA RALLY

Victory for Henri Greder/Martial Delalande for second successive year—Second place and G.T. class to Triumph Spitfire of Terry Hunter/Patrick Lier

the one hour neutralization at Bedouin at the foot of Mont Ventoux just before dawn was welcomed by the teams still taking part, the number of retirements having grown to 24. In the G.T. category, the privately entered Swiss Jaguar E-type and Aston Martin DB4 had both left the road. The Blank Cortina had retired with mechanical troubles, as had three other Cortinas.

Over 14½ kilometres of Mont Ventoux to the turn-off at Chalet Reynard, it was Thuner and Gretener who put up the best time of the day (8 mins. 55 secs.), with team-mate Hunter 6 secs. slower but still clean on handicap, as were Greder, Masoero (Alfa Romeo), Vernaeve, Theiler and Selz (Mini-Cooper).

Cutting across country from the southernmost point of the rally, the route went by Laragne, Guillestre and Briançon to Sestriere, avoiding the scheduled Col de l'Izoard closed by snow. For the Sestriere hill-climb Greder put up the fastest time, some 19 secs. faster than Hunter, the best of the G.T. cars. On handicap the Theiler/Bechter Mini-Cooper came nearest to the handicap, being only 1 sec. away from a penalty-free test.

Returning to Switzerland from Italy, by Aosta and the new St. Bernard tunnel, the

crews had to cope with the Champex special test and a road section when one minute's lateness cost them 100 points. Champex was run on scratch with penalties calculated in relation to the best time in the category. In G.T. it was Thuner who put up the scratch time, 6 secs. ahead of Hunter, and among the touring cars the by now inevitable Greder was 21 secs. ahead of Walter's B.M.W., Trana's Volvo and the Masoero Alfa Romeo, which shared second place, 21 secs. behind, over seven kilometres. Lewis, Hunter, Thuner, Greder, Walter, Pat and Eric Carlsson and Larousse all completed the road section without penalty.

Returning to France for a seven-hour neutralization at Chamonix, the rallyists had time for food and sleep before tackling the third stage of the rally back to Geneva. The special test of St. Joux de Vertes being cancelled due to a heavy fall of snow, the crews had to go a long way round to Mont Revard where Greder once more was fastest overall, being beaten on handicap by Theiler. The Swiss driver was unlucky to have to retire before reaching Geneva. Tiny Lewis put up the fastest time in the G.T. category, but Hunter did best on handicap.

For the final hill-climb out of La Muraz, just outside Geneva, Greder staged a grand finale, being the only driver to complete the test without penalty.

The finish in Geneva on Saturday afternoon attracted an enthusiastic crowd of spectators to add just the right touch to the end of an event which had been well organized and worth while taking part in according to the 37 finishers.

RESULTS

1, Henri Greder/Martial Delalande (Ford Falcon), 85 points; 2, Terry Hunter/Patrick Lier (Triumph Spitfire), 189; 3, Eric Carlsson/Gunnar Palm (Saab), 210; 4, Hans Walter/Werner Lier (B.M.W. 1800TI), 215; 5, Jean-Jacques Thuner/John Gretener (Triumph Spitfire), 219; 6, Tom Trana/Gunnar Thermaenius (Volvo), 273; 7, Pat Moss-Carlsson/Elizabeth Nystrom (Saab), 289; 8, Gerard Larousse/Jean-Claude Peray (Renault R8), 477; 9, Jean-Pierre Meyer/Jean-Pierre Rutsch (Ford Cortina G.T.), 481; 10, Fernand Masoero/Jean Maurin (Alfa Romeo Giulia TI Super), 486. G.T. class (overall): Hunter/Lier (Triumph Spitfire). Over 2,500 c.c.: Ian Lewis/Barry Hughes (Sunbeam Tiger), 571. 1,600-2,500 c.c.: Willy Meier (Porsche), 1,685. 1,300-1,600 c.c.: Charly Cuenoud/Jean Boul (Porsche), 1,642. 1,000-1,300 c.c.: Hunter/Lier (Spitfire). Touring cars (overall): Greder/Delalande (Ford Falcon), 1,600-2,000 c.c.: Walter/Lier (B.M.W. 1800TI), 1,300-1,600 c.c.: Meyer/Rutsch (Ford Cortina G.T.), 1,000-1,300 c.c.: Barry Williams/John Davenport (Mini-Cooper S), 739.



MEXICAN GRAND PRIX

October 25th

1st DAN GURNEY

BRABHAM COVENTRY CLIMAX

(Subject to official confirmation)

Won on **Esso** oils

THE CHOICE OF CHAMPIONS

AMAZING BREAKTHROUGH IN AMERICAN AUTOMOTIVE ENGINEERING . . .

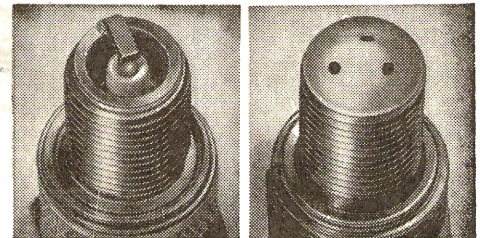
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60 DAYS' TRIAL of modern Spitfire Jet Igniters — see for yourself how you get more miles per gallon, using cheaper lower grades of petrol!

TRY A SET FOR 60 DAYS NOW!

- * You must get faster starting, extra power, vivid acceleration!
- * You must enjoy better, all-round car performance!
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OR YOUR MONEY BACK IMMEDIATELY!



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JET IGNITERS

Good news for every motorist! The invention that's making motoring history in America—the amazing Spitfire Jet Igniter—is now ready for distribution in England. Yes, ready now to give your car, new or old, more pep, extra power, better performance . . . and up to 15% MORE MILES per gallon using the cheaper grades of petrol! Read the whole exciting story of the first spectacular breakthrough in automotive ignition in 50 years!

Overnight . . . more power increased performance!

Your car runs because petrol is fed into the cylinders where a spark causes it to burn and expand. But this is the important point: the bigger the spark, the more powerful the combustion. The more powerful the combustion, the more power you get from the fuel, more miles per gallon, faster pick-up, quicker starting, better engine performance. Conversely, poor combustion means loss of power, poor getaway, bad starting, a sluggish car.

What Determines the Efficiency of Your Engine?

The Spark controls the efficiency of that combustion. And you can see the difference yourself. Install the Jet Igniter and look at it after 100 miles . . . 1,000 miles . . . after 5,000 miles. No precious electrode is burning away or getting clogged with

carbon or filth. Why not? The answer is simple. Because the Spitfire Jet Igniters have no exposed electrodes. That's right, this advanced design has done away with this principle entirely? When we said this Jet Igniter was an automotive breakthrough we meant it. When we say that you never have to replace these Igniters, we mean that too. Just look at our money back guarantee for proof. We stand firmly behind every single claim made in this article. Try us and see for yourself.

Trial Period Doubled!
Now you get 60 days instead of the previous 30 to prove for yourself the amazing efficiency of Spitfire Jet Igniters.

Stop being robbed of power and performance today

Are you fed up with poor petrol consumption? Annoyed with sudden breakdowns? Worried about the high maintenance bills? Disappointed with misfiring and sluggish performance? You don't have to tolerate these irritating conditions!

Now is the time for you to give your engine the added power and increased performance with the modern efficient Spitfire Jet Igniter system. The most advanced permanent igniter system. The Spitfire system—a sensation in America—after

only a few weeks has paid for itself, and is putting money in your pocket!

Modern Jet Igniters Guaranteed for 50,000 Miles

Look at the difference with Spitfire Jet Igniters: *They have no thin wire electrodes to burn away—no spark gap to be cleaned and reset periodically. Not one, but three strong flames are injected into the combustion chamber on every power stroke. They will NOT misfire, nor foul up. They never need gapping, cleaning or adjusting or replacement for 50,000 miles. As carbon accumulates, they function better with age. They give smooth engine performance—faster starting in any weather—even 20°C below! They give up to 15% more miles per gallon. And they deliver all this top performance on cheaper, lower octane petrol—instead of more expensive grades!*

Tested and Approved by Experts

The Spitfire Jet Igniter is fast replacing spark plugs in tens of thousands of cars and trucks in America. Fleet and bus operators—whose business depends upon economy—praise it to the sky. Taxi-cabs running three shifts around the clock with Spitfire Igniters instead of spark plugs report 10% to 20% increased petrol mileage per car. (After extensive field testing the U.S. Naval Bureau of Aeronautics approved the aircraft prototype of the Jet Igniter.)

Try Them in Your Car 60 Days Without Risk!

The most eloquent proof of Spitfire's success has been the satisfaction of countless thousands of American motorists.

We want YOU to try them for 60 days on this Unconditional Money Back Guarantee. You must get increased miles per gallon, increased power, faster starting, faster acceleration—or return the set for PROMPT AND CHEERFUL REFUND!

AMAZING MONEY BACK GUARANTEE

1. Spitfire Jet Igniters are guaranteed against all manufacturing or mechanical defects.
2. To function properly for 50,000 miles.
3. To save you at least £20 every year in lower petrol bills, greater petrol economy, lower maintenance and repair costs.

Try them for 60 days—if you are not satisfied in every way return them for prompt refund.

When you mail the coupon below you are NOT buying—only TRYING. We take the risk—not YOU. Remember they're guaranteed! So mail now!

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Please send me my **GUARANTEED SPITFIRE JET IGNITERS**. I understand that my money will be fully refunded, if I am not completely satisfied and return them within 60 days.

Please tick required set:
 One set of 6 Spitfire Jet Igniters 90s. 0d.
 One set of 4 Spitfire Jet Igniters 60s. 0d.
 Or singly at 15s. 0d. each.

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 ADDRESS

Car Data:
 Make..... Model.....
 Year

Type of plug currently in use:
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 Cheque/P.O./M.O. SF32

LOTON Park, near Shrewsbury, an ascent with an average gradient of some one in 15, measures 900 yards, takes in a swinging left-hander just after the start at Keepers, shoots up a very fast straight at Cedar to a tight right-hand turn at Fallow, rather steep up to Museum which turns right to a hundred-yard badly cambered straight between stone out-crop banks to the finish, the whole, if anything,

GRIFFITHS AT LOTON

Tony Griffiths (B.R.M.) fastest at
Severn Valley M.C. promotion

By FRANCIS PENN

tending to the narrow side.

Despite a dull and cold day on 18th October, by use of closed television thus allowing two cars on the course at once, the Severn Valley M.C. ran through a programme of a hundred-plus competitors in three hours flat, a magnificent achievement. Indeed, the whole organization was just superb!

In sports-racing cars to 1,600 c.c., John Butterworth's run in his Lotus 23 was so fast that despite taking a marker at Fallow, he qualified to equal third B.T.D., i.e. 38.82 secs. The class, therefore, went to B. Reardon-Smith (Lotus 23) with a run in 40.05 secs.

Phil Scragg, the only runner in sports-racing cars over 1,600 c.c., took his Lotus 19 up in 39 secs. against Josh Randles' all-time class record of 38.88 secs., neither Phil nor the Lotus looking at all happy in the bends! Racing cars to 500 c.c. went to J. Barrowclough (Cooper Norton Mk. 10) in 41.39 secs., only .02 sec. outside the class record.

Touring, sports touring and G.T. cars to 1,000 c.c. provided a new class record when Ken Piper, of autocross fame, in a copybook run took his extremely fast 999 c.c. Mini-Cooper up in 43.41 secs., nearly 2 secs. to the good!

A huge entry made up touring, sports touring and G.T. cars over 1,600 c.c. The No. 1 time went to Phil Scragg's lightweight E-type in 40.25 secs., somewhat down on his own record of 38.96 secs. Second, after losing it at Keepers on the first run, was Paul Pycroft in his beautiful 2-litre Abarth-Simca, just 1 sec. in arrears.

Vintage sports cars and historic racing cars, though in separate classes, ran together, but two new class records were created—each by the previous holders—when Ronnie Symondson (3-litre sports Bugatti) ascended in 43.68 secs. and Frank Wall took his (2.3 G.P. Bugatti) up in 42.97 secs.

In the class for racing cars 501-1,100 c.c., again the record took a beating, finally being credited to Mike Hawley (Cooper F.J.) in 38.85, Jon Samuel, whose well-known Japperwock had climbed *even* quicker, being disqualified by reason of only one practice run!

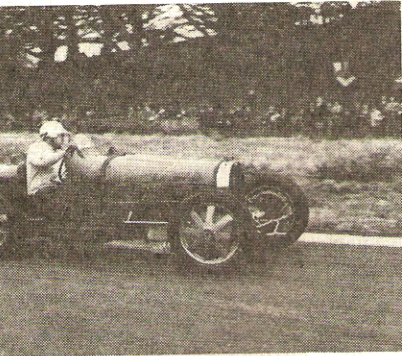
Racing cars unlimited, in which B.T.D. was fairly certain, was full of surprises. First and foremost, Peter Boshier-Jones's Lotus-Climax s/c made a terrifically fast and copybook run—that is, to within 50 feet of the finish—hit the adverse camber, the left-hand bank and spun off the course, damaging the petrol tank too much to make a second run. This allowed (and I say this in all sincerity and with no disrespect, as up to the time of the *contretemps* Peter had taken only 36 secs.) Tony Griffiths (B.R.M.) to take B.T.D. with a time of 38.29 secs.—a fine run for all that!

Second B.T.D. came from Dick Soans whose 3.5-litre Cooper made it in 38.67 secs. On his second run, he collected a yellow course marker at Fallow, carried same all the way through Museum to the finish, at times on three wheels and the marker! Jack Pearce (Lotus 22) took third B.T.D. on aggregate after sharing Butterworth's time of 38.82 secs.

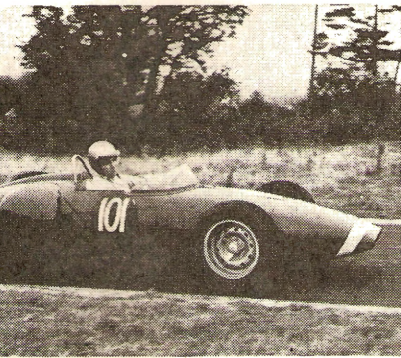
All the above runs being removed from the class according to regulations, the winner proved to be Patsy Burt whose 2-litre Cooper, beautifully handled, climbed in 39.07 secs. with Keith Moore (Fairley) next best in 39.17 secs.

RESULTS

B.T.D.: A. B. Griffiths (B.R.M.), 38.29 s.; 2, R. C. Soans (Cooper-Buick), 38.67 s.; 3, J. R. Pearce (Lotus-Ford 22), 38.82 s.; 4, J. T. Butterworth (Lotus-Ford 23), 38.82 s. Victor Ludorum Trophy: G. H. Keylock (Lotus Elan) and R. Smart (Lotus Elite) 35pts. Class winners: B. A. Reardon-Smith (Lotus-Ford 23), 40.05 s.; P. Scragg (Lotus-Climax 19), 39.00 s.; J. Barrowclough (Cooper-Norton Mk. 10), 41.39 s.; K. Piper (Mini-Cooper), 43.41 s.; G. H. Keylock (Lotus Elan), 41.13 s.; P. Scragg (Jaguar E-type), 40.25 s.; R. C. Symondson (Bugatti), 43.68 s.; F. Wall (Bugatti), 42.97 s.; M. J. Hawley (Cooper-B.M.C.), 38.85 s.; Miss P. Burt (Cooper-Climax), 39.07 s.



A NEW vintage record was set by Frank Hall with the 2.3-litre Bugatti, seen above at Fallow corner. AT MUSEUM is B.T.D. man Tony Griffiths (B.R.M.) (below).



NEW ZEALAND'S 1964-65 racing season went off to a resounding start in brilliant sunshine at the Pukekohe circuit on 10th October, when 35 production saloons faced the starter for the Wills Six-Hour race. Exactly 180 laps later the current New Zealand champion, Jim Palmer, who had been partnered by Auckland saloon car expert Paul Fahey, brought home a Lotus Cortina, a lap ahead of yet another which was driven by former world speedway champion Ronnie Moore and cinder track colleague Ray Thackwell.

It was really a field day for Ford. Cortina G.T.s driven by Robbie Franicevic and Steve Borich, and Ivan Segedin and Denis Simmons each completed 175 laps to be third and fourth respectively, while on the same lap came the first of three 1300 S-type Mini-Coopers, driven by Brian Innes and Denis Marwood. This car took the Index of Price award, in which performance is related to price off the showroom floor in standard form.

Of the 35 starters, 27 were still circulating at the end—a surprisingly good effort considering the fact that overall the race speed was about 4 m.p.h. faster than last year when Ray Archibald and Tony Shelly won in a 3.8 Jaguar.

Veteran racing driver George Smith flagged the field away precisely at 10.10 a.m. and Fahey immediately streaked to the front with the other Lotus Cortinas right on his tail. The pace was a cracker, with the leaders circulating between 1 min. 54 secs. and 1 min. 56 secs.—much to the consternation of their connections in the pits. At the end of the first hour Fahey had averaged 66.74 m.p.h. and Grant in the second car was given the same speed. Then came the Moore/Thackwell, Marshall/Yeats, and Harrowfield/Miles cars. The Cortina G.T.s were next, closely attended by the Innes/Marwood Mini.

Soon afterwards Doc Langley, who had been running a Chrysler Valiant in partnership with Angus Hyslop, came in for the first of a long succession of brake adjustments, and proceedings were considerably enlivened at the

LOTUS CORTINA VICTORY IN NEW ZEALAND

Jim Palmer/Paul Fahey wins Wills
Six-Hour Saloon Race at Pukekohe
By PETER GREENSLADE

notorious Elbow when the driver of one of the new Datsun Sport models succeeded in making a recovery after the little car appeared to have heeled beyond the point of no return.

It was interesting to see the contestants tackling the Elbow. The Ornstien/Gibbons Imp religiously lifted its left front wheel in the tight left turn, while an Austin 1100 went round as if on rails, and Fiat 1500s dug in deeply. Cleanest and fastest of all was the Innes/Marwood Mini, but it lacked the urge of the Ford family on the straights.

Meanwhile the Palmer/Fahey car was running like clockwork out in front. It was about this time that Grant decided to have a go for the lead. He slipped by Fahey on the straight leading to the right-hander into the long back straight, but obviously was going far too fast and spun off, letting Fahey back to the front. Grant immediately pitted with a damaged wheel and the air was blue as mechanics started to remove the wrong one! He resumed, but not for long. The rear suspension gave way in the approach to the Elbow under heavy braking a few laps later.

Now it remained to be seen whether the other Lotus Cortinas would survive. As the race ran out two more failed, but the Cortina G.T.s pressed on remorselessly, with the three 1300 Minis next in line.

Palmer entered the last hour having aver-

aged, with the more than adequate help of Fahey, 65.77 m.p.h. Then came Marshall/Yeats with 65.40 and Thackwell/Moore, 64.61. The two G.T.s had bettered 63 m.p.h.

The Marshall/Yeats bid soon came to an end and there was an anxious moment in the leader's pit when Palmer rushed in hurriedly for an additional four gallons of fuel to see him home. He was able to resume without losing his place.

So it was that the Lotus Cortinas came home, followed by the G.T.s and three Minis. Next was a Mercedes with 168 laps and a Fiat 1500 with 167 laps.

RESULTS

1, Jim Palmer/Paul Fahey (Lotus Ford Cortina), 180 laps, 66 m.p.h.; 2, Ronnie Moore/Ray Thackwell (Lotus Ford Cortina), 179; 3, Robbie Franicevic/Steve Borich (Ford Cortina G.T.), 175; 4, Ivan Segedin/Denis Simmons (Ford Cortina G.T.), 175; 5, Brian Innes/Denis Marwood (Mini-Cooper S), 175; 6, Allan Curry/Len Gilbert (Mini-Cooper S), 172. Index of Price: Innes/Marwood (Mini-Cooper S).

VERITABLE traffic jam at the corner. How many unusual "racing" makes can you spot?



THE Chaparral vindicated its Riverside defeat with clear victories in both 100-mile heats of the Monterey Grand Prix at Laguna Seca on 18th October. Roger Penske seemed almost untroubled to keep the beautifully prepared glassfibre monocoque ahead of the field, though with Dan Gurney getting the utmost out of his Lotus-Ford 19B there was not much to choose between the two. Third overall in both heats was Shelby Cooper-Ford driver Bob Bondurant.

Hugh Dibley seemed set to reproduce his brilliant Mosport and Riverside performances, but a broken fan belt smashed a fuel line and set off a minor fire during the first heat and a burst oil line put him out of the second 53-lap heat. Trevor Taylor took 2-litre honours, a second and a first, giving him the class win with Team Rosebud's Brabham-B.R.M. BT8. Bill Wuesthoff (Elva-Porsche) was second in this class ahead of Tommy Hitchcock (Brabham-Climax BT8). * * *

LAGUNA SECA is something of an anticlimax after Riverside. The Times G.P. is one of the best motor racing promotions anywhere, and year after year draws capacity crowds to ill-appointed, hot and dusty Riverside—Laguna, on the other hand, is badly promoted and badly organized. The land is leased from the U.S. Army's Fort Ord base, and the track itself owned by S.C.R.A.M.P. That stands for the Sports Car Racing Association of Monterey Peninsula, who leave the running of the meeting to the San Francisco region of the Sports Car Club of America, who turn what should be a classic race into the richest club meeting in the world. Prize money

PENSKE AT MONTEREY

Chaparral dominates sports
car race at Laguna Seca

By BILL GAVIN

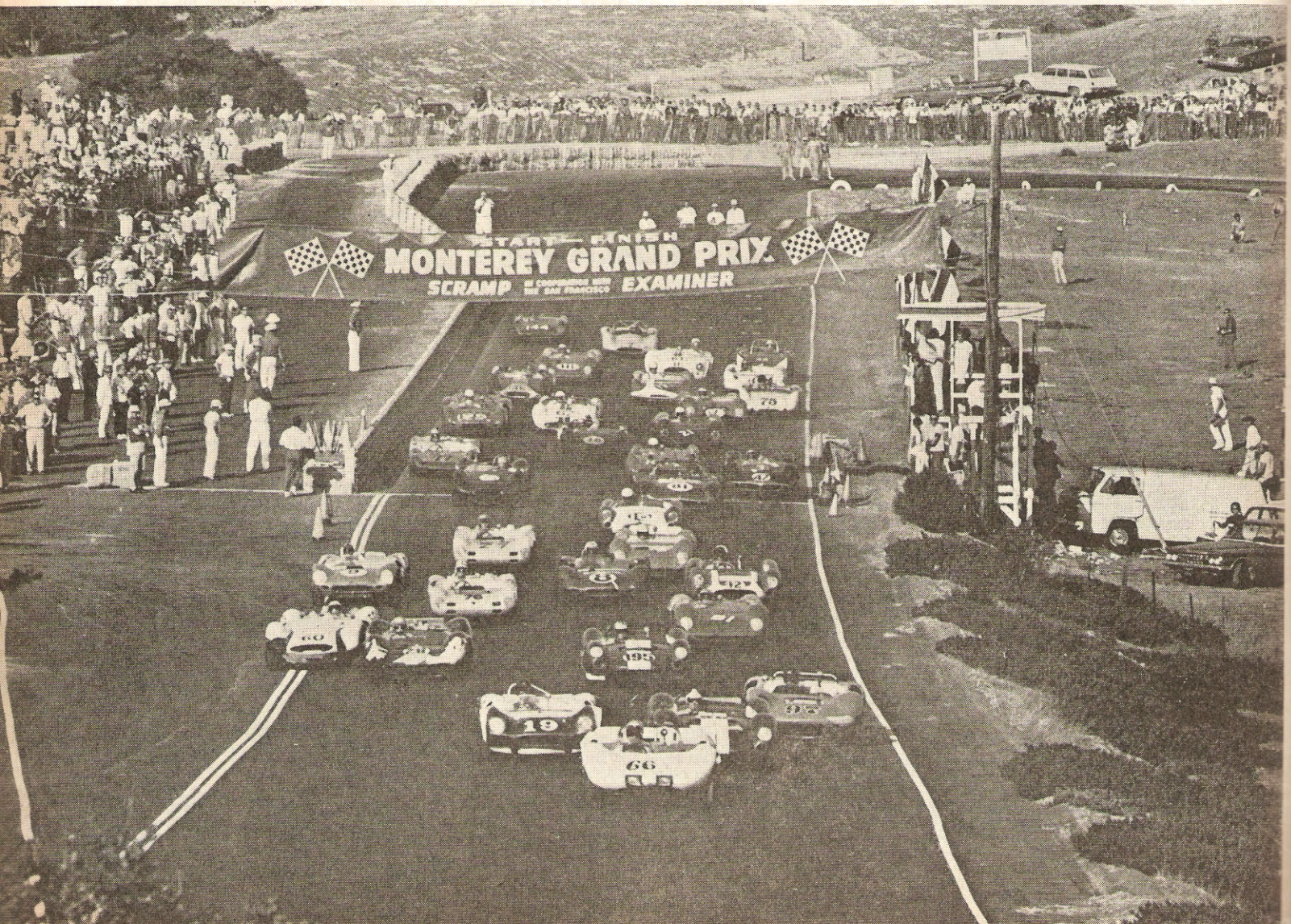
totalled \$30,000 for the feature race, the Monterey Grand Prix. But as any decent S.C.C.A. driver aren't compete for lucre, they split the meeting with an all-amateur day's racing on Saturday. This means that effectively there is only one day's practice, on Friday, for the only other session is on the morning of race day. * * *

"**Q**UALIFYING" at Laguna is an odd variation of the Indianapolis system. First 10 grid positions, plus \$600, are awarded on Friday's times. The timing equipment records in hundredths of a second, but can't quite cope with more than 10 cars, although

relatively uncomplicated machines like Messdames McLaren, G. Hill or Brabham efficiently perform this task nearly every weekend with more accuracy than the Laguna apparatus.

Penske had done a day's testing with the Chaparral at Riverside the day after the Times G.P., and his performance in practice at Laguna Seca demonstrated that he had cured the handling problems. He qualified fastest at 1 min. 9.31 secs. Gurney's "Pace-setter" Lotus-Ford earned \$100 for second fastest time at 1 min. 9.62 secs., Parnelli "Rufus" Jones got one of Shelby's Coopers around in 1 min. 9.87 secs., while Bruce McLaren's best was 1 min. 10.54 secs. Ronnie Bucknum in another Shelby Cooper was fifth, while Jerry Grant, a giant of a man from Kent, Washington, did a 1 min. 11.77 secs. with his Lotus-Chevrolet. This is (was) basically a Lotus 19, but now has beefed-up hindquarters with such subtleties as twin lateral links for the rear suspension. Bob Bondurant (1 min. 11.99 secs.) had a third Shelby Cooper-Ford, just fractionally quicker than Dave Ridenour in a Genie-Comet. The newer Genies are fine-looking motor cars, and the San Francisco B.M.C. firm which builds the Huffaker-designed car are doing a good job. John Mecom's sole entry was also a Genie, this one powered by Chevrolet and pedalled by Augie "Blue Ribbon" Pabst of Milwaukee. Tenth qualifier and fastest 2-litre man was Hugh P. K. Dibley, who was credited with 1 min. 12.41 secs.—which honest Hugh stoutly denied. The clock was little more than a second out, which is better than no time at all (this was precisely what Trevor Taylor got!). A driver is supposed to raise his arm as he approaches the timing tower if he wishes to be timed, for the equipment cannot cope with all the runners. Fields of 33 were permitted on the 1.9 miles, which renders the 30ft.-wide track rather

START OF THE SECOND HEAT, with Roger Penske (Chaparral-Chevrolet) storming into an immediate lead ahead of Dan Gurney (Lotus-Ford), Bob Bondurant (Cooper-Ford) and Ed Leslie (Cooper-Ford). Bruce McLaren (No. 47) is well back, having to start from the rear of the grid.



crowded. There is little room for passing and conditions can get very congested. At times during practice there may well have been more than 33 cars on the track and some drivers would have to do many laps (raising their arm before the timing tower each time) before they could get a clear run.

The additional qualifying session on Sunday morning saw Jack Brabham qualify his 2.7-litre—it had, in fact, been sold, but as the new owner was unable to get below the 1 min. 16.5 secs. “bogey”, Jack himself had a go, and on a slow track recorded 1 min. 14.94 secs. Gearbox problems had prevented Frank Gardner from qualifying the Team Elite Brabham on Friday, and he eventually squeezed it on the grid despite a faulty head gasket. Also a late qualifier was Billy Krause with ex-Clark Lotus 30—he had won the “amateur” event the day before, thus scoring the first-ever victory for the 30. He qualified at 1 min. 13.94 secs., thus “bumping” the second and third 2-litre men, Charlie Hayes (Elva-Porsche), 1 min. 14.19 secs., and Tommy Hitchcock (Brabham-Climax BT8), 1 min. 14.35 secs.

The non-qualifiers were granted a consolation race and the first three went into the main event. This was won by Bobby Unser in the Arciero brothers’ Lotus 19 which has been mated with a Chevrolet engine since the days when Dan Gurney drove it to more than a dozen victories.

Gurney got the best of the start in the first heat to lead Penske, Jones, Grant, Bucknum, Bondurant, Ridenour and McLaren at the end of lap one. Jones spun in his efforts to stay with the leaders on the third lap, while McLaren gradually forced his way through to reach third place by lap 5. Gurney had built up a 2 secs. lead, but Penske was able to regain this slowly and took over the lead after 12 laps.

McLaren made up some ground on Gurney although he was having a traffic problem—with no room to pass on the faster corners and no great length of straight, most of the passing must be done on braking for the slower corners. Just after half-distance the McLaren came into the pits, a water hose having come adrift.

Meanwhile, Parnelli Jones had created excitement, first by dicing with Penske and Gurney, although a lap behind, then fighting his way through the field to sixth place again. But then as he went into a fast left-hander one of the rear wheels collapsed and the Cooper careered off into the hay bales and caught fire. Parnelli escaped without major injury.

With McLaren and Bondurant placed third, Krause brought the Lotus 30 entered by West Coast Lotus Distributor Bob Challman into fourth place.

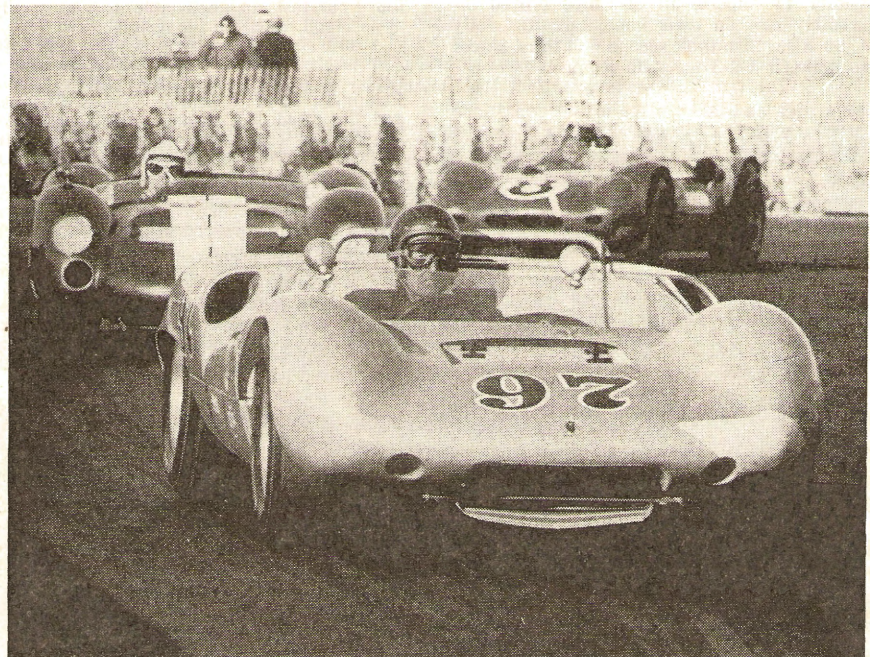
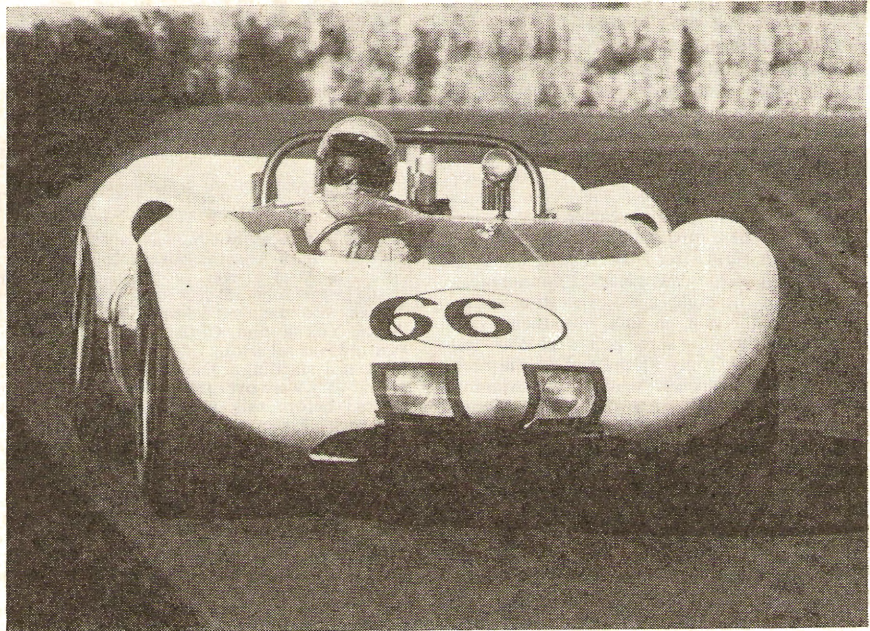
Dibley had a very comfortable lead in the 2-litre class and had reached 12th place overall when the fire occurred. This gave John Cannon (Elva-Porsche) the lead, for he had earlier pushed team-mate Hayes off the road. Hitchcock had initially been third,

RESULTS

First Heat (53 laps—101 miles): 1, Roger Penske (Chaparral-Chevrolet), 1 h. 4 m. 41.8 s., 94.50 m.p.h.; 2, Dan Gurney (Lotus-Ford 19B), 53 laps; 3, Bob Bondurant (Cooper-Ford), 52; 4, Billy Krause (Lotus-Ford 30), 52; 5, Ed Leslie (Lang-Cooper-Ford), 52; 6, Ronnie Bucknum (Cooper-Ford), 52; 7, Jack Brabham (Brabham-Climax BT8), 51; 8, Don Wester (Genie-Ford), 51; 9, George Wintersteen (Cooper-Chevrolet), 50; 10, John Cannon (Elva-Porsche)*, 50; 11, Jerry Grant (Lotus-Chevrolet 19), 50; 12, Innes Ireland (Lotus-Ferrari 19), 50; 13, Trevor Taylor (Brabham-B.R.M. BT8)*, 50; 14, Bart Martin (Cooper-Chevrolet) 50; 15, Allen Grant (Cheetah), 49; 16, Charlie Hayes (Elva-Porsche)*, 49; 17, Skip Hudson (Cooper-Chevrolet), 48; 18, Raul Reinhardt (Genie-Chevrolet), 48; 19, Al Unser (Lotus-Climax 23)*, 48; 20, Bill Wuesthoff (Elva-Porsche)*, 48; 21, Charlie Kolb (Elva-Porsche)*, 47; 22, Roy Kunnick (Cooper-Chevrolet), 46; 23, Tommy Hitchcock (Brabham-Climax BT8)*, 46; 24, Tony Settember (Lotus-Alfa 23), 42. Fastest lap: Gurney, 1 m. 11.06 s.

Second Heat (53 laps—101 miles): 1, Penske, 93.20 m.p.h.; 2, Gurney, 53; 3, Bondurant, 52; 4, Bucknum, 52; 5, Grant, 51; 6, Wester, 51; 7, Taylor, 51; 8, Ireland, 50; 9, Wuesthoff, 50; 10, Grant, 49; 11, Hitchcock, 49; 12, Leslie, 49; 13, Rick Muther (Lotus-Ford 23)*, 49; 14, Miles Gupton (Platypus-Porsche)*, 48; 15, Harry Banta (Genie-Climax)*, 47; 16, Ernest Kesling (Cobra), 47; 17, Steve Froines (Porsche)*, 47; 18, Robert Lamplough (Brabham-Climax BT8)*, 47; 19, Rick Hilgers (Lotus-Ford 23)*, 46; 20, Cannon, 21, Frank Monise (Lotus-Ford 23)*, 46; 22, Krause, 12. Fastest lap: Penske, 1 m. 8.8 s.

* 2-litre cars.



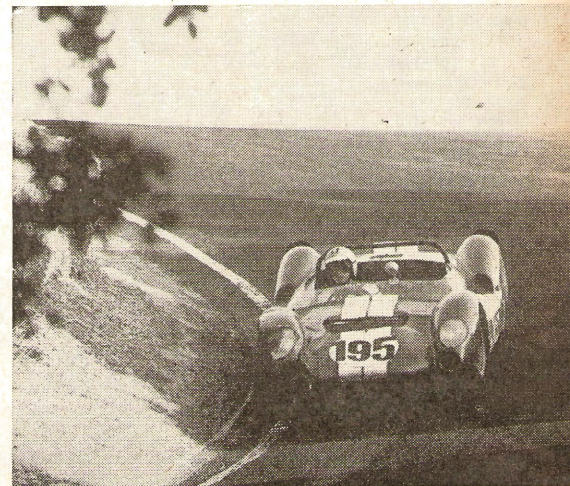
INVINCIBLE. Roger Penske proved that the automatic-transmission Chaparral is the sports car of 1964 (top). ED LESLIE leads Bob Bondurant and Jerry Grant at close quarters (above). RONNIE BUCKNUM—the Honda F1 driver—had a good race in one of Carroll Shelby’s Cooper-Fords (below).

but then had a couple of minor sorties. Trevor Taylor came through to place second ahead of Hayes.

Penske made no mistake about the start of heat two and motored into the lead pursued by Gurney, Bondurant, Leslie (Cooper-Ford) and Bucknum. The last-mentioned trio got into a tremendous struggle which was not resolved until all three had their moments. McLaren had to start from the back of the grid and was still struggling through the field when the top gear of his Hewland gearbox failed due to incorrect hardening. Dibley had also started from the rear of the grid, the fire damage having been negligible; he, too, was forcing his way through the field when the oil pressure gauge line broke.

Trevor Taylor set the pace in the 2-litre class and eventually finished first ahead of Bill Wuesthoff and Tommy Hitchcock.

Gurney had to slow because of a valve gear fault, and later gearbox trouble afflicted the Lotus 19B. But the big Californian held his ground and even amused everybody by staging a dice with Bondurant who was a lap behind in third place.



TOURING CAR FINAL

**Giancarlo Baghetti heads Alfa Romeo 1-2-3 at Monza—
Warwick Banks unofficially wins European Touring Car Challenge**

By **PATRICK McNALLY**

THE final round of the European Touring Car Challenge was run on the banked circuit at Monza last Sunday. Before this race actually started there were three people, all of whom could win the Challenge outright, for they had all gained maximum points: John Whitmore (Lotus Ford Cortina), Warwick Banks (Mini-Cooper S) and Björn Rothstein (Saab 96). Fords were very unlucky though, and both the Alan Mann Lotus Cortinas suffered carburetter icing, which kept them out of the running. Banks just won his class after Mike Young (Anglia) had run out of fuel when leading comfortably and wasted valuable minutes getting going again. Saabs did, in fact, win their class which gave them the same points as Warwick Banks. Immediately at the end of the race they put in a protest against the winning Mini-Cooper, suggesting the big end caps weren't standard—these were found to be in order, and the protest was squashed. As the rules state that if there is a tie of this nature, namely, with two drivers both with maximum scores, then the final is worked out on a system of speed superiority over the rest of the class. Although the result isn't yet official, it is almost certain Warwick Banks and B.M.C. have won the Challenge.

Outright winner of the race was Giancarlo Baghetti in one of the Jolly Club Alfa Romeo Giulia TI Supers, all of which proved incredibly fast on their home circuit. Jolly Club Alfas also took second and third places to make it 1-2-3 for Alfa Romeo.

PRACTICE had taken place in wet conditions which kept times down, but there were a few surprises. In the 850 c.c. class Rothstein's Saab was 2.3 secs. slower than Bruno Pagliero, who drove the fastest Abarth. However, John Fitzpatrick was the quickest up to 1,000 c.c. competitor in his 970 S-type with a time of

***BEST DICE** of the day was waged between Warwick Banks (Mini-Cooper S) and John Young (Superspeed Anglia), seen below with Henry Taylor (Lotus Cortina).*

47 mins. 3.6 secs., but he was closely followed by a swarm of Abarths. In the 1300 brigade a Swedish Mini driver, Johnny Lundberger, made fastest time, 1.4 secs. faster than Warwick Banks, who managed a 3 mins. 53.2 secs. Both Mike Young and Chris Craft found their gearing was all wrong and their practice times were not startling. The Lotus Cortinas, too, found they were overgeared and had to change ratios; before this John Whitmore's fastest lap was 3.5 secs. slower than Swedish Lotus Cortina driver Svante Worrjö and 4.4 secs. slower than Andrea de Adamich's fastest Giulia Super.

The Swedish-entered Minis and Lotus Cortinas were obviously a tactical move by Saabs to dispute the 1300 and 1600 classes so that Banks and Whitmore wouldn't have easy victories. The Anglias had been brought along to do the same in the 1300 class!

The race itself started at 9.15 a.m. on Sunday morning with overcast skies and a wet circuit. The weather made the drivers' four-hour task an unenviable one, especially as so much rested on the results.

After a rolling start the cars shot away with Andrea de Adamich's Alfa taking an immediate lead from Giorgio Pianta (Lancia Flaminia), John Whitmore (Lotus Cortina) and the Swedish Cortina. After these there was a small gap, then Giancarlo Baghetti (Alfa TI), Marco Crosina (Lancia Flavia), Giancarlo Galimberti (Alfa 2600), Henry Taylor (Lotus Cortina) and the Alfa TIs of Riccardo di Bona, Gino Munaron and Ernesto Prinoth. Right up with them were Warwick Banks (Mini-Cooper), Johnny Lundberger (Mini-Cooper), Julien Vernaevae (Mini-Cooper) and Mike Young (Anglia).

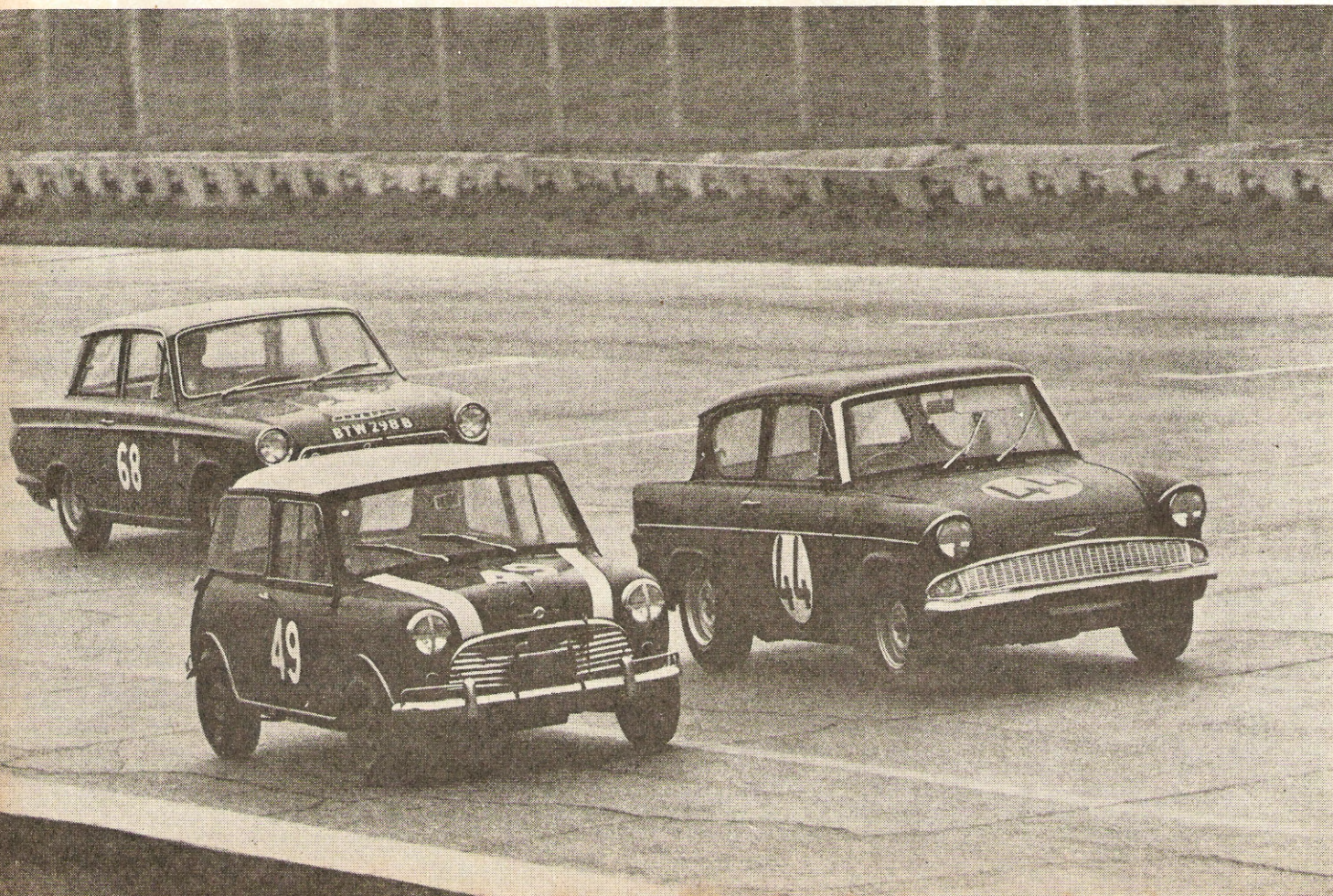
After four laps the pace was already beginning to show, Pianta's Lancia sounding sick, circulating slowly and losing its second place when it went into the pits to retire later. With

the Lancia's disappearance from the scene Whitmore moved up to second place, but he was closely followed by the Worrjö Lotus Cortina, and Marco Crosina was coming up very quickly in the Zagato Lancia Flavia.

Farther back there had been a devil of a duel going on between Chris Craft, Mike Young, Julien Vernaevae and Warwick Banks. For four laps they had slip-streamed each other everywhere, changing places all the time. Then on lap six Craft went missing, his Anglia having blown up while he was leading the little band. There were changes at the front, too, Crosina and Baghetti passing Whitmore, who was visibly slowing.

De Adamich's leading Alfa was going like the wind, and with 10 laps gone already had a 45 secs. lead over Crosina and Baghetti. There was drama in the pits when both Whitmore and Taylor came in to the pits together—Taylor was sent out immediately, but mechanics worked feverishly to stop the carburetters icing up on the Whitmore car. Taylor was suffering just the same trouble and, although towards the end of the race, by blanking off the air intake the problem was more or less sorted, by then the cars were well behind. Both later retired, Whitmore with gearbox trouble and Taylor with a broken brake pipe.

After an hour's motoring de Adamich was leading easily from Crosina, with Baghetti in third place. Galimberti's 2600 Alfa was going very well and was holding fourth place from the Alfas of Munaron and di Bona. Warwick Banks was next in seventh spot, still having a go with Mike Young's Anglia, while Vernaevae had dropped back a little. Fitzpatrick led his class comfortably some 30 secs. ahead of Piero Cattelan's Abarth. Gosta Karlsson and Björn Rothstein were sitting pretty in the 850 class, many of the Abarths having already fallen by the wayside.



With 2½ hours still to go the leading Alfa came into the pits for an unscheduled stop and the mechanics worked hard, but to no avail. Crosina now took the lead, with Baghetti second and the 2600 Alfa third. Young had by now passed Banks with the aid of a tow from Whitmore.

Just before half distance was completed di Bona called at the pits for fuel and handed his car over to Andrea de Adamich to take out.

Fuel stops made the pits a hive of activity, with Banks going back into the lead of the 1300 class after a quicker fuel stop than Young.

After the pit stops the positions were: 1, Crosina (Lancia), the only one not yet to have refuelled; 2, Baghetti (Alfa); 3, Galimberti (Alfa 2600); 4, Munaron (Alfa); 5, Banks (Mini-Cooper); 6, Young (Anglia); 7, di Bona/de Adamich (Alfa).

The race had settled down a little when, on lap 40, Crosina stopped for fuel, to rejoin the race still 30 secs. ahead of Baghetti. De Adamich was catching up with his Alfa and moved up a couple of places.

The Banks-Young dice was on again, Young using the advantage of a tow from the Taylor Lotus Cortina to catch up, pass and draw away from the Mini-Cooper.

Just when the first three places were looking fixed, Galimberti, who had brought his Alfa 2600 up to third place, called at the pits suffering overheating troubles; blanking material was removed from the radiator and the car rejoined the race, only to retire a few laps later completely kaput.

A couple of laps later Crosina called unexpectedly into the pits for mechanics to work on the gearbox, but there was nothing they could do. This let Baghetti into the lead, with Munaron second and de Adamich third.

Fourth place was held by Young's Anglia which was well ahead of Banks. Fitzpatrick still easily led his class, as did Rothstein, who had taken over Karlsson's lead.

With only minutes to go Young's Anglia limped into the pits, having run out of fuel. Before he rejoined the race Banks flashed past into the lead. Young tried to catch up, but made no impression in the two laps he had left and had to be content with second place.

To the delight of the crowd, Alfa TIs finished first, second and third. To the delight of B.M.C. the 1300 class victory was theirs. Saab won their class—but only just, with Abarths filling second and third places. John Fitzpatrick was the only one to outstrip the opposition completely and walk away with the 1,000 c.c. trophy.

* * *

THE day before the Challenge there had been a couple of G.T. and prototype races. In the first of these Silvio Moser won from Giancarlo Baghetti on a very wet track—both were in Alfa Romeo Giulia TZs. In the bigger race Lodovico Scarfiotti in the Maranello Concessionaires Ferrari 330P walked away from the opposition. Second home was Mario Casoni, who had to deal with a couple of 1964 GTO Ferraris driven by Luaidi and Sigala, which he did magnificently in his Iso Grifo. Ben Pon (Porsche 904) held second place overall for some of the distance, but finally succumbed to Casoni although the Dutchman still finished ahead of the GTOs.

The final of both these one-hour races was held after the European Challenge. Scarfiotti won easily, despite the absence of second gear (he lost a tooth on second the day before and the selector gate had been welded up). Casoni once again was second in the Iso Grifo, but on this occasion Sigala (GTO) was third, ahead of Ben Pon's Porsche. Pon had held third place, but an enormous spin on the banking dampened his ardour and he was content to win his class.

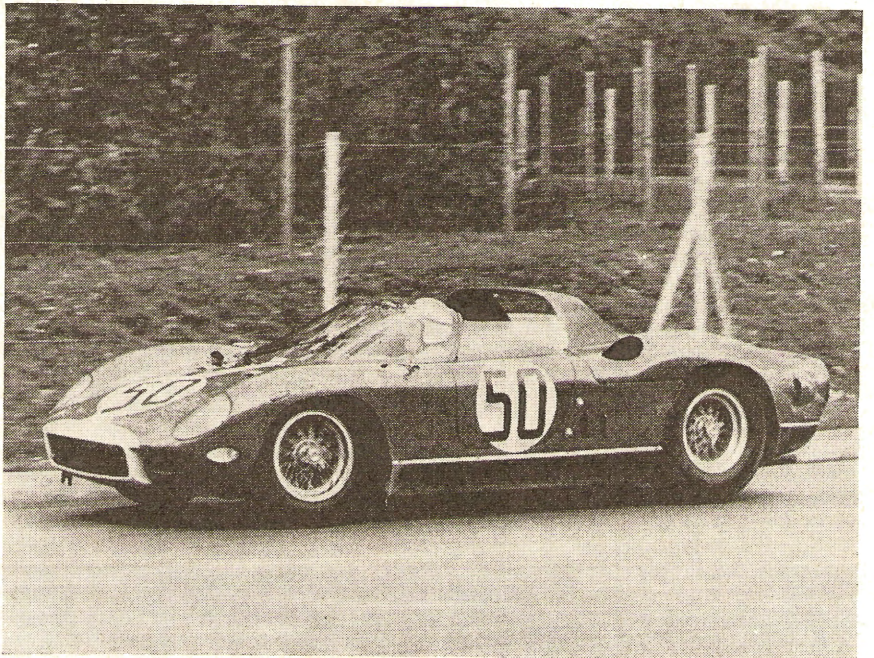
The best dice of the day was between Moser and Baghetti in their Alfa TZs: they raced for the complete two hours within feet of each other, slipstreaming one another and really having a go. Finally Moser pulled ahead to win the class.

RESULTS

Coppa Europa Four-Hours: 1, Giancarlo Baghetti (Alfa Romeo Giulia TI Super), 654.143 km., 101.62 m.p.h.; 2, Gino Munaron (Alfa Romeo Giulia TI Super), 648.185 km.; 3, Riccardo di Bona/Andrea de Adamich (Alfa Romeo Giulia TI Super), 646.454 km.; 4, Warwick Banks (Mini-Cooper S 1300), 624.245 km.; 5, Mike Young (Ford Anglia Super), 623.268 km.; 6, Ernesto Prinoh (Alfa Romeo Giulia TI Super), 619.324 km.; 7, Gerhard Bodmer (Glas 1204 TS), 613.363 km.; 8, Enrico Pinto (Alfa Romeo



OUTRIGHT victory went to Giancarlo Baghetti, who headed a 1-2-3 for Alfa Romeo in one of the Jolly Club's Giulia TIs (above). LODOVICO SCARFIOTTI was victorious in the supporting race for Bettoja Trophy for G.T. and prototype cars. He drove the very successful Maranello Concessionaires 330P (below).



Giulietta), 597.512 km.; 9, Piero Conte (Mini-Cooper S 1300), 590.605 km.; 10, John Fitzpatrick (Mini-Cooper S 970), 588.816 km.; 11, Eraldo Nicosia (Alfa Romeo Giulietta), 587.468 km.; 12, Mario Taruggia (Fiat-Abarth 1000), 575.111 km.; 13, Paolo Renier (Lancia Flavia), 574.710 km.; 14, Enzo Osella (Fiat-Abarth 1000), 566.075 km.; 15, John Rhodes (Mini-Cooper S 1300), 564.790 km.; 16, Björn Rothstein (Saab 96 Sport), 564.689 km.; 17, Geoff Mabbs (Mini-Cooper S 1300), 561.834 km.; 18, "Poker" (Alfa Romeo Giulietta), 554.831 km.; 19, Enzo Torreggiani (Alfa Romeo 2600), 552.932 km.; 20, John Wadsworth (Mini-Cooper S 1300), 536.638 km.; 21, "Rasch" (Fiat-Abarth 850), 521.270 km.; 22, Julien Vernaeve (Mini-Cooper S 1300), 513.245 km.; 23, Dino Morazzoni (Fiat-Abarth 850), 504.240 km.; 24, Bo Johansson (Saab 96 Sport), 482.956 km.; 25, Luigi Monza (Fiat-Abarth 850), 407.008 km.

Class Results

Up to 850 c.c.: 1, Rothstein (Saab), 89.58 m.p.h.; 2, "Rasch" (Fiat-Abarth); 3, Morazzoni (Fiat-Abarth). Fastest lap: Gösta Karlsson (Saab 96 Sport), 4 m. 7.3 s., 90.35 m.p.h. 851-1,000 c.c.: 1, Fitzpatrick (Mini-Cooper S), 91.47 m.p.h.; 2, Saruggia (Fiat-Abarth); 3, Osella (Fiat-Abarth). Fastest lap: Fitzpatrick, 3 m. 53.3 s., 95.88 m.p.h. 1,001-1,300 c.c.: 1, Banks (Mini-Cooper S), 96.97

m.p.h.; 2, Young (Ford); 3, Bodmer (Glas). Fastest lap: Young, 3 m. 39.1 s., 102.10 m.p.h. 1,301-1,600 c.c.: 1, Baghetti (Alfa Romeo), 101.62 m.p.h.; 2, Munaron (Alfa Romeo); 3, di Bona/de Adamich (Alfa Romeo). Fastest lap: de Adamich, 3 m. 30.4 s., 106.32 m.p.h. 1,601-2,000 c.c.: 1, Renier (Lancia), 89.28 m.p.h. Fastest lap: Marco Crosina (Lancia Flavia), 3 m. 32.2 s., 105.42 m.p.h. Over 2,500 c.c.: 1, Torreggiani (Alfa Romeo), 85.89 m.p.h. Fastest lap: Giancarlo Galimberti (Alfa Romeo 2600), 3 m. 33.6 s., 104.73 m.p.h.

Ettore Bettoja Trophy Three-Hours: 1, Lodovico Scarfiotti (Ferrari 330P), 514.398 km.; 2, Mario Casoni (Iso Grifo), 508.296 km.; 3, Oddone Sigala (Ferrari GTO), 496.198 km.; 4, Ben Pon (Porsche 904GTS), 491.277 km.; 5, Silvio Moser (Alfa Romeo Giulia TZ), 472.163 km.; 6, Giancarlo Baghetti (Alfa Romeo Giulia TZ), 470.420 km.; 7, Antonio Finiguerra (Iso Grifo), 466.465 km.; 8, Antonio Nicodemi (Alfa Romeo Giulia TZ), 435.217 km.; 9, Ildefonso Torriani (Alfa Romeo Giulietta S.V. Zagato), 417.039 km.; 10, Alma Cacciandra (Alfa Romeo Giulia TZ), 416.497 km.; 11, Angelo Gilberti (Abarth-Simca 1300), 404.942 km.; 12, Giuseppe Sirugo (Alfa Romeo Giulietta S.V. Zagato), 394.239 km.; 13, Francesco Vento (Alfa Romeo Giulietta S.V. Zagato), 336.655 km.; 14, Secondo Ridolfi (Abarth-Simca 1300), 323.225 km. Fastest lap: Scarfiotti, 2 m. 57.8 s., 125.81 m.p.h.

SURTEES—On the last lap!

Final Grand Prix to Dan Gurney—World Championship to John Surtees—Jim Clark leads for 64 of the 65 laps and loses chance of second world title in closing seconds of race

By **BILL GAVIN**

Photography by **OZZIE LYONS**



ON the final lap of the Mexican Grand Prix, Dan Gurney's Brabham-Coventry Climax flashed past into the lead as Jim Clark's Lotus-Coventry Climax spattered to a standstill. Over a minute behind, Lorenzo Bandini (Ferrari "12") waved team-mate John Surtees through into second place to earn 6 points and take the World Championship with 40 points from Graham Hill (39), who had been delayed when Bandini knocked him off the road just before half-distance. The B.R.M. had to go into the pits to have the exhaust pipes opened up. Mike Spence, in fourth place, was on the same lap as the leaders, while Clark was classified fifth—the Lotus never completed the final lap, for the engine was well blown up through lack of oil. An oil line, on the scavenge side of the pumps, had collapsed about 10 laps from the end.

THE Mexican Grand Prix was staged for the third time on Mexico City's Autodrome. This splendidly appointed circuit has a track of 3.106 miles in length. Average speeds of over 90 m.p.h. are usual for the F1 cars and top speeds of 150 m.p.h. are reached on the three-quarter-mile straight. There are 14 corners all told, ranging from a banked turn with a very long radius to a first-gear hairpin, plus six ess-bends, three of which are in series. Roadholding is the critical factor at Mexico City, and, just as last year, the Brabhams and the Lotuses seemed the best in this respect.

Since Watkins Glen, four huge car transporters had brought the F1 cars and spares 2,800 miles south to Mexico City.

The only car not to make the trip was the Honda.

This time Mexican Moises Solana joined Team Lotus regulars Clark and Spence, all having Lotus 33s, though one car, the venerable R6 which started life as a 25, was first assigned to Clark. B.R.M.s had three cars: Hill had his Watkins Glen winning car, while Ginther's had been fitted with an older engine—the new type with reversed heads was found to be faulty after the U.S. G.P. and an older engine was fitted, although there was a spare new unit which gives better torque.

Both Brabham and Gurney had different engines for Mexico, having sent the two that failed at the Glen to Coventry for repairs. Surtees again had his two V8 Ferraris to choose from, while Bandini chose the 12-cylinder car which has Lucas indirect fuel injection—this system seemed better at high altitude than the direct Bosch system used on the V8s and the V6, which was entrusted to Pedro Rodriguez.

Phil Hill was having his last outing with Coopers as number two to Bruce McLaren. There were two B.R.P. cars for Innes Ireland and Trevor Taylor, and the two Parnell Lotus 25s for Mike Hailwood and Chris Amon. Rob Walker again fielded a three-car team with a Climax-engined car for Jo Bonnier, and two with B.R.M. engines for Jo Siffert and Texan Hap Sharp.

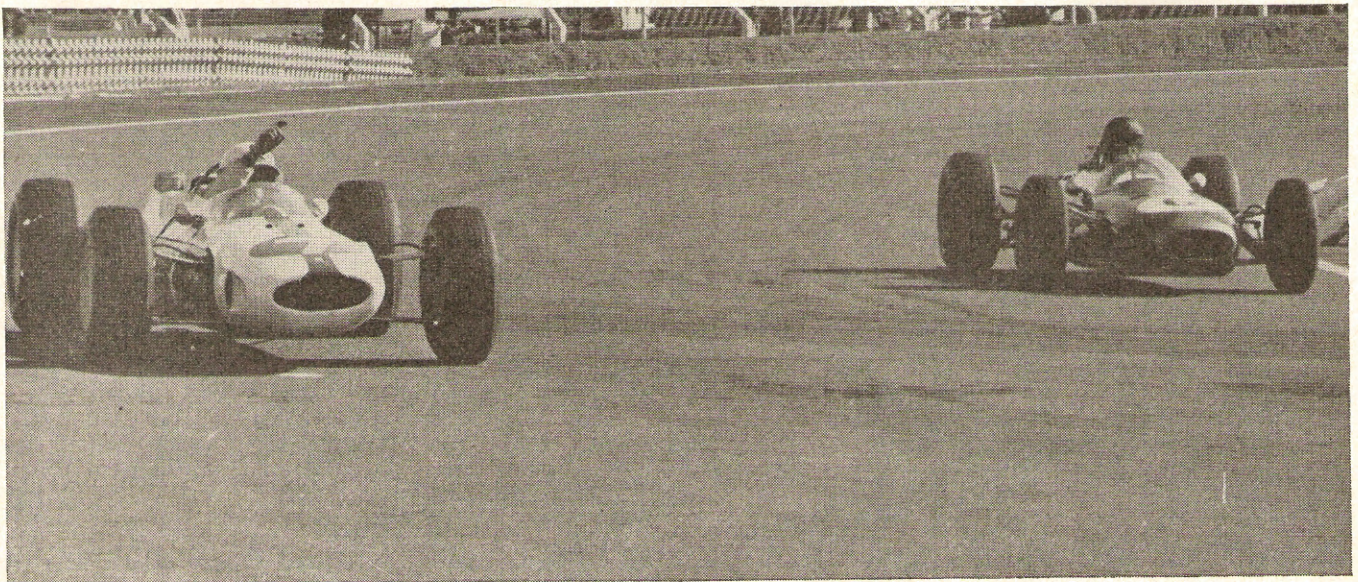
AFTER YOU! John Surtees waves by Dan Gurney during practice. The American was alongside Jim Clark on the front row of the grid, while the champion-to-be was fourth fastest.

PRACTICE began on Friday afternoon when the temperature out on the track was recorded at 110 deg. F. There were also the problems of getting correct fuel injection settings to compensate for the rare air at 7,800 feet. Allied to these problems was that of gear ratios, for many people had guessed on having a little more power than they actually had, and a number of teams were over-g geared. Thus the practice developed into a sorting-out session. Trevor Taylor's B.R.P. was in overheating trouble—after four laps the water would boil, and this bother was shared by Hailwood's Lotus-B.R.M. Graham Hill's works B.R.M. was running very hot but kept inside the danger limits.

To add to the confusion the battery of the electric timing equipment slowly ran flat, meanwhile registering some fast times. The entrants rejected the organizer's figures, and the Mexicans ultimately produced a list that was presumably compiled from times recorded by the various pit crews.

Jim Clark got down to 1 min. 58.2 secs. in his own car (R6), then tried Spence's (R9). With this he was timed at 1 min. 57.6 secs. which bettered his lap record of 1 min. 58.1 secs. set during last year's race. Gurney, at 1 min. 58.5 secs., was 0.1 sec. faster than Bandini, who, in turn, was 0.1 sec. quicker than Surtees, who complained of lack of power from his V8 unit.

The temperature was down 10 deg. F. for Saturday's practice, another four-hour session lasting from 1 to 5 p.m. A dog on the track caused a perilous diversion for a while shortly after the training com-

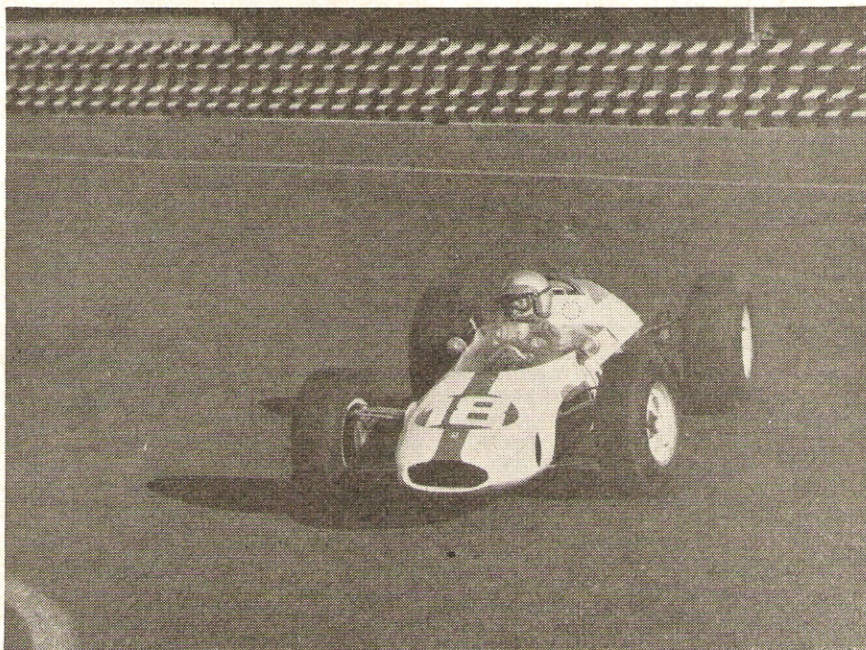




"HOW DID it happen, Graham?" Stirling Moss interviews Graham Hill in the pits after he had been involved in a shunt with Lorenzo Bandini. Also in attendance is Jo Bonnier (above). SURTEES'S championship win tended to overshadow the actual winner, Dan Gurney (right).

STARTING GRID

6 Dan Gurney (Brabham-C.C.) 1 m. 58.1 s.	1 Jim Clark (Lotus-C.C.) 1 m. 57.24 s.
7 John Surtees (Ferrari V8) 1 m. 58.7 s.	8 Lorenzo Bandini (Ferrari "12") 1 m. 58.6 s.
3 Graham Hill (B.R.M.) 1 m. 59.8 s.	2 Mike Spence (Lotus-C.C.) 1 m. 59.21 s.
16 Jo Bonnier (Brabham-C.C.) 2 m. 0.17 s.	5 Jack Brabham (Brabham-C.C.) 1 m. 59.99 s.
9 Bruce McLaren (Cooper-C.C.) 2 m. 1.12 s.	18 Pedro Rodriguez (Ferrari V6) 2 m. 0.9 s.
15 Chris Amon (Lotus-B.R.M.) 2 m. 1.17 s.	4 Richie Ginther (B.R.M.) 2 m. 1.15 s.
17 Moises Solana (Lotus-C.C.) 2 m. 1.43 s.	22 Jo Siffert (Brabham-B.R.M.) 2 m. 1.37 s.
11 Innes Ireland (B.R.P.-B.R.M.) 2 m. 2.35 s.	10 Phil Hill (Cooper-C.C.) 2 m. 2.0 s.
12 Trevor Taylor (B.R.P.-B.R.M.) 2 m. 4.9 s.	14 Mike Hailwood (Lotus-B.R.M.) 2 m. 4.11 s.
	19 Hap Sharp (Brabham-B.R.M.) 2 m. 6.9 s.



LOCAL BOY Pedro Rodriguez pushed his old V6 Ferrari into sixth place ahead of such notable opposition as Bruce McLaren, Richie Ginther and Phil Hill.

menced. Clark almost immediately got down to 1 min. 58.6 secs., but was surprised to find he had no more r.p.m. down the straight as gearboxes had been changed overnight. Subsequent investigation showed that the box had been wrongly marked, so a third unit was fitted during practice. The lower ratio gave Clark a bit more speed over most of the circuit and in the last half-hour of practice he lapped in 1 min. 57.24 secs.—the timing apparatus was now ticking out times very nicely in hundredths.

Poor Graham Hill was having an unhappy time with sore head, sore neck and a sore knee, plus a motor car which took sick with broken valve gear after completing a good number of practice laps on both Friday and Saturday. The best Graham could achieve was 1 min. 59.8 secs., which gave him the outside spot on the third row of the grid. Dan Gurney did a 1 min. 58.5 secs. lap half-way through practice and later improved to 1 min. 58.10 secs. officially. Both Ferraris got inside the 1 min. 59 secs. mark, Bandini in the 12-cylinder again being 0.1 sec. quicker than

Surtees, who did 1 min. 58.70 secs. Mike Spence got down to 1 min. 59.21 secs. and was about to improve on this towards the end of practice when the Lucas high pressure fuel pump failed.

Jack Brabham's own car had been running rich, but he eventually broke the two-minute barrier by 0.01 sec. Bonnier was the fastest of the private entrants, after getting very little practice on Friday. Pedro Rodriguez was pushing on his home ground and he recorded 2 mins. 0.9 sec. The Coopers had changed ratios overnight, but McLaren's best was 2 mins. 1.2 secs. In the next row were Ginther and Amon, then behind Siffert and Solana. The B.R.P. cars were still disappointing—Innes Ireland could do no better than 2 mins. 2.35 secs. with his, while Taylor's engine was changed because it was still overheating. Hailwood's car continued to overheat and glycol was added to the cooling water for the race.

* * *

OVERNIGHT the B.R.M. mechanics worked feverishly to replace the engine from

Graham's car with the spare unit, and finally got it running properly in good time for the race. Sunday was the hottest of the three with a track temperature of something like 112 deg. F. The atmosphere during practice had seemed surprisingly relaxed, but now the big day was at hand. Clark, it seemed, would win—he had achieved fastest time in practice with great ease and without tiring his car in any way. But despite this the fate of the Championship was really out of his hands for if Surtees was second to him, or Graham Hill third, he could not take the title. The cars were wheeled out on to the dummy grid just after 1.30 p.m. and then the drivers were summoned over to await the arrival of Mexico's President, Adolfo Lopez Mateos. The drivers seemed unusually disciplined as they lined up to shake hands with the President. At 2.15 thousands of coloured balloons were released and a private plane amused the crowd by carving through them and sending many bits of deflated rubber hurtling to the ground. The warm-up lap provided its own drama—a dog was loose on the

circuit once again, and Mike Spence managed to spin his Lotus.

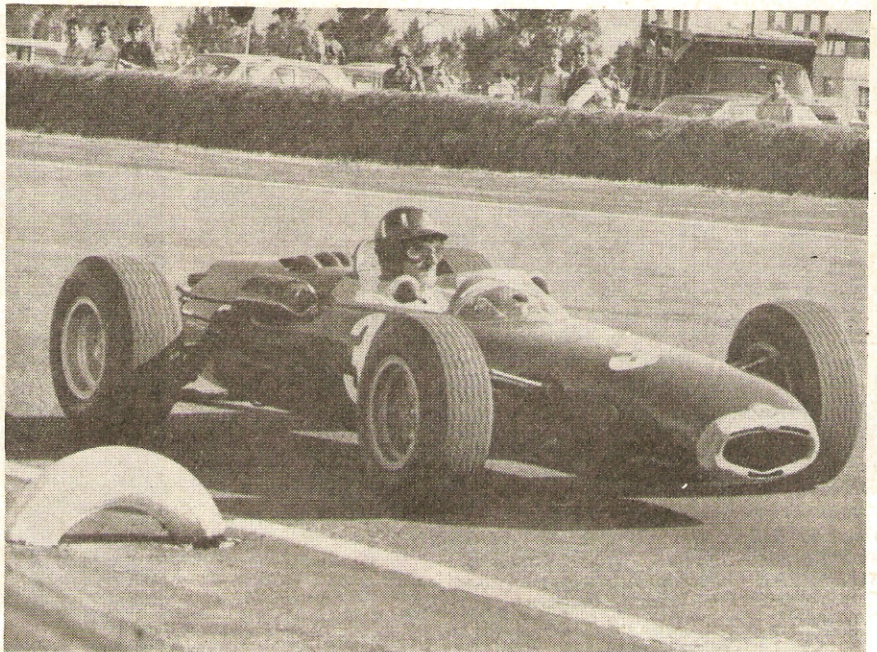
The cars were lined up in two long rows on the dummy grid but the grid proper was in a staggered 2-2 formation. Ing. Javier Velasquez of the organizing committee gave the start and Gurney got away very cleanly to lead Clark, Spence and Bandini initially. Graham Hill was still struggling with the broken elastic of his goggles when the flag dropped and he just had time to stuff the B.R.M. into gear and get away before somebody ran into him. Surtees's Ferrari staggered off the grid misfiring and all but stopped dead on the way down the track. Then the plugs cleared and he was away again.

Meanwhile Clark had put in a really brilliant first lap to come round clear of Gurney. Bandini was third, having carved his way past Spence. Then came Bonnier, Brabham, Rodriguez, McLaren, G. Hill, Surtees and Ginther. On the next lap Graham picked up another two places. By lap five Clark was 5 secs. clear of Gurney—the Scot knew his task and was doing it as only he could. There was 4 secs. between Gurney and Bandini in the 12-cylinder Ferrari and behind came Spence, Brabham and G. Hill, who had just passed Bonnier. Surtees had moved through to eighth place now, just ahead of Rodriguez in the third blue and white Ferrari. McLaren had dropped back a little and now there was a gap back to Phil Hill and Ginther, who were running together, and another to Amon, who led Ireland and the Mexican Solana in the third Lotus.

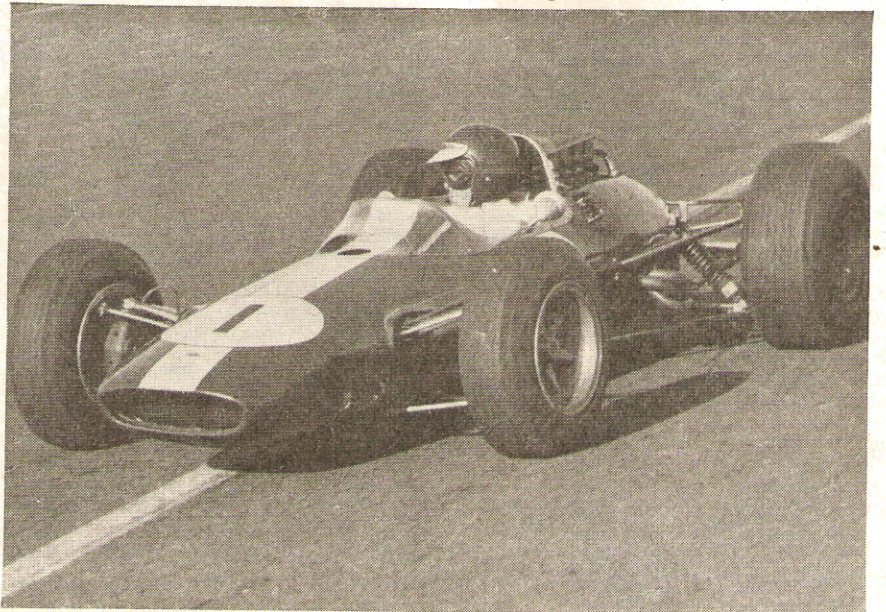
In the next few laps Clark eased off a little, having established a safe 6 secs. lead over Gurney who was drawing away from the rest of the field. At 10 laps he was 7 secs. ahead of Bandini, now being pressed by Graham Hill, who had finally got by Mike Spence on the ninth lap. Spence, Brabham and Surtees were all bunched together now and it took Surtees another six laps to get by Brabham. Bonnier's Brabham collapsed on to the road when a front wishbone mounting came adrift.

On lap 15 Clark had lapped Hap Sharp and Jo Siffert—Siffert's Brabham-B.R.M. had already been in the pits with a faulty high pressure fuel pump. Graham Hill had taken Bandini after 11 laps and built up a lead approaching 2 secs. But the Italian fought back and was practically on the B.R.M.'s tail after 19 laps. Surtees was 1½ secs. behind, but making very little impression on his team mate, though drawing away gradually from Brabham.

With 21 of the 65 laps covered Clark's lead was just over 7 secs. Gurney was



RELEGATED CHAMPS. Graham Hill (above) had been in an enviable position in the points race before his contretemps with Lorenzo Bandini. BUT FOR a broken oil line, Jim Clark would have been title holder again next season (below).



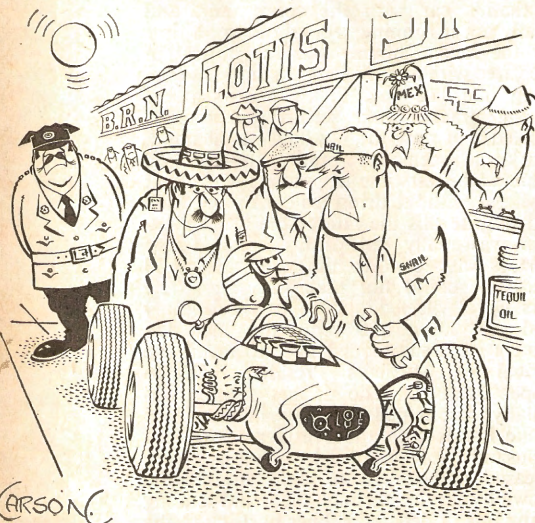
doing a great job in second place 12 secs. clear of Graham Hill and Bandini. Graham was right where he had to be to make Clark's win pointless, but Bandini was doing his very best to relegate the B.R.M. driver to fourth. Surtees was now about 4 secs. behind and just ahead of Brabham. Spence, in seventh place, was some distance ahead of Rodriguez, who led McLaren. Ginther had momentarily drawn clear of Phil Hill while farther back Amon, Ireland and Solana were still in sight of each other. Hap Sharp was still bringing up the rear of the field, having lost the company of Mike Hailwood, whose Parnell Lotus-B.R.M. had overheated despite the glycol.

The dice between Graham Hill and Bandini was the focal point of the race and the Italian was giving Graham a very hard time. As they came through the hairpin for the 31st time Bandini was fractionally behind and on a slightly tighter line. As they began to exit the Ferrari started to slide wide and its front wheel hit the right-hand rear wheel of the B.R.M. The B.R.M. spun around and went into the guard rail backwards. Bandini got clear

to rejoin the race just as Surtees came by, but the exhaust pipes of the B.R.M. had been closed off and the engine could scarcely run. He did a lap and a half like this then he got the car back to the pits where jack handles were inserted to break off the crumpled ends of the exhaust pipes. Graham rejoined the race just ahead of Dan Gurney, who soon overtook him for the B.R.M. wasn't breathing properly with its exhaust system all mangled up.

Brabham in fifth place closed up on the Ferraris again, and it seemed that he might seriously challenge them when he went to the pits after 34 laps with ignition troubles. Clark was comfortably able to increase his lead, and at this stage it was more than a dozen seconds. Over half a minute separated Gurney and Bandini, who had again moved ahead of Surtees. Long intervals separated Rodriguez, Spence and McLaren. Next were P. Hill and Ginther, who were the only other runners on the same lap as Clark.

Amon in eighth place was being pursued by Ireland, though Graham Hill was between them at this time. Solana lay



"... A constant, irritating, monotonous rattle."

behind Ireland, and a lap farther back came Hap Sharp in the Walker Brabham-B.R.M.

Brabham got going again as Clark completed his 40th lap, but eight laps later he came in and the Brabham was pushed away with a faulty amplifier in the electronic ignition system.

The throttle began to stick open on Graham Hill's B.R.M. and he brought it into the pits on lap 54. The bodywork, modified during the earlier stop, was fouling a throttle spindle and when this was freed, he set off again—now well back in the field.

Clark gradually increased his lead until it reached a maximum of 17 secs. With Graham Hill out of the running, and Dan Gurney keeping Surtees out of the essential second place, Clark was poised to take his second World Championship. Careful not to give any hint to his pit, Jim was spending the most intense 10 laps of his career—he first noticed a trail of oil at the hairpin, took a different line, and the next time round he saw another trail and realized it was his own. Soon the oil loss began to show up on the pressure gauge. He would lift off till the pressure built up again—and all the while everyone in the pits and among the 40,000-strong crowd thought the Champion was coasting to victory.

Then, with just one lap to go, the engine went foul, and as he crossed the line for the 64th time Gurney came up and swept past the slowing Lotus. The Ferraris were

over a minute away and their pit had time to get a signal ready for Bandini to let Surtees through into what might be second place. And second place it was, for Clark's Lotus ground to a halt around the back, and soon the Ferraris swept by to fill second and third places behind Gurney, who had outstripped the entire field with exception of Clark. Spence paused as he saw Clark, momentarily thought of pushing him round to the finish, then pressed on to take fourth place. Clark was classified fifth ahead of Rodriguez, who had been lapped.

So the closest disputed Championship to date went to Surtees and Ferrari, after sheer misfortune had struck upon the other two contenders.

World Championship of Drivers

	Pts.
1. John Surtees	40
2. Graham Hill	39
3. Jim Clark	32
4. Lorenzo Bandini	23
Richie Ginther	23
6. Dan Gurney	19
7. Bruce McLaren	13
8. Jack Brabham	11
Peter Arundell	11
10. Jo Siffert	7
11. Bob Anderson	5
12. Tony Maggs	4
Mike Spence	4
Innes Ireland	4
15. Jo Bonnier	3
16. Chris Amon	2
Walt Hansgen	2
Maurice Trintignant	2
19. Trevor Taylor	1
Mike Hailwood	1
Phil Hill	1
Pedro Rodriguez	1

Constructors' Championship

	Pts.
1. Ferrari	45
2. B.R.M.	42
3. Lotus-Coventry Climax	37
4. Brabham-Coventry Climax	30
5. Cooper-Coventry Climax	16
6. Brabham-B.R.M.	7
7. B.R.P.-B.R.M.	5
8. Lotus-B.R.M.	3

Leading Equipment

Gurney (Brabham-Coventry Climax). *Esso* fuel and oil. *Lucas* ignition and fuel injection. *Dunlop* tyres. *Girling* brakes. *Ferodo* linings. *Armstrong* dampers. *Champion* plugs.
 Surtees (Ferrari). *Shell* fuel and oil. *Marelli* ignition. *Bosch* fuel injection. *Dunlop* tyres and brakes. *Ferodo* linings. *Koni* dampers. *Marchal* plugs.
 Bandini (Ferrari). *Shell* fuel and oil. *Marelli* ignition. *Lucas* fuel injection. *Dunlop* tyres and brakes. *Ferodo* linings. *Koni* dampers. *Marchal* plugs.

RESULTS

65 laps—202 miles

- Dan Gurney (Brabham-Coventry Climax), 2 h. 9 m. 50.32 s., 93.33 m.p.h.
 - John Surtees (Ferrari V8), 2 h. 10 m. 59.26 s.
 - Lorenzo Bandini (Ferrari "12"), 2 h. 10 m. 59.95 s.
 - Mike Spence (Lotus-Coventry Climax), 2 h. 11 m. 12.18 s.
 - Jim Clark (Lotus-Coventry Climax), 64 laps.*
 - Pedro Rodriguez (Ferrari V6), 64.
 - Bruce McLaren (Cooper-Coventry Climax), 64.
 - Richie Ginther (B.R.M.), 64.
 - Phil Hill (Cooper-Coventry Climax), 63*.
 - Moises Solana (Lotus-Coventry Climax), 63.
 - Graham Hill (B.R.M.), 63.
 - Innes Ireland (B.R.P.-B.R.M.), 61.
 - Hap Sharp (Brabham-B.R.M.), 60.
 - Jack Brabham (Brabham-Coventry Climax), 44*.
- Fastest lap: Clark, 1 m. 58.37 s., 95.14 m.p.h.
 * not running at end.

JOHN SURTEES: World Champion driver, 1964.





WE have just returned from the Paris Salon, which was remarkably short of new models. This was partly due to certain British manufacturers, who had decided to keep their novelties for Earls Court. Indeed, I drove to Paris myself in one of them, and parked it outside the Salon with a small piece of sticking plaster over the secret numerals "4.2". This Jaguar, and the B.M.C. 1800, can now be mentioned in tones louder than a whisper.

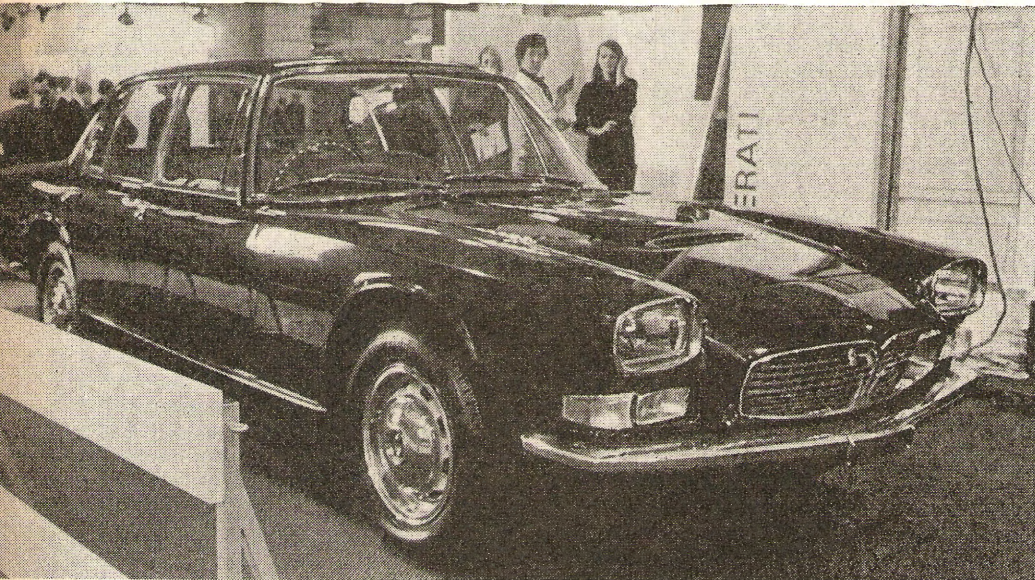
Earls Court, 1964 model, is rather a dull show. We must feel proud—and I know that I do—that Britain can produce such a car as the 4.2-litre Jaguar. One has remarked, in the past, that the E-type would be worth £4,000 if it had an all-synchromesh gearbox. Now, this advanced monocoque car has that essential component, and a larger engine gives even better flexibility without using a drop more petrol. For less than half the sum we have mentioned, this very fast car has a chassis specification which embodies the most modern engineering principles. For the performance-conscious driver, this must be a Motor Show which has its centre at the Jaguar stand.

The most radically new design is certainly the Austin 1800. Because the engine is athwart the chassis, it would be easy to con-

JOHN BOLSTER and GEORGE PHILLIPS visit the

LONDON MOTOR SHOW, 1964

"... a rather dull affair"

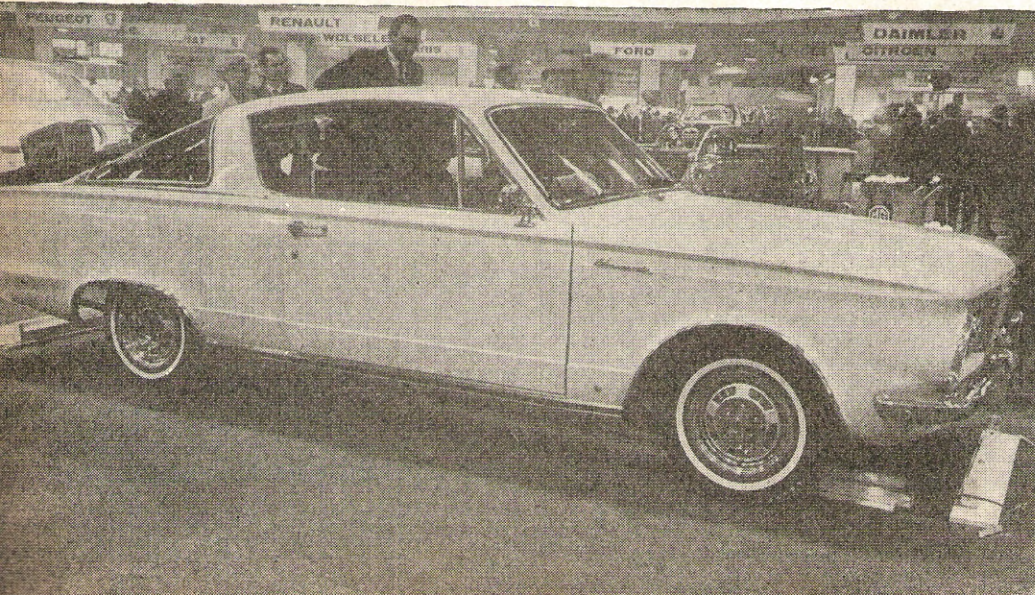


clude that the car was some sort of a magnified Mini. This is by no means the case, and new features, such as the very successful engine suspension and the cable-operated gear change, are exclusive to this model. One cannot avoid being enthusiastic about the flexible mounting of the power unit, which gives the four-cylinder engine a new lease of life. The gear lever does its job, and the system has been used for some time on the Panhard, though without much applause.

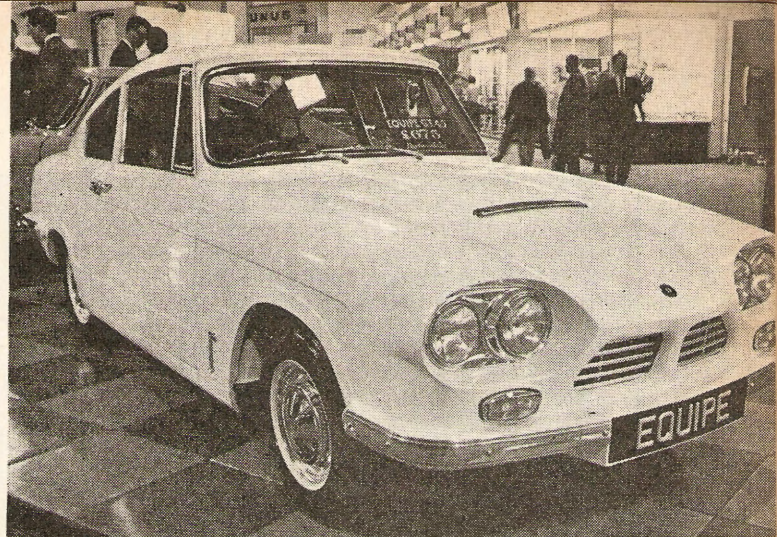
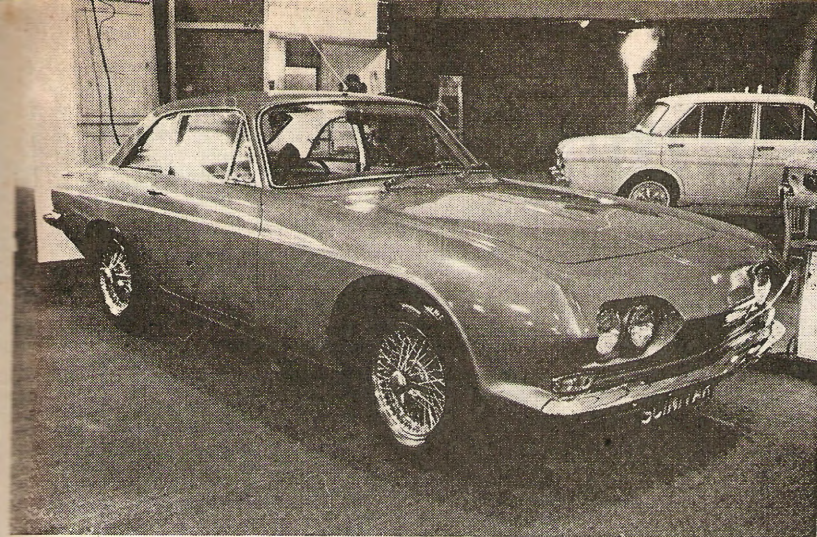
The 1800 is obviously intended to appeal to the family motorist. He (or she) perhaps tends to portliness, as the steering wheel is rather remote in its bus-like stance. Similarly, it has to be turned through a considerable arc before much movement of the front wheels is achieved. In short, the car is not meant for the enthusiast but for the everyday driver. Yet it holds the road so well, and has such phenomenally good suspension, that it can follow a sports car pretty closely over difficult terrain. You and I will stick to our Minis, but as a roomy saloon of moderate overall dimensions the 1800 sets new standards.

On anything but motorways, the 1,275 c.c. version of the Mini-Cooper S is the master of British roads. Now that the remarkable Hydrolastic suspension has eliminated the rather choppy ride of this model, it must be regarded as one of the most enjoyable cars to drive that has yet been built. Paddy Hopkirk has said that a Mini handles even better for every increase in power. This 1275 version, with its 75 b.h.p., abundantly proves his dictum. Another recent B.M.C. model, the Vanden Plas Princess R, has a Rolls-Royce 4-litre engine and will appeal to elderly drivers, though the younger set may regard the chassis design as lacking in modern technique, unlike its stable mates!

An interesting situation prevails in the



THREE variations on the high performance theme. Top to bottom: the hybrid Gordon-Keeble, Italy's Maserati and the American Plymouth Barracuda.



TWO new-look cars from specialist builders (above): the Bond Equipe G.T. 4S and Reliant Scimitar. ALSO on the Reliant stand, the chassis of the 600 c.c. Rebel (right).

great Ford empire. The well-known British Ford models continue with only detail changes, though these are sufficient to increase the appeal of the Cortina considerably. The German Ford engineers, however, have adopted the vee-type engine both for the four-cylinder and six-cylinder power units. It is noticeable that the Taunus six-cylinder 20M develops a considerably higher specific output than the Zephyr and Zodiac range. With its many advantages in saving space, will the engine with two inclined banks supersede the straight six?

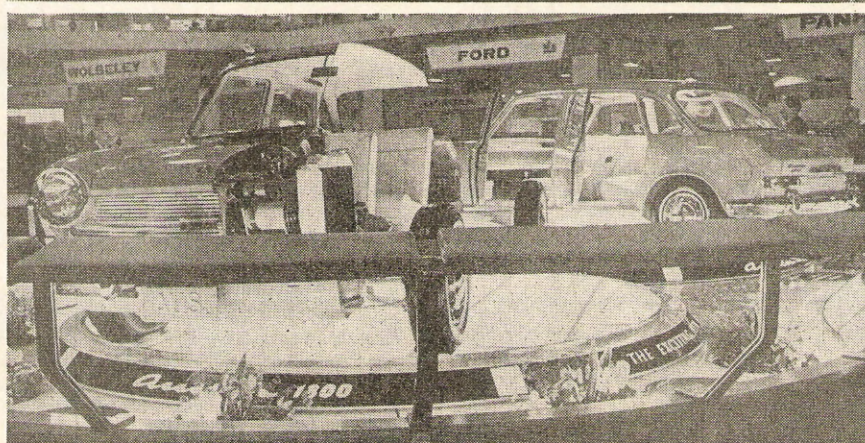
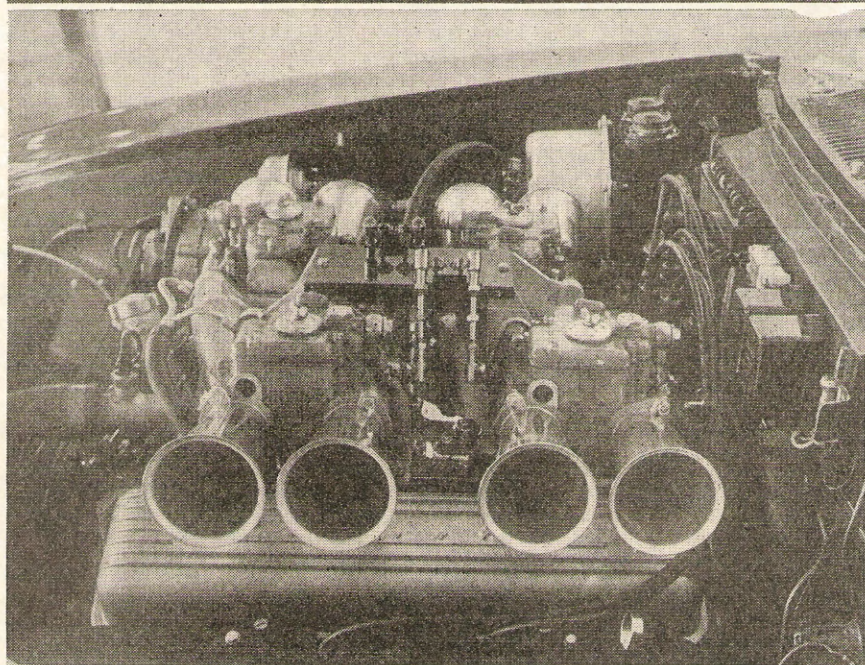
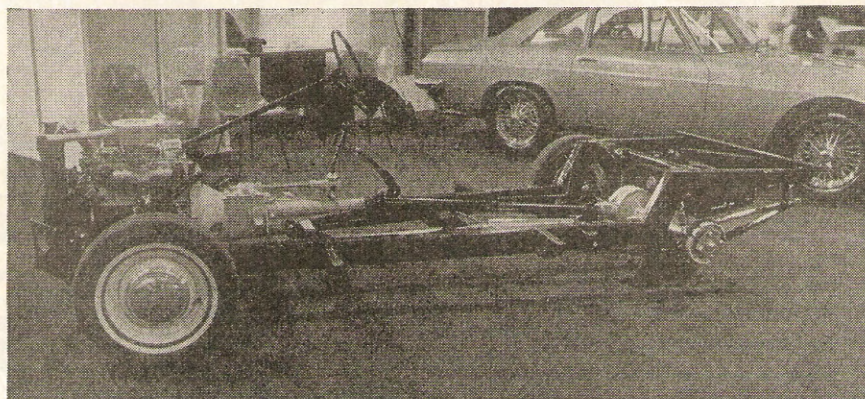
Vauxhall, reflecting the General Motors policy towards competition, lack the stimulus to rapid development that B.M.C. and Ford have. Nevertheless, the new 101 series Victor is an improvement on the previous model. The body shape is very smooth and the curved windows—already used by B.M.W.—add to the shoulder room. The 3.3-litre Cresta is the first 100 m.p.h. Vauxhall since the 30/98 days, now nearly 40 years ago. The extra torque is valuable for the increasingly popular automatic transmission.

Breaking away from the giants of mass-production, it is astonishing to find the relatively small Reliant Motor Co., Ltd., producing a new small car with very few outside components. Even the engine is a Reliant product, a 598 c.c. four-cylinder with light alloy block and head, the wet liners being removable. The spiral bevel rear axle has a light-alloy centre section and is on semi-elliptic springs. The chassis is a box-section steel structure with wishbones and helical springs in front. The larger Zodiac-engined Reliant is now available with a very attractive coupé body of Ogle design. This relatively small firm must be applauded and we hope to test their latest products in due course.

Among the high-performance cars, one of the most important stands has the name of Ferrari above it. The new Berlinetta and Spyder which we saw at Paris are present, with wishbone-type independent rear suspension and 3.3-litre engines, giving 280 b.h.p. at 7,500 r.p.m. On the next stand, Maserati show the Mistrale coupé by Frua with the 3.7-litre six-cylinder fuel injection engine. The V8 five-seater Quattro Porte is also present, this engine having carburettors, though both models have refrigeration as standard.

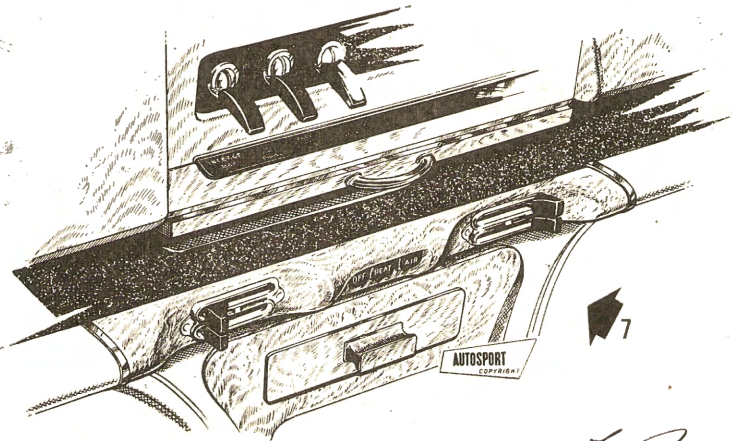
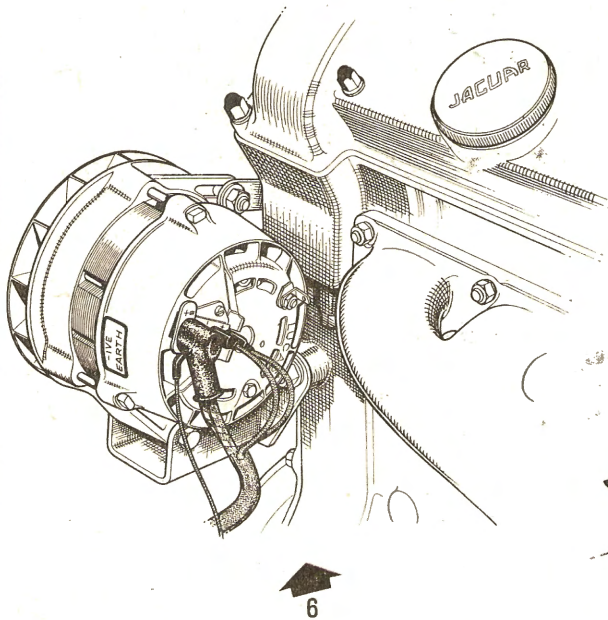
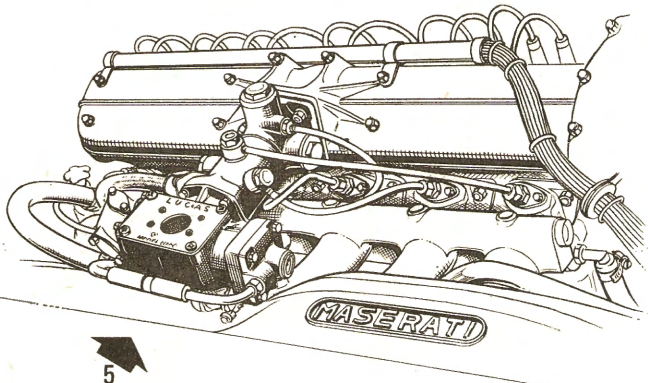
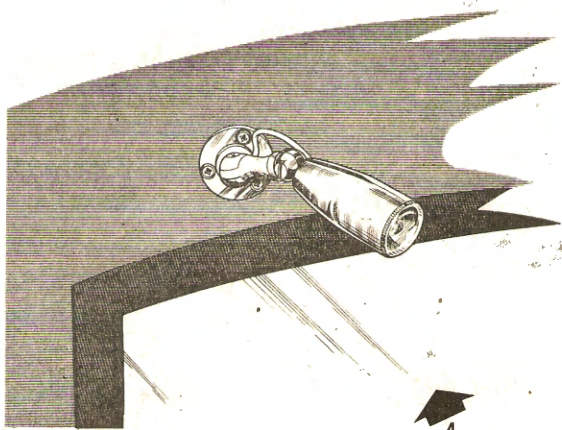
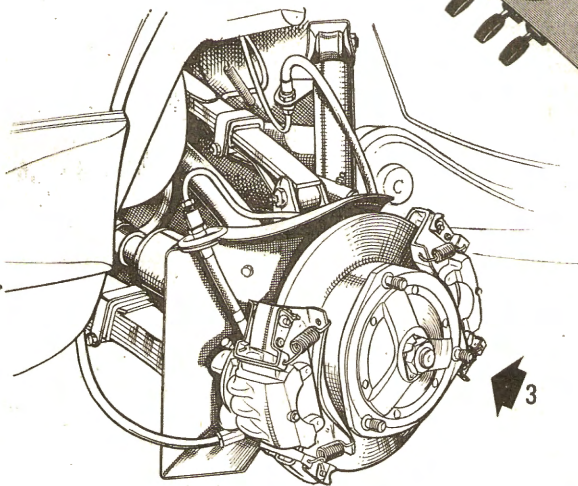
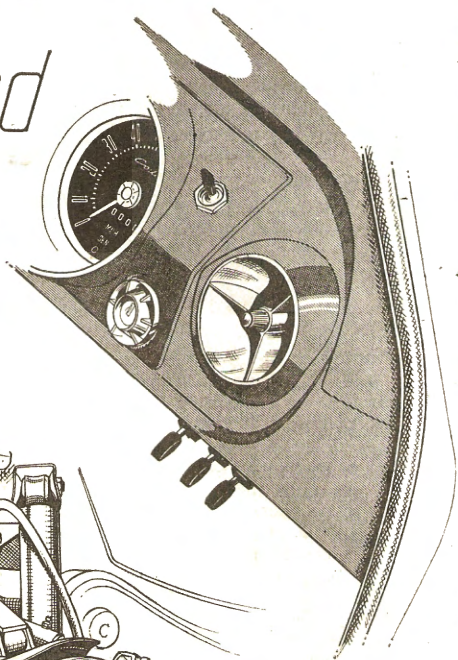
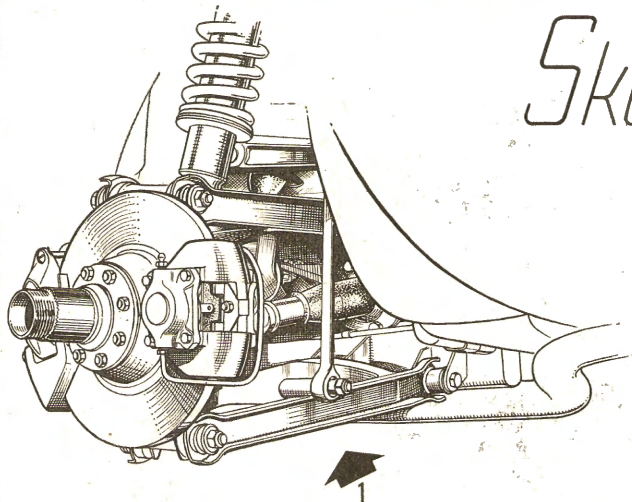
Talking of carburettors, there is an impressive display of these on one of the Iso Rivolta cars. This is the arrangement that

WOW! Iso Rivolta display Le Mans-type carburation on their Chevrolet-engined model (above right). B.M.C.'s new Austin 1800 laid bare (right).



EARLS COURT

Sketchpad



Neo Page

EARLS COURT SKETCH PAD

by THEO PAGE

1. Rear suspension as fitted to the new Ferrari 275GTB and 275GTS.
2. Fords have fitted a new ventilation nozzle to their Cortina range.
3. Front suspension of the Panhard 24CT, showing the powerful disc-braking system.
4. Reading lamp of the new luxury car from Rootes, the Humber Imperial.
5. Lucas fuel injection is fitted to the Maserati.
6. Alternator on the 4.2-litre E-type Jaguar.
7. New position for heating and ventilation controls on the Jaguar Mark 10.

was seen on the Iso Grifo at Le Mans, with four huge double-choke Webers and cross-over induction pipes, so that the carburettors for one bank are right above the head of the other bank. Also Chevrolet-powered, the new Gordon-Keeble is an impressive high-speed luxury car, with a glassfibre body and a de Dion rear end.

American engines are found in other British cars, too. The Jensen has an utterly silent but extremely potent Chrysler engine of no less than 6.3 litres capacity. It is a delightful car to drive with apparently unlimited power. Typical of traditional British engineering, even the Bristol now has a 250 b.h.p V8 power unit from across the Atlantic.

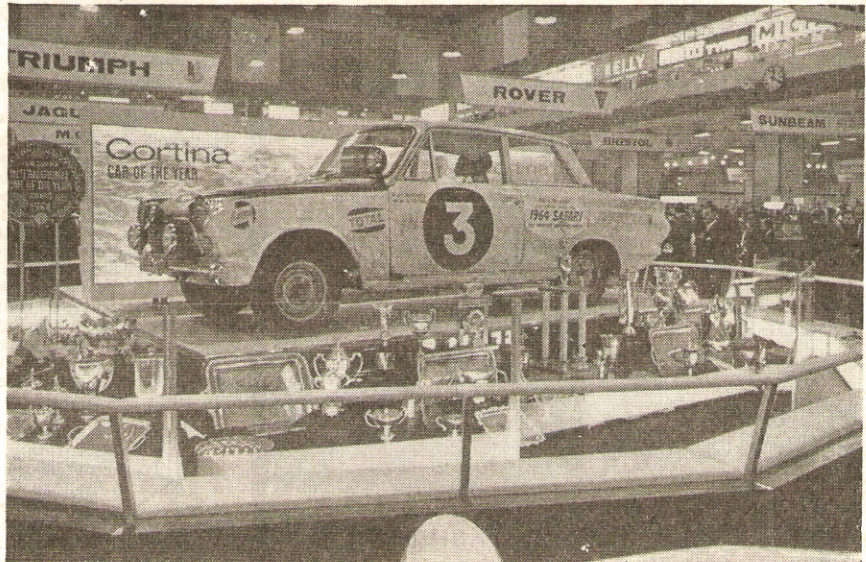
Fresh from a racing season of many victories, the dramatic A.C. Cobra has a high-efficiency Ford V8 engine of 4.7 litres. Now available on the British market, the Cobra must give more performance per pound sterling than almost anything on wheels. Sunbeam also offer a sports tourer with a smaller version of the same engine. Even France has fallen for the American engine, and the Facel Vega differs from other luxury coupés because the big Chrysler V8 can be allied with the Pont-à-Mousson manual gearbox.

American engines are also found in American cars, of course. The Plymouth Barracuda is an interesting example, with an enormously long sloping rear window over the immense luggage compartment—this is strictly a two-seater coupé. Also interesting is the Buick Riviera coupé, with a razor-edged roof treatment.

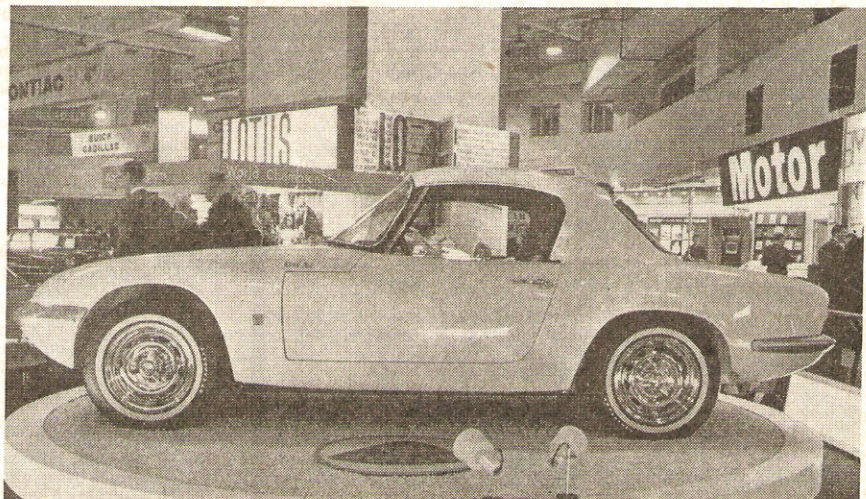
Litres are not essential for performance, as a visit to the Lotus stand proves. One can do it in comfort with an Elan, or enjoy it the hard way with a Super Seven, but any car of this make is automatically a ball of fire. The backbone chassis is displayed for our admiration.

When you have spent all your money in the bars round the show, it is good to rest awhile at the Rolls-Royce or Bentley stand, for the atmosphere of sober opulence makes one feel quite wealthy. No novelties are shown or, indeed, expected, but this is a very special part of the show that remains so essentially British. Another make which has a special atmosphere about it is the Aston Martin. These cars are fast—extremely fast—but yet they never seem to be in a hurry, which would be rather ungentlemanly, don't you know. A drophead DB5, with the hood folded away, makes one long to dash off in a southerly direction. Yet it is not only in our expensive sports cars that we excel as a nation, for our smaller speed models are the envy of the world. Of these, the Triumph Spitfire is an especially good looker and the Bond Equipe, also Triumph-based, is much more handsome in its latest version.

One of the most spectacular cars in



WELL-PRESERVED dust. The Ford Cortina G.T.—and its various spoils of victory in East African Safari Rally guise. LATEST from Lotus: the Elan S2 on its rotating turntable.



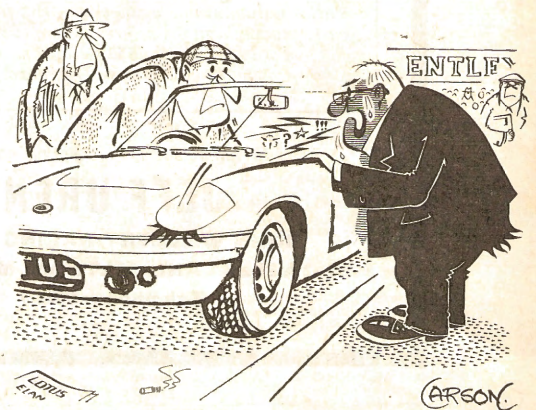
the show is the Elva with its highly efficient B.M.W. overhead-camshaft engine. Although the roof of the Italian-designed body is extremely low, one can enter or leave the car fairly easily once the drill is mastered, though at first it seems impossible.

We covered the Continental cars in detail at the time of the Paris Salon. Most of the interesting ones are here, including the disc-braked Panhard, which is now ridiculously fast. Unfortunately, Renault do not yet trust us with their 95 b.h.p. Gordini, but this make is extremely popular in England because of the excellent service one obtains. For the city dweller, there is perhaps only one car, the DAF, with its completely smooth automatic transmission. Certain Continental makes have a faithful band of followers in England, among which are Alfa Romeo and Peugeot, and of course there are many Mercedes addicts. It would seem that the B.M.W., once a popular make here, is attracting many clients away from more familiar cars, thanks to the remarkable 1800.

The great British coachbuilders used to lead the world, but that was long ago. Now, the Carriage Work Section contains nothing that will give the Italians a surprise. One of the most interesting exhibits is by Zagato—a luxury body on the Hillman Imp chassis called the Zimp. It has angular shoulders and breaks new ground for this constructor, who has lately tended to repeat himself. We have seen the big 5-litre Superfast Ferrari of Pininfarina before, but it is still

worth a pilgrimage, for it is superb.

Nineteen sixty-four is a year of consolidation with few technical surprises. Much of the progress that is being made can be best discovered in the galleries. Here, Lucas have done a great deal to improve car electrical systems, and Ferodo have a new material for brake pads that will last about four times longer—such things are progress indeed. Perhaps the average visitor will vote this a dull show. There is certainly a body of opinion which feels that once every other year would be enough. Yet I shall look forward to meeting you on the AUTOSPORT stand in 1965, for it is unlikely that any radical changes will be made.



THE JOHN WILLMENT RACING TEAM End-of-season Sale

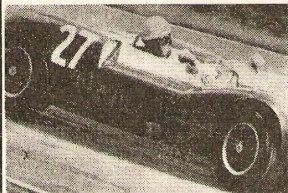
2 COBRAS

Group III roadsters as raced by Jack Sears and Bob Olthoff in international events. Ford V8 engines giving around 400 b.h.p. Fully modified chassis and suspension. Real Ferrari eaters!



FORMULA II—LOLA and BRABHAM

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ELVA—BMW

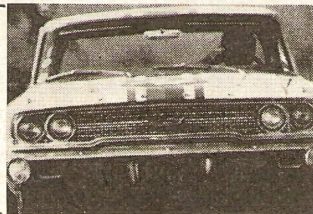
This season's outstanding sports racing car. 1991 c.c. 180 b.h.p. BMW 4 cylinder engine with Hewland Mk. 5 5-speed gearbox. Special long range tanks. Body modified to take large section tyres.

LOTUS 23

1100 c.c. Cosworth Ford Mk. 14 engine in 1964 chassis. Special wide wheels and body modifications to suit. Hewland Mk. 4 5-speed gearbox. Many chassis and suspension modifications to improve handling and roadholding.

FORD GALAXIE

Europe's fastest Group 1 saloon. 7000 c.c. 400 b.h.p. plus engine. 4-speed gear box. Full roll cage. Homologated lightweight body, competition clutch, steering and suspension. Disc and drum brakes.



LOTUS CORTINA and CORTINA G.T.

The most successful non-works saloons this season and the best handling Lotus-Cortinas available. The Cortina G.T., with 125 b.h.p. engine, outright winner of Portuguese G.T. and ideal for long distance racing or rallies. All are in outstanding condition and highly competitive.

Engines, Gearboxes, Wheels, Tyres, etc.

Various aluminium, magnesium, wire wheels for most cars. Racing and rally tyres. Competition Engines—Ford 1000 c.c. to 1650 c.c. V8's. Climax. Competition Clutches, Gearboxes, Axles.

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JEFF UREN

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W 21

CORRESPONDENCE

"Autosport's" Star rating

YOUR rating of Grand Prix drivers is certainly controversial. To begin with, since you say the top four are all equal as regards driving ability—a highly controversial statement, by the way—it is not clear what precisely yours is a rating of.

Anyway, I can't think how you feel you have enough to go on in placing Surtees first.

I should say that, taking everything into account, Clark has, in F1 proved himself again that tiny bit more brilliant than the rest. In addition don't forget his second very courageous and perhaps potentially winning drive at Indianapolis, together with—what most commentators seem to have overlooked—his moral victory at Watkins Glen, where he took over the lead after the 12th lap, driving a 25B, and continued to pull away till he had to retire on the 48th lap. All this entitles him to first place in a vague rating according to merit.

LONDON, S.W.10.

R. HUGHES HALLETT.

WHILE I agree entirely with your choice of the four drivers for the five-star rating, I disagree with the order in which you put them.

To my mind, even though he may lack the dedication of some, Jim Clark is the tops. Despite being handicapped by a slightly outmoded machine, he has driven some positively masterful races this year. If anyone doubts this they have only to remember what his lead was after about half a dozen laps of Monaco, his utter superiority at Zandvoort, not to mention his great wins at Brands and Solitude.

After Clark, I would rate Surtees who, despite his immense dedication and skill, has never shown himself to be totally invincible like Jim. For instance, in both his championship wins, Dan Gurney was mixing it with him until he was forced to slow down.

While the two above are both absolute naturals when it comes to Grand Prix driving, the other two members of the "Big Four"—Hill and Gurney—are more of true professionals who have developed their skill and technique to the nth degree. They appear to lack that final something which can make a driver perform the seemingly impossible, à la Moss, Nuvolari and Fangio. As to which of them is the better, I don't know. Both of them are tremendously determined drivers, and both of them have driven several very fine races this season—particularly Gurney at Spa. On the one hand, Gurney is probably the most forceful and also the most unlucky top-liner around today, while on the other, Hill is probably the most consistent.

FELSTED, ESSEX.

ANDREW M. T. EVERITT.

The Mallory Park short circuit

IN your report of the last meeting of the season at Mallory Park you mention that our Ford Anglia entry in the up to 1,000 c.c. class was driven by David Evans. The car was in actual fact driven by Mike Davies who, of course, is also a member of our instructional school. The error is quite understandable, as it was very much a last-minute change, made with the co-operation of the organizers.

I heartily endorse your remarks concerning the potential danger of the chicane. At the point of exit in particular, when one is on the correct line (if there is one) the main circuit is rejoined via an extremely dangerous hump.

I am told, however, that the inclusion of this undesirable section of track does bring about a very considerable reduction in the noise level. An alternative solution might be the introduction of some form of sound-screening or baffles. Possibly there may be acoustic experts with practical suggestions among AUTOSPORT readers. This is certainly to be hoped, as it appears to be only a matter of time before some extremely unpleasant incidents occur at this spot.

VANDERBYL MOTOR RACING, LTD., LONDON, W.10.

ROLAND DUTT,
Chief Instructor.

The B.A.C. (Weybridge) M.C. Driving Tests

MAY I take this opportunity to reply to the comments that a fellow driving tests enthusiast made in your correspondence columns in the issue dated 16th October. Mr. Hammond is fully entitled to his opinions and I to mine, but I can assure him that were he to compete practically every weekend and see the way that driving tests meetings can (and should) be run he would understand my report more readily.

Further, as the P.R.O. of the Association of Central Southern Motor Clubs, which organization strives mightily to improve the organizational standards of all events which gain the benefits of increased entries by virtue of its driving tests championship system, I must deplore anything which lowers these standards, however good the intentions of the individuals concerned.

When regulations mean nothing, standardization of procedures is ignored, methods of marking openly and flagrantly abused, and when marshalling standards are so obviously low, then it is the duty of the reporter to say so. After all, the organizers had the remedy in their hands before the event.

In closing, I must say that practically all the driving tests competitors I know well, and whom I am proud to number among my friends, are well aware when they make a mistake during a test, and in the case referred to, it was so patently obvious that the marshal was at fault (and unsighted too!) one could hardly expect the competitor to sit back and take it.

Forty-two competitors attempted six tests twice in a period of seven and a half hours. Many events are complete in half this time with as many tests and often with many more competitors. No, this event was not a good affair at all, and the more enlightened of the members of the B.A.C. (Weybridge) M.C. must realize this. Incidentally, it is noteworthy that the October issue of the Motor Sport Bulletin of the R.A.C. states that the club is no longer recognized.

SOUTHWICK, SUSSEX.

LEO CRUTTENDEN.

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

CLUB NEWS

By MICHAEL DURBIN

THE Cambridge C.C. will run their 200-mile Nutcracker Rally on 21st-22nd November from a start at Red Lodge, Suffolk. The event is open to Falcon M.C., Four Ways C.C., Harrow C.C., Herts County A. and Ae.C., Mini-Se7en C., North London E.C.C., Romford E.C.C., R.A.F.M.S.A. (Eastern Region) and West Essex C.C., and regs. may be had from J. A. Harmer, 35 Barrow Road, Cambridge, who must have all entries by 14th November. . . . 180 interesting miles of rallying in Kent (not as rough and muddy as last year) are promised by the Crawley M.C. for their Nightriders Rally, which will be run 14th-15th November from a start on the M2. Regs. are available from J. A. Moore, 51 Monksfield, Three Bridges, Crawley, Sussex, who should have all entries by 7th November. The event is open to Central Southern Association clubs. . . . Thirty years ago the Leicestershire C.C. ran their first John Bull Trial on the Burrough Hills, which has remained the site for most of the succeeding events. This year the John Bull will take place on 15th November and is open to B.T.R.D.A., Hagley & D.L.C.C., London M.C., North Midlands M.C., Peterborough M.C., Sheffield & Hallamshire M.C., Shenstone & D.C.C. and SUNBAC. Secretary is R. F. Leversedge, 69 Gainsborough Road, Knighton, Leicester, who should have all entries by 7th November. . . . B.A.R.C. (North-Western Centre) will run their closed Lancashire Trial and Trainee Rally over 100 miles on 21st November. Details from J. G. Lawrenson, 1 Merton Road, Bootle, 20, Lancs.

JAGUAR D.C. (MIDLAND CENTRE)

CHURCH LAWFORD SPRINT

THE Midland Centre of the Jaguar D.C. held a glorious sprint meeting at Church Lawford on 18th October. Practice was due to start at 9.30 a.m. but, due to fog, did not begin until 10.45, by which time there was glorious sunshine.

A last-minute challenge between a showroom standard Chevrolet Sting-Ray (Alan Glueck) and an E-type (Roger Mac in Brian Spicer's car), brought about after comments in a motoring monthly, saw the Coventry marque upheld—48.7 to 50.7 secs.

Then came the runs proper. First away was the up to 1,000 c.c. class, where R. Goodson (Mini), in 53.0 secs. pipped Max Trimble (Mini-Cooper) by 0.1 sec. The over 1,000 c.c. class was well and truly clinched when Jim Sullivan drove his 1650 Ford-engined A40 into a roaring 48.0 secs. sprint beating his nearest rival, B. Ryder (Mini-Cooper S), by 1.7 secs.

The Jaguar saloons were a delight to watch. The winner was Wridgeway Horton with his always immaculate car, in 50.9 secs., but the excitement was the duel between Herbert Shepherd and George Ward in their 3.8s.

Jack Lambert understandably failed to beat Roger Mac's time of 44.9 secs. in the E-type class—but only by 1.08 sec. It was here that a most exciting duel took place between Rob Beck in the 7-litre Ford-engined Jaguar Egal and Roger Mac in his lightweight. Although Rob was in the unlimited class, Roger had turned in a time during practice of 43.6 secs. which is only 0.2 sec. outside the course record held by Tony Griffiths (B.R.M.). Roger failed to beat Rob, who recorded the B.T.D. of 44.5 secs. The fact that Rob achieved B.T.D. lost him the unlimited class win, and this went to Geoff Richardson in 47.4 secs.

Roger Mac tried Beck's monster and, on his second run, did 44.1 secs. Thus ended a great day's sport, run smoothly and efficiently by all officials to such an extent that 260 runs were made that day in 5½ hours.

HAROLD KOSTER.

RESULTS

B.T.D.: R. Beck (Jaguar-Ford Egal), 44.5 s. Class winners: R. Goodson (Mini), 53.0 s.; J. Sullivan (Austin-Ford A40), 48.0 s.; W. Horton (Jaguar 3.8), 50.9 s.; R. A. Woodhouse (Lotus 7), 47.2 s.; W. Nicholson (M.G.B), 48.1 s.; A. Archer (XK 120), 50.8 s.; R. Mac (Jaguar E), 44.9; G. N. Richardson (Jaguar-Ford Egal), 47.4 s.

KNOWLDALDE C.C. MINI-MIGLIA RALLY

THE home club's team of Reg McBride/Don Barrow (Ford Cortina G.T.) won this year's Mini-Miglia Rally, held on 17th-18th October in the Lake District. A somewhat happy-go-lucky atmosphere on the organizational side failed to mar an excellent event, in which the route lay more along the faster roads up towards Carlisle than the tighter lanes around the lakes themselves.

A 30 mins. run-in from a congested start near Kendal saw the end of the Friswell/Binns challenge when their tiebar worked loose near the Shap summit, and breathless indeed were the first few sections between Shap and Appleby, which included the moorland goer and the unmarked tarred road over Bank Moor. An arrow near Kirkby Thore saved crews from missing a good, tarred footpath, and throughout the event there was little if anything which confused. A very rough stretch east of Hunsonby slowed crews a little on their way northwards where a sharp double-right corner brought the Nadin/Kempley rally to an end.

Southwards down past Mungrisdale over some tighter sections the route made its way to the halt at Keswick, the final control of the first half being at the end of the track through Brundholme Wood, which was very tight indeed and was placed when plenty of crews were very near their overall lateness.

Forty minutes were allowed for the halt, and crews were told to make good as much of their lateness as they could before heading northwards into the wilds again, but this time on map 82. The Tordoff/Rogers Saab misjudged a right-handed curve near Cockermouth, and missed a very difficult tour around Mosser Fell. At the end of this the overall lateness was increased to 45 mins., which seemed rather pointless at the time, but which became more obvious after the long 30 mins. section, in which crews had to tackle the Hard Knott, Wrynose and the Bleatarn passes. Fog on the eastern side of Hard Knott caused a lot of crews to be very late when they reached the control at Langdales, and helped Alan Rathmell to roll his Mini-Cooper S.

The final few sections led down the western side of Windermere, first along the track through Heald Wood, and then down the yellow to Lake Side. The whole route was a real treat, and made the event in the eyes of the competitors. It is to be hoped that some of the other facets of the rally will be improved next year, but somehow these little points did not spoil the event at all. It must be something to do with the Knowldale magic.

MARTIN HOLMES.

RESULTS

1, R. McBride/D. Barrow (Ford Cortina G.T.), 36 mins.; 2, G. Bloom/A. Taylor (Mini-Cooper 1300 S), 38; 3, F. Davies/R. Redhead (Mini-Cooper 1100 S), 41; 4, M. G. Dawson/K. A. Wood (Mini-Cooper 1100 S) and R. Peters/B. Hughes (Mini-Cooper 1100 S), equal 44; 6, P. Simister/Miss Y. Hilton (Ford Cortina G.T.), 45.

STRATFORD-ON-AVON M.C. and NORTH COTSWOLD M.C. MEZZANOTTE RALLY, 10th-11th October

RESULTS

1, G. R. Hudson-Evans/R. Spokes (Mini), 5 penalties; 2, R. Simmons (Morris 1100), 21; 3, A. Costello (Mini-Cooper S 1275), 24.

COMING ATTRACTIONS

FOREIGN EVENTS

31st October. RAND NINE-HOURS, Kyalami, South Africa (S. G.T., T.).
7th-8th November. TOUR DE CORSE, France.

BRITISH EVENTS

30th October. Vintage S.C.C. Ulster Night Rally. Starts near Belfast, Northern Ireland.
31st October. Hagley & D.L.C.C. Ken Wharton Memorial Driving Tests. Starts Chateau Impney, near Droitwich, Worcs.
Starts Crouch's Garage, Ashford, Kent, at 7.30 p.m.
Lancashire & Cheshire C.C. and Mid-Cheshire M.C. Economy Run, Oulton Park, near Tarporley, Cheshire.
31st October-1st November. Weston-super-Mare M. and M.C.C. Guide Dog Rally. Starts Weston-super-Mare, Somerset.
B.A.C. (Weybridge) M.C. Vanguard Rally. Starts Holts spur Service Station, near Beaconsfield, Bucks.
Huddersfield M.C. Dusk 'til Dawn Rally. Starts John Mitchell (Honeley) Ltd., Honeley, at 11.30 p.m.
Forces M.C. Cotswold Continental Rally. Starts Chepstow, Mon, Swindon, Wilts, and Witney Oxon, at 10 p.m.

M.G.C.C. (S.E. CENTRE) BRANDS HATCH SPRINT



SOME EXCITEMENT was provided when the Lotus Cortina of J. Harvey spun in front of John Wales's Renault at Paddock Bend.

ON 25th October, the M.G.C.C. (S.E. Centre) held a well subscribed sprint at Brands Hatch. This time the weather remained fine and all runs were in the dry—unlike their first sprint of the year which had to be cancelled due to snow.

The entry, which consisted of well over 100 cars, was divided into 16 classes and cars were given two timed runs of two laps each.

The class for the large modified cars was marred by an accident at bottom bend. C. F. Davies in a Mk. 1 Ford Zephyr was being overtaken by Rod Longton's Riley 1.5 when Davies spun, skidded across the grass and overturned; fortunately the driver was unhurt. The class was won by Michael Miles in a Jaguar 3.8, clocking 2 mins. 20.2 secs.

The next class was for the older-type M.G.s. It was won by a most immaculate J4 driven by Geoff Coles. With only 746 c.c. Coles stopped the watches at 2 mins. 25.4 secs.—a time that was faster than three of the M.G.Bs which were competing.

In a closely contested if small class, Alec Poole (Sprite) just pipped A. Daykin in a similar car by 1.4 secs. The 1,301 to 1,500 c.c. sports class was won by John Allan in his Fairthorpe in a time of 2 mins. 10.8 secs. One official told me that this was John's last meeting—I only hope this is not so.

In the next class Bob Bell achieved B.T.D. in his newly acquired Lola-Climax sports racing car, storming round in 2 mins. 3.4 secs. This left the class award to T. Harvey in a rapid Attila-Climax in a time of 2 mins. 6.2 secs. PAUL COHEN.

RESULTS

B.T.D.: R. H. Bell (Lola-Climax), 2 m. 3.4 s. Class Winners: J. Bischoff (Mini-Cooper), 2 m. 30.6 s.; D. Glatzel (Fiat 1500), 2 m. 35.0 s.; R. Thuell (Mini), 2 m. 45.0 s.; S. Buckley (Mini-Cooper S), 2 m. 18.6 s.; J. Johnson (Ford Anglia), 2 m. 18.8 s.; A. Mansbridge (Ford Anglia), 2 m. 23.0 s.; M. J. Miles (Jaguar 3.8), 2 m. 20.2 s.; G. Coles (M.G. J4), 2 m. 25.4 s.; A. K. Poole (A.-H. Sprite), 2 m. 20.0 s.; J. March (M.G. Midget), 2 m. 25.6 s.; J. H. Allan (Fairthorpe-Ford), 2 m. 10.8 s.; L. Fryer (Lotus Elan), 2 m. 10.8 s.; J. C. Quick (Jaguar E), 2m. 11.6 s.; T. Harvey (Attila-Climax), 2 m. 6.2 s.; D. Price (Lotus-Climax 7), 2 m. 10.0 s.

Austin-Healey C. (Northern Centre) Autumn Rally. Starts Knutsford Service Station, M6.
Saab O.C., D.K.W.O.C. and V.V.O.C. (S.E. Centre) Continental Challenge Trophy Rally. Starts Tuck Inn Cafe, M.R. 172/846651, at 8 p.m.
1st November. R.A.C. London-to-Brighton Veteran Car Run. Starts Hyde Park.
East Surrey M.C., Sevenoaks & D.M.C., Sutton & Cheam M.C. and Austin-Healey C. sprint, Brands Hatch, near Farningham, Kent.
Cambridge University A.C. slalom, Snetterton, near Thetford, Norfolk. Starts 1.30 p.m.
West Lancs M.C., Southport M.C., Chorley A.C., St. Helens & Wigan M.C., Liverpool M.C. and Mini-Se7en C. (N.W. Centre) autocross. Starts Aughton, near Ormskirk, Lancs, at 2 p.m.
Shenstone & D.C.C. Chase Trophy sporting trial. Starts Shobnall Fields, Burton-on-Trent, Staffs, at 10.30 a.m.
Tavern M.C. Alexandre Trophy production car trial. Starts Alexandre Motors (Sandford), Ltd., Sandford, near Weston-super-Mare, Somerset, at 11.30 a.m.
Kirkby Mallory C.C. driving tests. Starts Mallory Park, near Hinckley, Leics.
9th-14th November. R.A.C. RALLY OF GREAT BRITAIN. Starts London.

QUEEN'S UNIVERSITY M.C. DRAG SPRINT

At a time when the term "Drag Racing" has become extremely topical, the Queen's University M.C. decided to be with it and held their annual sprint as a quarter-mile drag, and not the usual dice round the bends of the Kirkistown Colonial Section. This is the only event of its type held in Northern Ireland and being also the last speed event of the season a large number of people decided to have a last do-or-die fling and a good entry of 71 was received. Unfortunately, the day's sport was somewhat spoiled by the failures of the three stop-watches, supplied by the R.A.C. time-keepers, to agree among themselves. This meant that instead of the intended paired runs, which are much more interesting, the cars had to be run off singly, using the most reliable of the three watches. This was very hard luck on the well-organized Queen's boys.

Naturally, the class most people were interested in was the *Formule Libre*, for not only would B.T.D. come from here but it would be very interesting to see which of the Lotus-Ford 22s of Tommy Reid and Malcolm Templeton or the 2.7 Cooper of John Pringle would be fastest. Geared perfectly and reaching 116 m.p.h. at peak revs. in fifth gear as it crossed the line, Tommy Reid's car supplied the answer in 12.72 secs. However, Michael McRitchie, having a go in Reid's car for the first time, ran him very close and was only 0.12 sec. slower—this despite engaging third gear instead of fifth! Just as well it was the end of the season. Driving Templeton's car, which he has just bought, ex-racing motor-

cyclist Reg Armstrong was next up in 13.06 secs., which was 0.13 sec. faster than the erstwhile owner, who explained this result on the basis of his extra poundage! Pringle's big Cooper never got into the fight, as the clutch disintegrated during practice and, despite a great effort, he could not get it repaired in time. Certainly this has not been John's year. Of the other fast machinery Brian Nelson's gutty-sounding Crossle-Daimler sports racer recorded 13.47 secs., which was rather more than 0.8 sec. better than Stanley Porter's very accelerative Lotus Super Seven.

The saloon cars promised to be quite interesting with a whole host of Mini variants and some hot Anglias and Cortinas. However, these were all overshadowed by Billy Reid's Lotus Cortina "racer", which recorded a fantastic 15.25 secs., faster than the E-types! Next came Jim Stevenson's 1275 Mini-Cooper S, which did 16.62 secs., followed by Fred McDonnelly's 1095 Mini-Cooper at 16.84 secs. and Paddy Hopkirk's 1071 S (in full rally trim and not stripped like the opposition) in 16.98 secs.

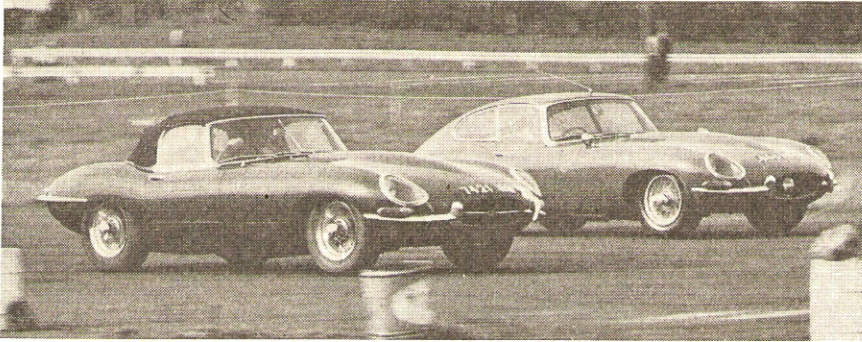
Was this meeting a success? In spite of the watch trouble it undoubtedly was. Next year perhaps we will see some real dragsters, for this form of the sport is certainly on its way in and could well catch on in Ireland.

BEATTY CRAWFORD.

RESULTS

B.T.D.: T. D. Reid (Lotus-Ford 22), 12.72 s. nett.
Class Winners: A. Young (Mini), 9.65 s. nett; A. Young (Mini), 9.65 s. nett; B. M. Campbell (Lotus-Ford 7), 15.92 s. nett; B. Nelson (Crossle-Daimler), 13.47 s. nett; T. D. Reid (Lotus-Ford 22), 12.72 s. nett.

JAGUAR E-TYPES of John Irvine (nearest camera) and Bill Moffett are very close indeed as they near the finish line. This was before the timing arrangements broke down and cars had to run singly.



ISLE OF SHEPPEY M.C. NEPTUNE RALLY

ONCE again it has been proved possible to run a championship rally in Kent without upsetting the local population. The latest demonstration of good public liaison work was given by the Isle of Sheppey M.C. in promoting their half-night Neptune Rally on 17th October using a carefully prepared route on O.S.172. Over 50 starters presented themselves at Harrietsham for this round of the A.S.E.M.C. championship.

The route was divided into five sections: three of plot and bash, which were fairly easily on, one cleverly planned any-order, and one pointless 17-mile stint of regularity. The latter was included at short notice to accommodate a late alteration to the route, and it proved to be universally unpopular, especially as a couple of its undisclosed time checks came up at odd distances.

The first section included Queensdown Warren and the Pilgrims Way, but was scrupulously unpruned and presented little problem to those fortunate enough to keep on route. The second route card covered 25 controls, most of which were of the information type, and the easy pace was matched only by the uneasy minds of the navigators, for this was the regularity section, with three of its intended secret time checks manned, causing much speculation as to the correct minute at which to clock in. Every crew is thought to have incurred penalties on this exercise in timekeeping.

The any-order began just west of Ashford, with a route check and a time control within 2 mins., and this first section, and the remainder of the any-order, was cleaned by only one navigator, Mark Addington, who never-

theless professes to dislike mixing his map references.

There was nothing much to get alarmed about on the next section, which was easy-paced, but section five looked interestingly quick and proved to be a nice tight little belt around the lanes in the Doddington-Wichling area. It was made more attractive by the inclusion of two controls, separated by a hundred yards or so, both claiming to be number 94. The first was sufficiently off plot for the area marshal to assume that his men had not turned up, so he dropped a spare marshal at the correct location. Many crews spent up to half a minute sorting things out, incurring lateness in the series of 1, 2, 1, 2 and 2 mins. sections which followed and which concluded a well-planned rally soon after midnight. Undoubtedly, it was the any-order which sorted things out.

RON AMBROSE.

RESULTS

1, R. H. Ambrose/M. H. Addington (Allardette), 0/2; 2, P. W. Ward/F. S. Herwin (Cortina), 0/6; 3, J. Woodward/P. Skinner (Sprite), 0/10; 4, P. J. Collins/T. Horton (Imp), 0/10; 5, B. Barfoot/D. H. Higson (Midget), 0/13; 6, D. G. Syder/F. M. Butler (Mini-Cooper S), 0/16.

MID-CHESHIRE M.C., LANCASHIRE & CHESHIRE C.C. and STOCKPORT M.C. AUTOCROSS, 11th October

RESULTS

B.T.D.: P. H. Carter (Mini-Cooper S), 72.4 s.
Class Winners: A. R. Francis (Mini), 78.0 s.; A. C. Whatmough (Mini-Cooper S), 74.0 s.; E. C. Hubert (Ford Anglia), 85.2 s.; G. K. Armstrong (Ford Classic), 81.4 s.; P. H. Crummack (Volkswagen), 80.8 s.; G. M. Robbins (A.-H. Sprite), 85.4 s. Best Lady: Mrs. D. Hare (Mini), 79.2 s. Best Novice: H. Slater (Mini-Cooper S), 83.6 s. Best M.C.M.C. Member: P. H. Carter (Mini-Cooper S), 72.4 s. Best L. & C.C.C. Member: A. C. Whatmough (Mini-Cooper S), 74.0 s. Best S.M.C. Member: R. C. Goodchild (Mini-Cooper S), 79.4 s.

NORTH LONDON E.C.C. RADCAP RALLY

THE North London E.C.C.'s Radcap Rally was a restricted event run on the 17th-18th October on O.S.168, 169. Although the entry list was unfortunately small, the rally was extremely well organized and there were no reported accidents of any note.

Lovel/Headley from the Bucks M.C. (u/s Allardette 1500) put up an excellent performance to lose only 1 min. 26 secs. for some of the white road sections were of the short and sharp variety—for example on several occasions a map reference had to be plotted and almost a mile had to be covered to the next checkpoint in just one minute. The whole 220 miles took this form, all the time checks being given as six-figure references.

The finish was at the Venture Restaurant on the Basingstoke bypass which rounded off a good rally very pleasantly. This made a change from the usual "transport caff!" G.

RESULTS

1, C. Lovel/R. Headley (Allardette), 1 m. 26 s. late; 2, D. Lockyear/A. E. Cowell (Vitesse), 2 m. 31 s.; 3, G. King/G. Marlow (Cortina G.T.), 4 m. 16 s.; 4, Massell/Sale (Anglia), 4 m. 28 s.; 5, C. J. Cumber/J. Arney (Mini), 7 m. 7 s.; 6, W. Battin/D. Lush (Mini-Cooper), 7 m. 26 s.

ARMAGH M.C.

SLIEVE CROOB TRIAL

AFTER the first event of the season had been cancelled, the Ulster mud-pluggers got off to a very wet and cold start with their trial on the slopes of Slieve Croob on the afternoon of 10th October. Carrying on much as he left off at the end of last season the overall winner was veteran Mervyn Glover.

Four grassy but very slippery sections had been laid out and due to the atrocious conditions most people were glad to call it a day after they had done these twice. Section one was a straightforward climb up a 50-yard hill and with a fantastic display of throttle control Glover was the only person to get up unpenalized—and this only on the first run. Todd came to a halt at the one board. Section two was another climb, with a bend in the middle. This one was considerably easier and was cleaned by a large proportion of the field.

The third section involved a steep descent and then a climb back up a very steep slope. On the first run this was carried out unpenalized by Glover, Tommy Lynn, Todd and David Robb. Second time round the surface was cutting up and no one could get over the final hump, although Glover made a valiant attempt and dropped a solitary mark, while Lynn, Baird and Jack Keatly all got away with twos. The difficult part in the last section was to get round a tight left-hand corner on a steep camber without touching the inside marker. On the first run this was fairly easily on, but the corner was considerably tightened between runs. This had the desired effect and the only person to circumnavigate the dreaded pole was the inevitable Glover.

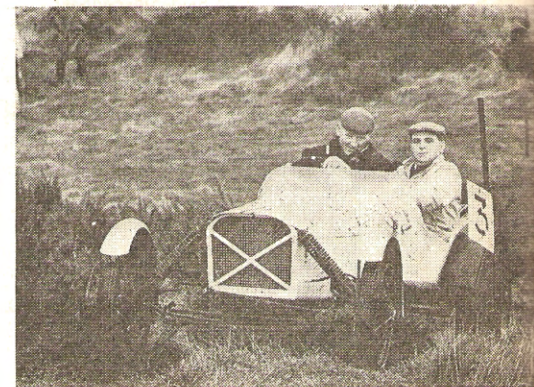
For this first event there was a very encouraging turnout of 23 competitors with just over half that number of cars.

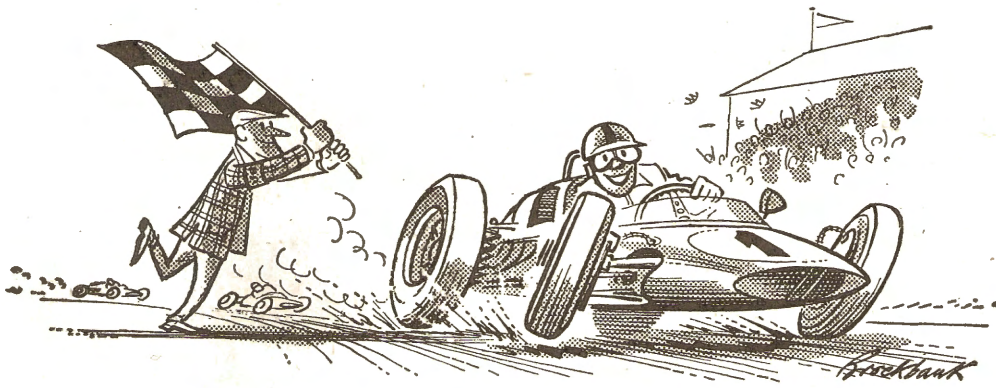
BEATTY CRAWFORD.

RESULTS

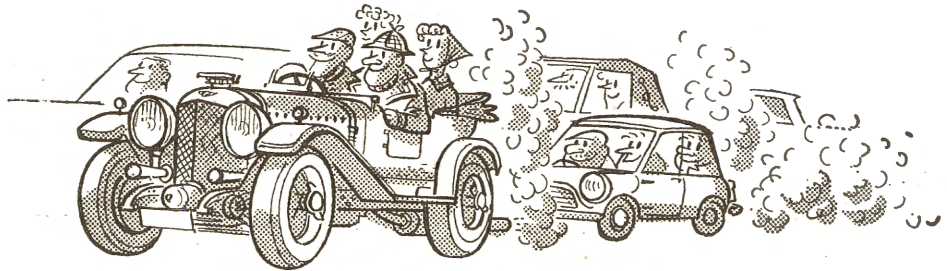
1, Mervyn Glover (Alexis), 4 marks lost; 2, Wilbert Todd (Cannon), 12; 3, Jack Keatly (Alexis), 12; 4, Tommy Lynn (Alexis), 16; 5, David Robb (Ford Special), 21; 6, Jim Baird (Cannon), 21.

MERVYN GLOVER looks quite calm as Tommy Lynn urges their Alexis past the three-marker on section one.

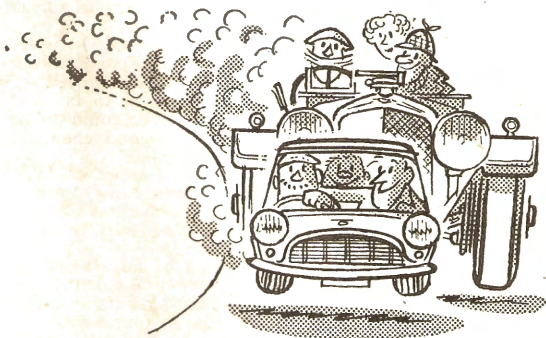




He roars full-throated round the track, a happy man to see;
His Esso Golden is so Grand, he's bound to gain the Prix;



And fans who come to Silverstone (and come on Golden, too)
Will idle, oh, so sweetly when they're homing in the queue.



So nose-to-tail, or chequered flag,
full out or just at rest.
It's cheers for Esso Golden

ALWAYS
look to Esso for the best



TORBAY M.C.

ODDICOMBE HILL-CLIMB

ON 18th October, the Torbay M.C. brought the West Country speed season to a close with their Oddicombe Hill-Climb, near Torquay. A very good entry was received and the usual well-organized event took place despite the weather turning sour on them just after the start of the meeting proper. David van Horn recorded B.T.D.—he was one of the few lucky ones to climb in the dry. This was just reward to David, as he has been knocking on the door for some time now in West Country motoring events to record a B.T.D. with his well-driven and well-prepared Morgan. Mechanical failures eliminated John Grafton's very fast Lotus Super 7 and John Morgan's very rapid M.G. Midget.

Class one was, as usual, all Minis in various stages of tune and provided A. G. Saunders with a long-awaited win. Sally Radcliffe showed the rest of the men what to do, motoring-wise that is, to put her immaculate Mini to the top very quickly. This is becoming a habit with her, as she has had a most successful season with this car. Class two, for Mini-Cooper and 970 Mini-Cooper S cars, saw a grand battle between Bill George and Rodney Harper, the former just coming out on top by 0.14 sec. despite all the valve bounce that Rodney could produce in trying to get to grips with Bill. The series and improved touring over 1,150 c.c. class gave Peter Roberts and his 1275 S-type top honours, and in class four John Nichols rejoined the fray in his rebuilt Mini after its "Brands bashing" and had a class win.

Class five, for G.T. cars up to 1,150 c.c., had all the glamour in it, as Pam Rattenbury, Sue Keen and Carol Grafton were present to do battle with the boys. This might well have

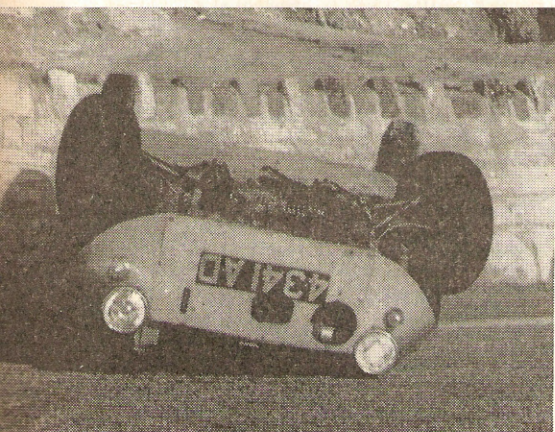
VICKERS-ARMSTRONGS (HURN) C.C. INTER-CLUB DRIVING TESTS

THE Vickers-Armstrongs (Hurn) C.C. offered the second in their series of annual team driving tests meetings open to teams of three cars nominated by any R.A.C. registered club on 18th October, and attracted a record entry of 38 teams representing 24 clubs, and these 114 enthusiasts sampled a selection of five simple, big, fast tests laid out along the length of the narrow Bournemouth Undercliff Walk.

The weather was glorious, warm and sunny and the sand looked very inviting (as did some of the local talent, which had some of the boys looking less serious than usual), but the half-mile walk to view the tests on foot and half-mile back to the Paddock at the East-end took the steam out of those who had any left after the riotous party of the night before, which ended up with many teams trying a preliminary bout at the bowling alley at 1.30 a.m.! To be fair, nobody used this as an excuse for poor results on the Sunday.

The five tests were unambiguous and very, very fast indeed, despite the narrow width of the road. All were controlled by signal-lights. The mastery of Don Harris in his D.M.F. 2,

BRIAN DRAKE tries a new technique for driving tests . . . without much success, however.



been called the "crumpet class", but despite this very glamorous counter-attraction Hugh Hossell managed to stay level-headed enough to win the major honour after John Morgan blew his engine out through the exhaust pipe. Class six continued the season-long battle between the T.V.R.s of Eric Preston and Geoff Taylor, the former having an M.G.A and the latter an Alpine engine. Eric won the class.

The unlimited sports cars class saw Mike Burgess go up in 41.90 secs. to win with his ever-faithful Lilfo-Elva. Ann Collins set up the best time by a lady in this class in her hard-board-bonneted Sprite, the original one having come off second best to some solid object while on a rally. Once again, as at Wiscombe, motor racing proved dangerous, as the exit from the gents was directly in the path of the start, which resulted in one or two rather frightened individuals returning hurriedly from whence they came!

RICHARD SPEAKMAN.

RESULTS

B.T.D.: D. van Horn (Morgan Plus 4), 40.20 s.; Class Winners: A. G. Saunders (Mini), 46.94 s. W. A. George (Mini-Cooper S), 42.40 s.; P. S. Roberts (Mini-Cooper S), 43.10 s.; J. W. Nichols (Mini), 43.96 s.; H. Hossell (M.G. Midget), 43.56 s.; E. W. Preston (T.V.R. Grantura), 40.56 s.; D. T. van Horn (Morgan Plus 4), 40.20 s.; M. Burgess (Lilfo-Elva), 41.90 s.

SHENSTONE & D.C.C. BUXTON RALLY 10th October

RESULTS

1, D. R. Hiam/R. Crellin (Mini-Cooper S), 422 marks lost; 2, A. G. W. Jones/D. Southwell (M.G.B.), 450.5; 3, D. G. Jones/J. R. Battray (Volkswagen), 491.1; 4, H. W. Whitehouse/G. S. Palmer (Mini-Cooper S), 509.8; 5, D. P. Hadaea/R. A. Darling (M.G.B.), 517.2; 6, J. H. Light/P. G. Boosie (Mini), 525.1. Class 2 Winners: Lt. J. C. A. Gibbs/Capt. T. M. Thompson (Land-Rover), 1,325.4.

more than ably supported by Ian Mantle in the Downton tuned 1275 S-type and Peter Fisk in his Mk. 3 Sprite, secured for the Cambridge C.C. team the top trophy with an excellent time of 495.3 secs. The M.G. Car Club (S.E. Centre) team of Norman Dunton and John Calton (Midgets) and Ron Randall (Mini-Cooper S 1071) were runners-up at 509.3 secs., very closely pursued by the Sussex C.C. team of Leo Cruttenden (Mini-Cooper S 1071), Denis Beare (blowdown 948 Sprite) and Bob Hurnell (948 Sprite).

A separate competition for a team of three Minis, or variants, was hotly contested, the very much tipped team of Randall, Cruttenden and John Farncombe (Mini-Cooper S) taking this award and, incidentally, making a better time than the main award winners. The attractive ladies team from the West Hants & Dorset C.C. in the (delightful) form of the Misses Burley (Mini-Cooper S), Elton (Midget) and Bowles (Sprite) took the ladies' team award, it being a delight to find six ladies keen enough to take on the men at this facet of the sport.

Individual winners were Harris, Randall and Beare in their classes, all being very quick indeed, with Harris failing to make up his five per cent handicap on Randall, incidentally, although this was not used in this competition.

It was a brilliantly successful meeting, excellently conceived, and neatly executed with a pleasant touch of social atmosphere, being briskly marshalled while maintaining a friendly approach and being the type of event which makes such absolute nonsense of the theory that it is difficult to run these events because marshals are difficult to find, impossible to brief and touchy, and competitors are rude and difficult. In short, it was all so very right. A very definite "must" for next year. Well done, Vickers. LEO CRUTTENDEN.

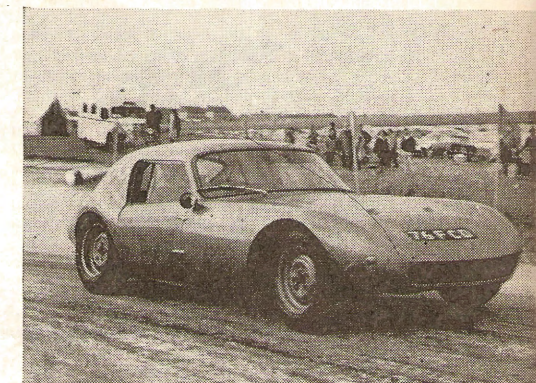
RESULTS

1, Cambridge C.C.: D. Harris (D.M.F. 2), I. Mantle (Mini-Cooper S) and P. Fisk (Sprite), 495.3 s.; 2, M.G.C.C. (S.E. Centre): N. Dunton (M.G. Midget), J. Calton (M.G. Midget) and R. Randall (Mini-Cooper S), 509.3 s.; 3, Sussex C.C. "A": L. Cruttenden (Mini-Cooper S), R. Hurnell (Sprite) and D. Beare (Sprite), 512.9 s.; 4, Salisbury & D.C.C.: J. Coundley (Mini-Cooper S), M. Bundy (Sprite) and T. Hart (Sprite), 513.1 s.; 5, Sussex C.C. "B": N. Pocock (Mini-Cooper S), P. Mann (M.G. Midget) and L. Starley (Sprite), 533.8 s. Best Ladies' Team: W. Hants & Dorset C.C.: Miss K. Burley (Mini-Cooper S), Miss C. Elton (M.G. Midget) and Miss J. Bowles (Sprite). Best All-Mini Team: M.G.C.C. (S.E. Centre): J. Farncombe (Mini-Cooper S), L. Cruttenden (Mini-Cooper S), R. Randall (Mini-Cooper S), 492.0 s. Best Special: D. Harris (D.M.F. 2), 152.3 s. Best Sports: D. Beare (Sprite), 170.9 s. Best Saloon: R. Randall (Mini-Cooper S), 159.0 s.

SEVEN-FIFTY M.C.

(SOUTHERN CENTRE)

BLANDFORD HILL-CLIMB



DIVA-FORD G.T. of R. J. Neville contested the Grand Touring category, but had to give best to a Ferrari.

THE Seven-Fifty M.C.'s Blandford Hill-Climb, held on 18th October, was restricted to saloons only, as a considerable amount of barbed wire now lines the course. Despite this restriction, a good entry was received.

Rain held off, though clouds covered the sky, as the first man—W. J. Abbott in a Prefect—left the line. He was the only driver in class two, class one being unsupported. Of the standard Minis in class three, the fastest was G. P. Dobbins's, he being closely followed by G. J. Skinner. G. Rouse, who made a promising getaway, had the misfortune to break a throttle cable on his first trip, putting him out of the running.

Class five was for Mini-Cooper Ss, with the lone 981 c.c. Mini-Cooper of Neville Trickett thrown in. Most of the Minis lifted their inside rear wheels on the 75 m.p.h. top corner, a spectacle calmly ignored by a herd of cows—heads through the fence, busily engaged in eating the protective straw bales. Repeated efforts by the marshals to drive them away were watched by the herdsman with obvious delight; however, Bill Kaye was too enthusiastic on his second run, and, ploughing through the bales, left the road and crashed into a fence post, sunk into four feet of solid concrete. The flying post struck a cow, causing a stampede of considerable proportions! Fortunately the driver was not seriously hurt.

Janos Odor's second run of 32.98 secs. just gave him class six over Tom Sawyer, both sharing the same Janspeed Engineering Mini. Ray Payne's Imp appeared to be misfiring, probably the reason why he could manage no more than 36.03 secs.—good enough, however, to gain him third place.

The Downton Mini-Cooper of W. F. J. Heaney took class seven easily. Class eight consisted of larger cars, such as Cortinas and Rapiers. Honours finally went to the Anglia of A. W. Mansbridge.

Class 10 consisted of five Jaguars and a Healey. D. Wilson, in his 3.4, left the road on the top corner, narrowly missing the timing gear, but staying on all four wheels through some quick thinking on the part of the driver. The class finally went to Mike Miles (3.8) in 33.22 secs.

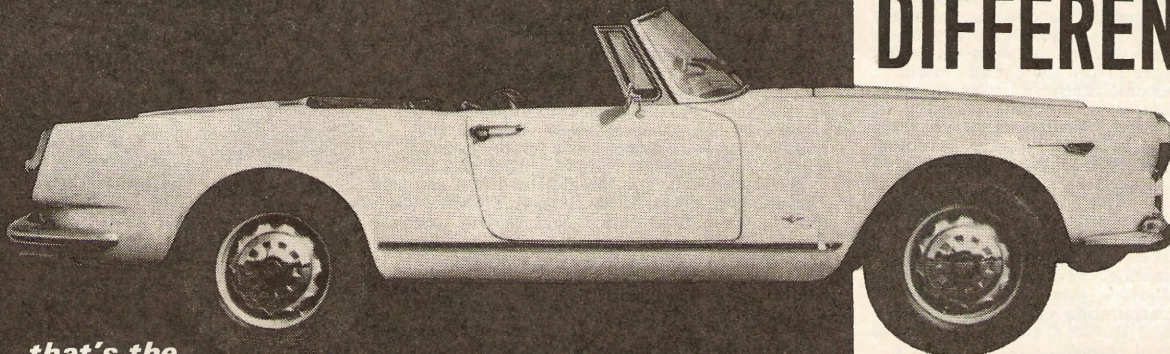
At last came the G.T. cars of class 11. Ron Fry's Ferrari 250LM was the only car to-break 30 secs., gaining the class and B.T.D. despite some desperate driving by R. J. Neville in the low-slung little Diva G.T. and A. Cook, who put the Marcos into second place with a time of 31.27 secs.

Throughout the meeting, the paddock organization was first class, with no delays. Fortunately, the Wiscombe hornets of the previous week did not follow the 750 boys and girls to Blandford!

DAVID HOLLISTER.

RESULTS

B.T.D.: R. Fry (Ferrari 250LM), 28.97 s. Class winners: G. P. Dobbins (Mini), 41.24 s.; C. J. Rogers (Mini), 35.49 s.; N. Trickett (Mini-Cooper), 31.71 s.; J. Odor (Mini-Cooper), 32.98 s.; W. F. J. Heaney (Mini-Cooper S), 32.14 s.; A. W. Mansbridge (Ford Anglia), 34.05 s.; D. B. Coulson (Sunbeam Rapier), 36.50 s.; M. J. Miles (Jaguar 3.8), 33.22 s.; R. Fry (Ferrari 250LM), 28.97 s.



**EXCITINGLY
DIFFERENT!**

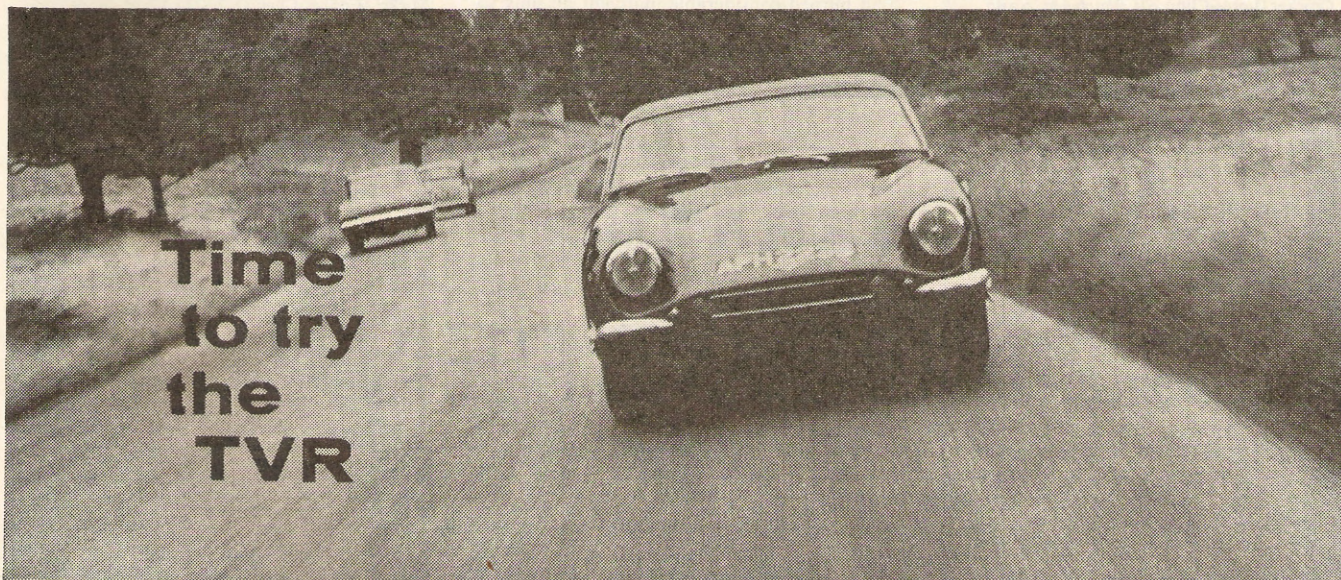
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SEVENOAKS & D.M.C.

BRANDS HATCH SPRINT

EARLY morning mist delayed the start of the Sevenoaks & D.M.C.'s Brands Hatch Sprint on 18th October and the position was further aggravated, only allowing four cars to practise at a time. Only slick organization in the afternoon—and the notable absence of any off-course motoring—enabled the organizers to get all 85 cars through two runs with a few minutes to spare before the circuit closed.

A most welcome innovation was an up to 600 c.c. saloon class, and this attracted no fewer than seven N.S.U. Prinz, of which the fastest was that of B. H. Weekes. Another N.S.U., the new 1,000 c.c. model, competed in the appropriate class.

Alec Poole (Sprite) and D. Jenner (G.S.M. Delta) fought a rousing duel in the 1,000 c.c. G.T. class, victory going to the former by 1 sec. The 1,600 c.c. G.T. class produced the expected match between Les Fryer's Elan and John Allan's Fairthorpe. On this occasion the Fairthorpe's carburation was not 100 per cent. and Fryer's first run in 2 mins. 6.8 secs. was more than good enough.

John Sharp won the unlimited G.T. class in the M.G.B., more or less as expected, although John Quick made him work for it, putting in two well-driven runs in the E-type around the 2 mins. 11.0 secs. mark. G. Craker revolved his Austin-Healey 3000 at Druids—one of the very few to do so anywhere on the circuit.

Class K, for specials and sports cars up to 1,000 c.c., produced only one of the former and only three of the latter, and of these P. Welstead's Lotus 7 was easily fastest. Mike Crabtree's Lotus-Climax 7 was then driven by the owner to an unassailable B.T.D. in 2 mins. 1.2 secs., and the same car, driven by Ted Crocker, wiped up the unlimited class.

RON AMBROSE.

RESULTS

B.T.D.: M. Crabtree (Lotus-Climax 7), 2 m. 1.2 s.
Class Winners: B. H. Weekes (N.S.U. Prinz), 2 m. 46.8 s.; A. Mangoian (Mini), 2 m. 32.4 s.; D. McNab (Mini-Cooper), 2 m. 21.6 s.; D. McEwan (Mini-Cooper S), 2 m. 15.8 s.; P. Rohan (Jaguar 3.8) 2 m. 20.4 s.; A. Poole (A.-H. Sprite), 2 m. 17.0 s.; L. Fryer (Lotus Elan), 2 m. 6.8 s.; J. Sharp (M.G.B.), 2 m. 9.0 s.; P. Welstead (Lotus-Ford 7), 2 m. 6.2 s.; E. Crocker (Lotus-Climax 7), 2 m. 6.4 s.

YORKSHIRE S.C.C.

CASTLE HOWARD
HILL-CLIMB

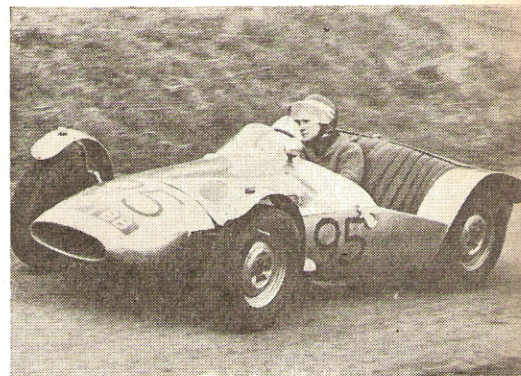
ON 18th October, the Yorkshire S.C.C. staged their annual Gunter Trophy hill-climb within the beautiful grounds of one of the stately homes, Castle Howard. The start of the meeting was slightly delayed due to the starting and timing gear going on strike during practice. One hundred and thirty-one entries had two timed runs.

Bob Soper (Viva) showed his superiority in class 2 by being over a second faster on each climb than John Wales (R8). John Kilburn (Imp) was pushed into third by a mere .016 sec.

Sprites took the first three places in the marque sports up to 1,300 c.c. class, R. Sutherland putting up a new class record to win from David Button and Tom Jones. Classes 9 and 10 merged saw two M.G.As and six M.G.Bs in opposition. The competition was very close indeed. However, Ken Lee drove very quickly and consistently to put up a new class record and beat Mervyn Oldham. Clive Mills came in third, all three being in M.G.Bs. Barry Joell (Elite) was so satisfied with his first run he didn't bother with his second.

George Duncan (U2) pulled the fat right out of the fire on his second run, thus relegating Peter Moulds (Lotus 7) to second and Freddie Smith (Lotus 7) to third in class 14. In classes 15 and 16 merged, Roger Cowley (Lotus Super 7) disposed of Trevor Twaites (Lotus 7) and John Bosomworth (Elva). Class 17 was what the record crowd had come to see, therein was Peter Westbury and his Lotus-B.R.M. 23. The crowd was not disappointed, Peter simply streaking up the hill on his first run to smash the track record by 2.5 secs. and win the class by a substantial margin. Second was David Hodgson (C-type Jag.) and third Jack Walton (Walton-Bristol).

Class 18 (racing cars up to 1,150 c.c.) saw "Bing" Crosby take a comfortable first from Peter Ibbotson (both in Cooper-J.A.P. 1000s) and Leslie Hinchcliffe (Lotus-Ford 20). The final class was most disappointing for two unfortunates, Tim Squance (Envoy-Ford) and David Harrison (Cooper-Buick), both of whom had burned considerable midnight oil only to



JILL HUTCHINSON, well-known northern enthusiast, won the ladies' award in her potent Terrier-Ford Mk. 2.

suffer mechanical derangements in practice. However, the brightest ray of sunshine was undoubtedly Agnes Mickel, who not only challenged the lads, but tanned them and broke the class record in doing so. Second to Mrs. Mickel's Cooper-Climax was David Hepworth (Cooper-Chev.) and third was the winner's husband (Cooper-Climax).

Nine new class records and a new course record, enthusiastic driving, helpful officials, well informed commentary . . . what more could one ask for on a Sunday afternoon?

JOHN HIGHAM.

RESULTS

B.T.D.: P. Westbury (Lotus-B.R.M. 23), 33.9 s.
Class Winners: F. P. Kaye (Mini-Cooper), 39.264 s.; R. Soper (Vauxhall Viva), 43.814 s.; J. White (Ford Cortina G.T.), 41.969 s.; I. R. Grassick (Jaguar 3.8), 40.502 s.; N. Porter (Mini-Cooper S), 38.417 s.; P. Wright (Austin A40), 44.088 s.; R. D. Sutherland (Austin-Healey Sprite), 40.984 s.; K. N. Lee (M.G.B.), 40.050 s.; B. Joell (Lotus Elite), 38.014 s.; C. G. Gray (Austin-Healey 3000), 38.109 s.; E. D. Clark (Jaguar E-type), 38.234 s.; G. R. C. Duncan (Mallock U2 Mk. 4), 39.041 s.; R. G. Cowley (Lotus-Ford 7), 37.739 s.; P. Westbury (Lotus-B.R.M. 23), 33.9 s.; F. H. Crosby (Cooper-J.A.P.), 36.428 s.; Mrs. A. Mickel (Cooper-Climax), 34.773 s.



MASERATI

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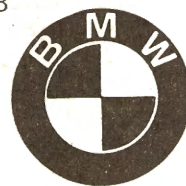
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BMW



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RATES: 9d. per word, 5s. per single line. Minimum charge 9s. Semi-displayed setting £2 10s. per single column inch. Display setting £24 per column and *pro rata*, minimum size quarter column.

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Whenever you telephone us, day or night, you may be answered by ANSAFONE.

This system has been installed to increase the efficiency of our organization and we hope that you will use it to the best advantage.

1 It will help you if you write down your advertisement before telephoning.

2 The ANSAFONE system responds to the second or third telephone double ring.

LISTEN CAREFULLY TO THE ANSWERING INSTRUCTIONS.

3 YOU WILL THEN BE ASKED TO GIVE YOUR CLASSIFIED ADVERTISEMENT.

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5 Replace your receiver. Every word you have said will have been faithfully recorded for early attention.

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ANSAFONE

USED CARS FOR SALE

A.C.

A.C. ACE, 1962. Fitted with Ruddspeed engine and equipped with overdrive, "X" tyres, tonneau cover and spotlamps. This really beautiful car must be one of the best ever offered. First registered in September 1962 with a full works history that has covered a mere 18,000 miles since new. Attractively finished in British Racing Green with contrasting trim. £995.—The Chequered Flag, EDGware 6171.

A.C. COBRA. A cancelled order enables us to offer very early delivery of a brand new and unregistered Cobra to the following specification: finished in Princess blue with red interior trim, top and tonneau black. Chromium plated wire wheels.—The Chequered Flag, EDGware 6171.

A.C. 2.6, 1962, July. Genuine 25,000 miles. One owner. Opalescent maroon, fitted every conceivable extra, full Ruddspeed engine, hard top, soft top, overdrive, radio, etc. Never raced, rallied, etc. For sale owing to death of owner. £890. Exchange considered.—Earlwood (Warwicks) 350.

GOLD SEAL CAR COMPANY offer: £945 A.C. Acca Bristol, 1961 series, an immaculate one-owner car, finished in B.R.G. with black interior, fitted overdrive. £795 A.C. Ace Bristol, 1960, finished in ivory with red leather interior, equipped with overdrive, chrome wire wheels, heater, etc. £595 A.C. Ace, 1959, finished in ivory, fitted matching hard top. Truly immaculate, choice of one other in blue.—NEW Cross 7433-3980.

ALFA ROMEO

ALFA Romeo Giulietta Spyder, first registered 1962. One owner car, finished in gunmetal grey with red interior. Left-hand drive, air horns, heater, etc. £695.—The Chequered Flag, EDGware 6171.

ALFA Romeo Giulia Sprint, 1963. Left-hand drive, a very low mileage car in absolutely pristine condition. Alfa red with contrasting interior trim. Fitted with radio, rear seat conversion and many other desirable extras. Offered at an enormous saving under cost. £1,165.—The Chequered Flag, EDGware 6171.

GOLD SEAL CAR COMPANY offer: £895 Alfa Romeo Giulietta Sprint coupé, 1960, right-hand drive, in red with red and grey interior. Truly fabulous. £695 Alfa Romeo Spyder, 1959, drop-head coupé, indigo blue with red interior, hard top, etc. A truly superb specimen.—NEW Cross 7433-3980.

ASTON MARTIN

ASTON MARTIN DB 2/4 3-litre B.R.G. saloon, 1955. Perfect condition. Recent £150 overhaul. £600 or near offer.—Nock's Brickworks Ltd., Birmingham, 24. Tel.: Erdington 0044.

ASTON MARTIN DB4 1962 model. A really superb example finished in burgundy with black interior and equipped with chromium plated wire wheels, oil cooler, heated rear window, Motorola push button radio. Factory history available. £2,475.—The Chequered Flag, EDGware 6171.

DB4 NOV. 1960. Every extra. Pale blue. Immaculate. £1,500.—Birmingham, Hillside 1234.

1962 ASTON MARTIN DB4, Vantage saloon. Dubonnet and grey interior, fitted chrome wire wheels, radio, rear window heater and seat belts, 19,000 miles from new. £2,700.—F. English Ltd., Poole Road, Bournemouth 20731

1958 DB Mk. III d.h.c. Peony red, special series engine, overdrive, radio, recent mechanical overhaul. Excellent condition. £950.—STRatham 7650.

AUSTIN

MINI de luxe, 1960. Best offer over £175. For quick sale.—Phone: Goudhurst 282.
1960 A40 Farina de luxe, junior engine, c/r gearbox, lowered suspension, over £300 spent on "Goodies." Best offer over £275 secures. H.P. arranged. Tel.: ELGar 4878.

AUSTIN-HEALEY

THE HEALEY CENTRE

offer:

New Sprite III. Choice of three, blue, green or white.

New Cooper S 970. Choice of three.

3000 II, Oct. 1961. Four-seater, o/d, heater, wire wheels, new tyres. 21,000 miles only. Immaculate in blue. ... £675

Midget, 1962. Fixed head W.S.M. body. Junior engine. Lola box. Wires, power brakes, etc., etc. Red. ... £650

Sebring Sprite. Wire, disc, hard top. Recent complete overhaul and respray by us. White. ... £395

Sprite, 1959. Usual extras. Very clean. ... £295
Sprite, 1959. Sebring power unit, hard top, heater and many extras. Absolutely immaculate in primrose. ... £345

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31 Hockliffe Street, Leighton Buzzard.
Tel. 3574.

SEBRING AUSTIN-HEALEY SPRITE

Formula Junior motor tuned by Don Moore. With Red Spot crank and twin-choke Weber. Brand new c/r. Mk. 2 gearbox, R6s. Immaculate condition. And still one of the fastest in the country. £450.

BARNETT,

Brook House, Newcastle Road, Sandbach, Cheshire.
Tel.: 592.

AUSTIN-HEALEY Special. This factory built prototype is one of the most interesting cars that we have handled recently. It has a specially lengthened chassis with higher rate springs and shock absorbers, etc. Fitted with Mk. II 1600 M.G.A. power unit, gearbox and transmission. The whole car is naturally professionally finished and is definitely not a Special in the ordinary sense of the word. Brief specification includes wire wheels, disc brakes, heater, etc. A fortune of development costs went into this car last year and it is now offered at the ridiculously low price of £545.—The Chequered Flag, EDGware 6171.

AUSTIN-HEALEY 100/6 hard top, good condition, £25.—Phone: Park 5824. Buyer collects. 62 Bramley Road, North Kensington.

AUSTIN-HEALEY 3000. Ice blue with red hard top, 140 m.p.h., Janspeed head, triple 2 ins. SUS, two-speed windscreen wiper, overdrive, comp. suspension, wheels and exhaust system, 4.1 axle, roll cage, new racing tyres. Immaculate condition. One of the fastest private Healeys. Full history. £700.—Ken Crook, 1093 Chester Road, Erdington, Birmingham 24. (Walsall 24327, daytime.)

AUSTIN-HEALEY 100/4 two-seater sports 1954/5. Immaculate B.R.G. bodywork. Fitted wire wheels, radio, heater. Excellent hood and sidescreeens. With fantastic performance. Must be seen and tried. Bargain £225 cash or terms.—ELGar 2160 (10 a.m.-9 p.m.)

AUSTIN-HEALEY Sprite, 1963, November. B.R.G. Ashley hard top, 12,000 miles, radio, twin spots, burglar alarm, hood and tonneau, original boot lid, four-branch exhaust, manifold and larger carburettors. Immaculate throughout. £555.—Applebyards, Bradford 33488.

Continued overleaf

**Classified Advertisements—continued
AUSTIN-HEALEY—continued**

GOLD SEAL CAR COMPANY offer: £365 Austin-Healey 100/6, four-seater, wire wheels, overdrive, heater, etc., ivory with black trim, choice of one other. £395 Austin-Healey Sprite, Mk. II, late 1961, ivory with black trim, heater, etc., choice of three others.—NEW Cross 7433-3980.

HEALEY Sprite, 1962, registered 1963. Yellow, black interior. Fitted five new "Xs", heater, racing mirrors and roll-bar. £390 o.n.o. H.P. available.—Phone Market Bosworth 364.

SPRITE Mk. I. 43,000 miles, heater, washers, spot, wood dashboard, reverse light, etc.—Hainault 3658.

SPRITE, 1960, 997 c.c., 9:1 comp. ratio, 1½ in. carbs., comp. clutch, c/r box, wire wheels, disc brakes, comp. suspension, SP tyres, hard top, tonneau, M/R light, Halda, radio, heater, spots, the lot. £400.—Swanley (Kent) 2902.

100/4 BN2. Tuned rebuilt engine, 10,000 miles, 110 b.h.p. New box, 50 miles; 0-60, 9.3 secs.; 115 m.p.h. Mechanically perfect, bodily sound. Offers over £130, please.—R. Brown, Peasemore, Newbury. Tel.: Chieveley 279.

3000 MK. II, September 1961, hard top, w/w, SPs, power brakes. Dove, white hard top. Carefully used. H.P. and part exchange possible. £640.—Leamington Spa 23812.

1963 AUSTIN-HEALEY Sprite Mk. II. Heater, washers, extras include hard top, tonneau, oil cooler, c/r gearbox, modified head and pistons. £450 o.n.o.—Write or ring: 18 Commer Street, Cirencester, Glos. Cirencester 1166.

**CARS OF DISTINCTION**

- XK 150**
- 1959 Jaguar XK 150 Fixed Head Coupe.** Finished in Carmen red with red upholstery. £795
- 1958 Jaguar XK 150 3.4 Fixed Head Coupe.** Fitted with overdrive and finished in mist grey with red upholstery. 18,000 miles in six years. £795
- 'E' Type**
- 1964 (July) Jaguar 'E' Type Drop Head Coupe.** Finished in opalescent dark green with suede green upholstery and black hood. Only 700 miles. £1,765
- Mark X**
- 1964 (January) Jaguar Mark X Automatic Saloon.** Finished in black with grey upholstery. Only 2,000 miles. £1,775
- 1963 Jaguar Mark X Overdrive Saloon.** Finished in Sherwood green with suede green upholstery and fitted with push button radio and heated rear window. 11,600 miles. £1,495
- Mark IX**
- 1961 Jaguar Mark IX Saloon.** Finished in British Racing Green with tan upholstery and fitted with automatic transmission and individual front seats. Immaculate. £795
- Mark II**
- 1964 Jaguar 3.8 'S' type.** Automatic transmission, finished in silver blue with beige upholstery, extras include push button radio. 7,600 miles. £1,735
- 1964 Jaguar 3.8 Overdrive.** Finished in maroon with beige upholstery and fitted with overdrive, radio and reclining seats. 5,000 miles. £1,525
- 1963 Jaguar 3.4 Saloon.** Finished in pearl grey with red upholstery and fitted with overdrive transmission and radio. 9,000 miles. £1,265

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1963 SPRITE, low mileage. Superior condition. Many extras. £475.—71 Kings Avenue, Parkstone.

1962 MODEL Austin-Healey 3000 Mk. II, black with pol'den sand side panels, low mileage, fitted with overdrive and wire wheels, immaculate condition. £625. H.P., etc. Please write: J. Knight, 86 Buckland Avenue, Dover, Kent.

1961 SPRITE Mk. 1, reconditioned engine, 800 miles ago. This car is in first-class condition, fitted £40 extras. £345 o.n.o.—11 Daggars Hall Lane, Blackpool. Phone: Blackpool 63350.

1959 AUSTIN-HEALEY Sprite. Green. "X" tyres. Excellent condition. £265.—J. Finch, Durrant Road Motor Sales, Chesterfield 75518.

1959 MOD. Austin-Healey 100/6 BN6. Red. Fitted radio, heater, overdrive, new engine. Bargain. £375.—J. Finch, Durrant Road Motor Sales, Chesterfield 75518.

1959 SPRITE, advertised again due to uncompleted sale, F.J. crankshaft, high-lift camshaft, twin 1½ ins. SUS, four-branch manifold, oil cooler, c/r gearbox, anti-roll bar, Michelin X tyres, electronic rev. counter, woodrill wheel, bucket seat, sliding screens, Sebring bonnet. Red/white hard top, excellent bodily and mechanically. £290. Consider saloon p/x.—Peter Barguss, Richmond 0435.

1958 BN4. H/s tops, tonneau, w/wheels, o/d, Rudd head, Xs, woodrill wheel, radio, heater, seat belts, w/washers. Black. 31,000 miles. Good condition. £425.—Windsor 63708.

WANTED.—Austin-Healey BN1 or 100S. Mechanical condition immaterial but chassis must be straight and centre section in good condition. Will collect.—Mills, Blackstone Farm, Bewdley, Worcs. Bewdley 3169.

BENTLEY

BENTLEY, 1937, Park Ward saloon. Good order, well shod, twin-tone horns. £250.—Bishop, Whitehall, Ashford Hill, Newbury, Berks.

B.M.W.

CONVERSIONS for 1500 and 1800 (TD), road or racing.—W. B. Blydenstein, Therfield, Royston, Herts. Kelshall 219.

BORGWARD

CONVERSIONS from £20. Do-it-yourself specifications from £2.—W. B. Blydenstein, Therfield, Royston, Herts. Kelshall 219.

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highly successful 1964 Brabham-Climax BT8 2-litre sports car with extras. 15 wins 1964. Holds records at Silverstone, Brands Hatch, Aintree, Oulton and Croft. Ready to race.

Telephone: Redpost 3651/3150.

**1964 BRABHAM F3.
Nine races only from new.**

A highly successful car that has never been shunted. Complete with spare wheels, overhauled Holbay engine and 12 spare gear ratios. Will respray to buyer's colours and sell the car with Parker high-speed trailer and 1964 Austin-Cooper S fitted with Dixon Bate Towbar, Microcell seats, etc. Ring or write:

ADRIAN CHAMBERS,
39 Victoria Avenue, Peasehaven, Sussex.
Tel.: Peasehaven 3594.

We are now able to offer for sale our highly successful Repco Brabham Climax BT8. Exactly as driven by Denis Hulme during 1964. Holder of three lap records Brands, Goodwood, Crystal

Pa. acc.

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TEAM ELITE ('62) LTD.,

8 St. James Street,

Derby.

Tel.: 42851/44566.

BRABHAM-B.R.M. V8, Formula 1, ex-Jack Brabham works car, B.R.M. engine just rebuilt at factory, Lucas fuel injection, transistor ignition, Colotti six-speed type 34 gearbox with all ratios and extra spare gears. Long-range fuel tanks, new disc brakes, suspension, etc., new R6 tyres. Car in immaculate condition and ready for next season's racing. Numerous spares. £5,500. Hire purchase can be arranged, part exchanges considered.—Ian Raby, 85 Preston Road, Brighton 63344/5.

BRABHAM F2. David Prophet offers his immaculate Formula 2 complete with Cosworth S.C.A. engine. £2,700.—Telephone Hillside 1063.

1964 BRABHAM F3 racing car, July. Very successful car with a good driver. Will sacrifice at £1,600 with trailer and spares or £1,275 without engine for quick sale.—Please ring HYDe Park 9721 or write Box 9995.

CHEVROLET

STRING-RAY convertible. White, black trim, 340 h.p., high-performance options, FM/AM radio. Showroom condition throughout. G.M. guarantee. £1,000 below new price.—Box 9997.

CITROEN

ARNOTT supercharger with all fittings, unused belts, pulleys. Simple fitting to ID. Exciting improvement in acceleration. £37.—Bourchier, 3 York Avenue, Hove.

COOPER

COOPER, 1962. One owner. As new. Low mileage. Servo discs, undersealed. Must sell hence £345.—UPLands 6251.

DAIMLER

DAIMLER SP 250, 1960, British Racing Green with contrasting trim, an excellent example for its year. Very carefully checked over in our Service Department and offered with confidence at £565.—The Chequered Flag, EDGware 6171.

SP 250. LATE 1961, "B" model. In excellent condition. One owner. Low mileage. Genuine reason for sale at what must be a give away price of £545.—Telephone: Cheltenham 53689 (between 7 and 8 p.m.).

DIVA

DIVA 1500 G.T. Fitted new engine just recently. All new tyres, etc. Also trailer. Award winning car. Any type of vehicle taken in exchange. £825. Terms arranged.—Emscote Motors Ltd., Emcote Rd., Warwick. Telephone: Warwick 42193.

DIVA G.T. 997 c.c. or 1,098 c.c. engines. Numerous spares. Completely sorted and ready to race. Meticulously prepared by Ecurie-Freeze mechanics. Certain class winner. Must be sold as soon as possible for genuine reason. Very economical to race. £750 o.n.o.—Phone Andy Moffat, 9 a.m.-5 p.m., Albert Dock 3991, or after 7 p.m., Ongar 2649.

THE yellow Diva is for sale. With 1650 engine and gearbox. £1,000. Without engine and gearbox, £750.—Brayshaw and Carr Ltd., Loughborough Road, Leicester. Tel.: 61874.

WANTED.—Diva with or without 1500 or 1650 Ford engine.—Box 104.

FERRARI**1958 FERRARI 250 GTO COMPETITION****BERLINETTA COUPÉ.**

Finished in black with tan hide upholstery, left-hand drive. British Import Duty and Purchase Tax paid. £1,750.

MARANELLO CONCESSIONAIRES, LIMITED,

87 Wellesley Road, Chiswick, London, W.4.

Telephone: Chiswick 4928.

FIAT

WANTED.—57/58 Fiat 600 or 1100 in good condition.—Windsor 64769.

FORD

LOTUS Cortina, 1963. Bargain at £775. H.P. possible.—Tel.: Tring 2360 (evenings).

1964 LOTUS Cortina, 8,000. Radio, heater, new set of SP41 tyres. Excellent condition. £875. Terms, exchanges.—J. Finch, Durrant Road Motor Sales, Chesterfield 75518.

1963 G.T. Cortina, four door. One owner. Showroom condition. £595. H.P. or part exchange.—386 Bowes Road, London, N.11. ENTERprise 0281.

1961 THAMES 5 cwt. van, tuned 1500 engine, suspension mods., 5½ in. based wheels, extra instruments, rad, blind, body unmarked. £230.—Tel.: Dover 1805.

WANTED.—105E-type Anglia, badly bent or written off, repairable condition. Details.—Alan Broad, Keyes Green, Matfield, Tonbridge, Kent.

FRAZER-NASH

DOUG. HAIGH'S 1952 Le Mans Replica. Special Lightweight. Ex Anthony Crook and Josh Randles, third 1952 Monaco Grand Prix. B.S.4 unit. Beautiful condition. £700.—Phone: P. Hughes, Sutton Coldfield 2347, bus. hrs.—Write: Mrs. Haigh, 81 Heathcroft Road, Four Oaks, Sutton Coldfield.

FRAZER-NASH/B.M.W. TYPE 328

Recently rebuilt for B.S.C.C. competitions regardless of cost and successfully raced this season. Bodily and mechanically superb, full details and specification to genuine enquirers. Price around £425.

SKILBECK,

90 Overstrand Mansions, S.W.11.
Tel.: MACaulay 4413 (day NEW Cross 7755).

MILLE Miglia, Bristol B64 engine, metallic blue, beige interior, ex-Betty Haig. Superb example of this rare car. £595.—Broad Oak Garage, Heathfield, Sussex. Tel.: 3198.

GINETTA

GINETTA 1964, G4 with 105 b.h.p., Holbay 1098 engine and superb c/r box, virtually unused, Snetterton 1.55 in hands of rank novice, R6s, four spare wheels with unused SPs. £850. Unused 1500 engine with mod. Cortina box, less starter and dynamo. £85. Stout trailer. £35.—C. Smith, Archers Hall, Westmill, Buntingford, Herts.

1963 (NOV.) Ginetta T4, white, excellent condition, Ford 1200 Cortina engine, plus Ford Cortina G.T. camshaft, full weather equipment plus tonneau cover, RS5 rev. counter, used as personal transport only. Reason for sale acquiring a new car for 21st birthday. £500 o.n.o. This car can be seen at the Ginetta Car Company showroom, Newland Street, Witham, Essex.—Bonner, Coggeshall Hall, Kelvedon, Colchester, Essex.

G.S.M.

DELTA, 96 b.h.p. Holbay engine, ex-Jeff Uren, very successful car, in good condition for road/racing.—Ring Ma'aya Garage, Billingshurst, Sussex, 2052 for full details.

GOLD SEAL CAR COMPANY offer: £445 G.S.M. Delta, 1961, finished in black with matching interior, fitted hard top, heater, twin spots, fully modified 105E unit, twin Webers, etc.—NEW Cross 7433-3980.

G.T. CARS

FOR sale. Ex John Miles, very successful and certainly the fastest ever special bodied Turner. Body built by Classic Motor Crafts, and powered by special 1,650 c.c. Cosworth engine. Holds three lap records and many awards this season. This car has beaten and still can beat cars costing three times as much.—J. Blades, 23 Hentley Road, Tynemouth.

JAGUAR

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ELAN, July '64, white, c/r gearbox, SP tyres, heater, radio, tonneau, 7,000 miles.—Tel.: Abinger 100 (evenings, weekends), WELbeck 7733 (daytime).

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ELITE, Series I, good condition, quick sale please. £560.—Phone: Esher 63155.

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LOTUS Elan, 4,000 miles only, c/r box, heater, washers, etc.—Hainault 3658.

LOTUS Elite Super 95, superb car in white and silver, black interior, heater and all the gubbings, ZF box, those delicious looking wire wheels, etc., etc., 1962, £880 or haggle.—Apply: Chadbourne, Parkway Garages, Ltd., Sandbanks Road, Poole, Dorset. Canford Cliffs 78891.

LOTUS Eleven/Ford, M.G. gearbox. Many extras. First-class condition throughout. Ready as racing or road car. £275. S.a.c. for further information.—Wadmore, 200 Westbourne Grove, London, W.11. BAYswater 1914.

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Just recellulosed in Biarritz blue. Maintained by us since new, fully balanced engine fitted with diaphragm clutch, removable transistorized portable radio, etc. A most beautiful example of this desirable car. Chromium-plated wheels. **£895**.

LOTUS ELITE 1962 (Special Equipment model)

Another example supplied and maintained by us, finished in Fiesta yellow with silver top, just overhauled in our works and fitted with chromium-plated wire wheels, fully balanced engine. **£845**.

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This one-owner car which has the most advanced specification of the Lotus range, has just been prepared for recellulosing and can be finished to your own specification and requirements. It is guaranteed to be unraced and rallied and has not been involved in an accident of any kind. It is fitted with chromium-plated wire wheels and black interior trim. Offered with our full guarantee at **£945**.

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LOTUS 7, several in stock from £325.—Len Street Engineering Ltd., Porchester Square Mews, W.2. BAYswater 2393.

LOTUS Seven. Much-admired road car or ideal 1965 Clubman's Formula. 1962 Series 2, 105E, polished alloy/red. Numerous extras. Mechanically and bodily perfect. Going overseas. £410 o.n.o.—2 Webb House, The Bury, Oditham, Hants. Tel.: 3271.

LOTUS Seven, 1959, Stage III, 1,100 c.c. Climax, c/r g/box, wire wheels, D9s, hood, little used. £350 o.n.o. N.B.—Mr. Saunders. Write A. Jenkins, 54 Warren Road, Guildford.

LOTUS Six, 1955, Ford 1,172 c.c. engine. Best offer secures.—Nicholson, Aylesbury 5081, during office hours.

LOTUS Seven, 1962, Cosworth 105E, c.r. gears, and many other extras, 6,000 miles only. Price around £450.—Ring Macdonald, 9-6 p.m., POPesgrove 4477, Ext. 21.

LOTUS XI Climax, Series 2, £350, less engine, gearbox, £200.—Alderman, 20 Russell Road, Taddington, Bedfordshire. Phone: 21122, extn. 2621, business.

LOTUS 23B, Cosworth 1600 c.c. twin-cam engine, recently rebuilt, Hewland five-speed gearbox with spare ratios, spare body shell, never been fitted, new Dunlop R6 tyres. £1,400 o.n.o.—Westend Garage, 78 Powls Terrace, Aberdeen. Phone: 41313.

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1964 LOTUS Elan, 8,000 miles, unraced, extras, new condition, £1,095 o.n.o. H.P.—Mr. Roby, "Abermua", Hall Lane, Wrightington, Nr. Wigan, Lancs.

1962 LOTUS Blite, red, black interior, Marchal headlights, Cinturatos, view North Wales, Liverpool or London areas weekends, 26,000 miles. £775 o.n.o. Owner leaving country 19th December.—Shepherd, Caer Rhun, Conway, N. Wales. Tyn-y-Groes 358 (evenings).

1960 ELITE, Stage III Climax, c/r gears, completely overhauled, numerous extras, immaculate condition throughout. £735.—Terms. KELvin 2531 (London).

1959 LOTUS 7, very good example, twin SUs, four-branch manifold, enlarged valves and ports, c/r gears, new vinyl hood, and tonneau, woodrim wheel, R5s. £285.—MITcham 8451.

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IAN WALKER RACING offer M.G.A 1600 FHC, 1960, Old English white, radio, new Cinturatos. Immaculate condition. £50. Terms/exchanges.—Lynton Garage, Fortis Green. TUDor 8369.

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M.G.A 1600 Coupe, 1960. Radio, belts, heater, 30 m.p.g., 100 m.p.h., but no space for carry-cot. £435.—Bird, 33 Crendon Park, Southborough, Kent. Tel.: Tunbridge Wells 28339.

M.G.B RED, 1963. £730.—Phone: Oxted 3997 after 5.30.

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M.G. MIDGET, 1963, Red. One owner. Absolutely as new. £450.—MARYland 3199.

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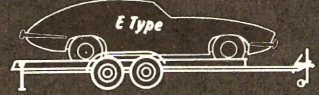
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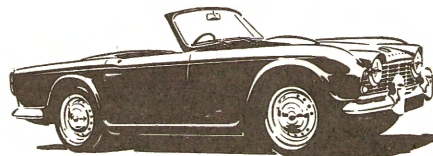
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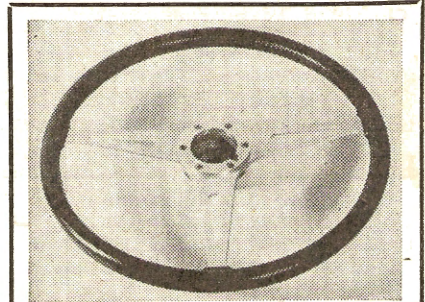
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Continued overleaf

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