DUTCH GRAND PRIX

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

JUNE 28, 1963

2/-

EVERY FRIDAY

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ALPINE RALLY—FIRST STAGES : THE MONOCOQUE B.R.M. : BRUCE McLAREN—FROM THE COCKPIT

RACING AT OULTON PARK, GOODWOOD, SILVERSTONE AND MALLORY PARK : BO'NESS HILL-CLIMB

MOTOR INSURANCE PREMIUMS

Private Cars

Increased Premiums— Larger no claim discounts

The Accident Offices Association, which comprises a substantial proportion of the companies transacting motor insurance in this country, announces with regret that its Members have no alternative but to increase their basic rates of premium for the insurance of private cars. But at the same time, the Association announces a new and more advantageous scale of no claim discounts, so that claims-free policy-holders will only be asked to bear part of the increased premiums.

The cause

The cause of the premium increases is quite simple: the continuing rise in the cost of repairs and the level of payments to third parties. The increases have been adjusted as fairly as possible among the vehicle categories according to their respective claims records. The increases for comprehensive policies are approximately as follows:

not exceeding 1100 c.c.	20%
1101 c.c. – 1300 c.c.	15%
1301 c.c. – 1600 c.c.	22½%
1601 c.c. – 2300 c.c.	25%
over 2300 c.c.	30%

For third party policies the increases are similar except that all cars up to and not exceeding 1300 c.c. will be subject to only 15% increase. Comprehensive and third party policies for cars registered before 1st January 1947 will be increased by only 10%.

40% Discount after 4 years

It is unfortunately the case that every driver, however careful, is exposed to the hazards which may involve him in an accident. Nevertheless claims-free drivers clearly merit special consideration, and therefore an important change is to be introduced in the scale of no claim discounts. This change means bigger discounts earned more rapidly. The new scale is as follows: –

NEW SCALE	PRESENT SCALE
15% after 1 year	10% after 1 year
20% after 2 years	15% after 2 years
30% after 3 years	20% after 3 years
40% after 4 years	25% after 4 years
	30% after 5 years

The combined effect of the increase in the premiums and the new no claim discount scale will vary for different policy-holders but for the majority of claims-free policy-holders the net increase in premiums will be under 10%.

As a further measure to limit the increase in basic premiums, private car policies will not cover the first £15 of any claim in respect of accidental damage sustained while the vehicle is being driven by a young driver or driver of limited experience.

Commercial Vehicles

The rates for goods-carrying vehicles have been increased by varying amounts based on experience in each category, the average overall increase being approximately 15%. The £15 accidental damage excess referred to above will apply to most types of commercial vehicle when being driven by young drivers or drivers of limited experience.

Policyholders will be advised by means of the annual renewal notice of the changes in their insurance. The alterations will take effect for new policies issued from 1st October next, and for renewal of existing policies on and after that date.

ISSUED BY THE ACCIDENT OFFICES ASSOCIATION ON BEHALF OF ITS MEMBERS
Accident Offices Association, Aldermary House, Queen Street, London, E.C.4

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EDITORIAL

JIM CLARK MOVES UP

THERE is no stopping Jim Clark these days. Following his splendid victory at Spa-Francorchamps on 9th June, the Lotus-Climax driver has now added the Dutch Grand Prix to his scores, and, in consequence, moves to the top of the World Championship table with 18 points. During a drive which was a model of precision and extremely skilful piloting, Clark doubled the entire field, won at record speed, and in setting a new Zandvoort lap record became the first driver to achieve a lap at 100 m.p.h. in a race on the Dutch circuit. Graham Hill (B.R.M.) and Jack Brabham (Brabham-Climax) gave pursuit to the Flying Scotsman in the early stages of the race, but Clark just went on and on, with everything under perfect control, and a car which ran from start to finish without a falter. It was a disappointing day for A.T.S., whose cars again failed to finish. However, it should be some consolation to know that both works Cooper-Climaxes also fell by the wayside. Despite the dedication and determination of John Surtees, it seems fairly certain that the revamped Ferraris just have not got that bit extra necessary to defeat the British V8s. It is obvious that Maranello will have to don their thinking caps, particularly when the new B.R.M. monocoque made its appearance during the training at Zandvoort. Colin Chapman's brilliant design for the Lotus-Climax 25 has already inspired rival designers to think in terms of chassis-less racing cars. B.R.P. and B.R.M. have not been standing still and the general belief is that, in a comparatively short time, Grand Prix cars with conventional frames will be as obsolete as hobby-horses. Time marches on, and racing car design and development can change, literally overnight. One cannot deny that the Chapman influence in modern Formula racing has been considerable, and that the remarkable show of his Indianapolis cars will doubtless cause as great a revolution in racing car construction in the U.S.A. as has occurred in Europe. Since the introduction of the 1,500 c.c. formula, technical advances have been nothing short of remarkable, and it is interesting to surmise what the next step forward will be, and whether or not the Japanese can come forward with something entirely new, when their much-discussed Honda eventually makes its appearance.

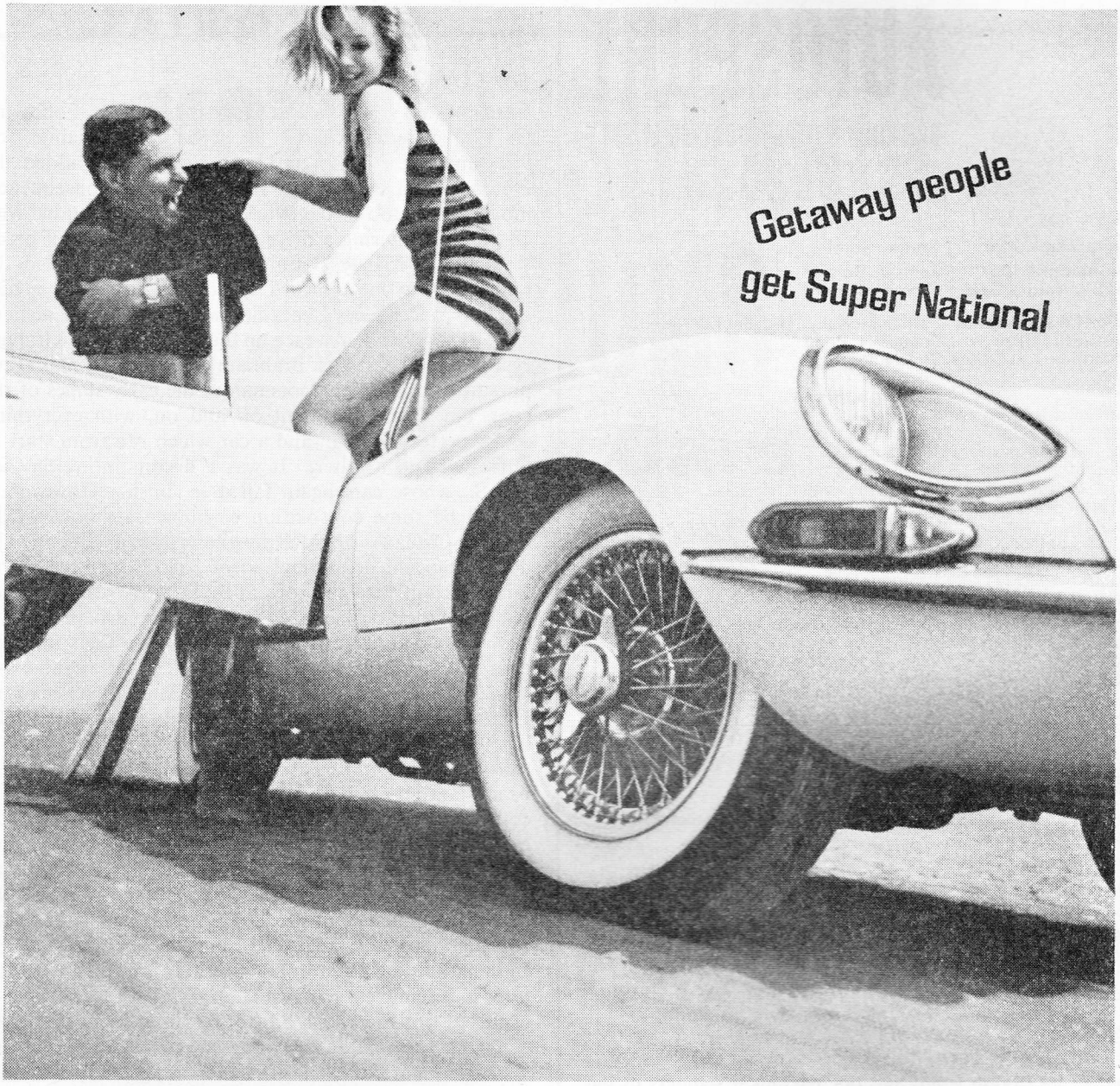
SPORTS CARS AT RHEIMS

SUPPORTING the Grand Prix de l'A.C.F. at Rheims this Sunday, in addition to a Formula Junior race, is a 25-lap event for sports and prototype cars. With such entries as Pedro Rodriguez (Ferrari 330LM/TR), Jo Schlesser (Aston Martin), André Simon (Maserati), Dick Protheroe (Jaguar E), Mike Parkes (Ferrari 330LM), Roy Salvadori (Cooper Monaco), Carlo Abate (Ferrari TR1-61) and Tim Mayer (Cooper Monaco), the crowd will see some very fast racing, for these spectacular cars are capable of speeds approaching 200 m.p.h.

OUR COVER PICTURE

FORMIDABLE CONTENDER for World Championship honours this year. Jack Brabham, driving a Brabham-Climax, held second place in last Sunday's Dutch Grand Prix for several laps, but had to retire due to throttle linkage problems. Dan Gurney, in a similar car, finished second, bringing the marque Brabham's total in the Constructors' Championship up to 10.

Photo: George Phillips



Getaway people don't waste time, neither does Super National. It fires first go, warms your engine before you've pushed in the clutch! Getaway people get *go* out of life. Super National puts *go* into cars! Do you belong to the Getaway people? Getaway people get Super National.

GETAWAY PEOPLE GET SUPER NATIONAL





M165



AUTOSPORTSMAN by Gus
No. 8: Richie Ginther

DICK PROTHEROE will be racing his latest fuel-injection E-type at Rheims this Sunday.

GROVEWOOD SECURITIES, LTD., who already have ownership of Brands Hatch, Mallory Park and Snetterton, are now bidding for Oulton Park.

JOSEPH SIFFERT, who left the Scuderia Filipinetti team and is now managed by Rico Steinemann, well-known Swiss driver and journalist, is to enter his Lotus-B.R.M. in all the major Formula 1 races this year, including Mexico and South Africa. It is planned to fit a fuel injection engine as soon as possible.



JO BONNIER presenting J. H. van Haaren with the G.P.D.A. Trophy for the best organized race of 1962—the Dutch Grand Prix at Zandvoort.

SCIROCCO-POWELL TEAM

TONY SETTEMBER and Ian Burgess will be driving the works Scirocco-Powell cars in all World Championship and other important Formula 1 events this season. Chief mechanic and team manager is Aiden Jones, who was previously with the Anglo-American Equipe, and the cars are to be fitted with fuel injection BRM engines and six-speed Colotti gearboxes. It is American Hugh Powell's ambition to prove that an American Formula 1 project can be successful and the team's aim is "to win races with perfectly presented cars".

THIS Sunday, over 60 Model "T" Fords will set out from London on a 52-mile observed run to Brighton to commemorate the Henry Ford Centenary.

PIT and PADDOCK

MONT VENTOUX HILL-CLIMB

AT last Sunday's wet and foggy Mont Ventoux hill-climb, the second round of the European Mountain Championship, Swiss driver Heini Walter, a past champion, made best time of 11 mins. 50 secs. in a Scuderia Filipinetti 1.8-litre four-cylinder Porsche. Sepp Greger was second in a similar car, while André Wicky was third in his Formula 1 Cooper. An interesting fourth was the B.M.W.-powered Lotus 23 of Anton Fischhaber, who beat Hermann Müller (Porsche).

THE "AUTOSPORT" CHAMPIONSHIP

A Mid-Season Review by DAVID PRITCHARD

KEEPING tabs on the scorers in the 1963 AUTOSPORT Championship is a mammoth task which serves as a constant reminder, if any were needed, of the astonishing number of major meetings in the British calendar and, therefore, since there is never any dearth of entries, of the astronomical number of holders of unrestricted competition licences. Now that all the results from the four qualifying meetings over the Whit weekend are in, we have no fewer than 113 scorers in the general classification table, and this represents the bag from just about half of the eligible meetings expected to be held during the season.

As a reminder, since we get so many requests for information, the plot is this. Every scratch race for individual G.T. and/or sports-racing cars which is run, before the Three-Hours, with a status of National British or higher is automatically a qualifier and, in each of the seven classes, the scoring is 9 points for a win, 6 for second, 4 for third and 2 for fourth, subject to a minimum of five starters in the class; if there are fewer than five starters the scale is the same except that the last man home scores nothing, which means that two cars in a class must come under starter's orders or the class is null and void. There is an overriding consideration that, at any given meeting, only one race for a class shall be a qualifier and, if there is more than one race in the programme and the organizers have not nominated the qualifier, the race to be scored will be that with an unrestricted entry (for example, the appropriate heat if there are heats and a final) or, failing that, the race over the longest distance.

A driver's qualifying score at any time during the preliminary rounds is that given by his five best performances in cars of one class. Three examples will show the full implications of that statement. Mike Beckwith, who currently heads the table, has scored seven times in a Lotus 23B, and his five best efforts are three wins and two seconds, which give him 39 points; he already had three wins and two seconds before following Jimmy Clark home at the Crystal Palace on Whit Monday, so that fine effort did not do anything to advance his total, but another win will send his score to 42. Paul Hawkins has scored once in a Brabham and once in a Lotus 23, both Class E cars, so these scores are aggregated to give him 15 points in that class. When he drove the Lotus with a class F engine fitted, the car failed to finish; had it kept going and finished in the money, Paul would have become a split personality like our third example, Roy Salvadori. Roy is, in effect, two drivers, having 36 points in Class G with the Cooper Monaco and 10 points in Class D with the E-type Jaguar, and never the twain shall meet. He could, however, qualify in both classes if he should gain a few successes with the Jaguar, and he would then be faced with a choice of car and class for the final.

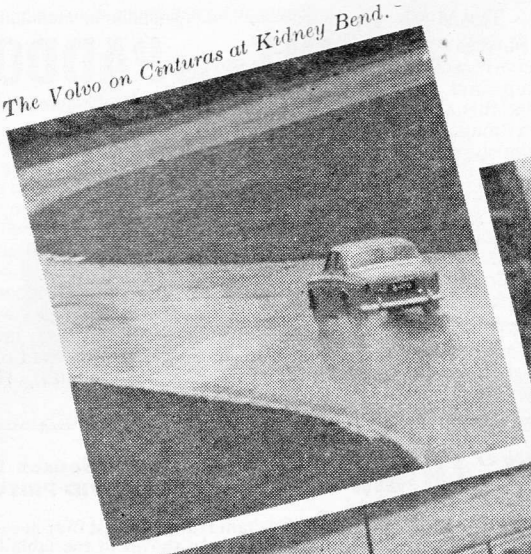
Competition for places on the starting grid in the final Three-Hours race is bound to be fierce, since it is unlikely that more than the top four drivers from each class can be accommodated, but those whose scores are at present relatively uninspiring can take heart from the performance of Dick Protheroe who, over the Whit weekend, rocketed from equal-46th to 9th in general classification and is now second in his class behind World Champion Graham Hill. The first four in each of the seven classes are shown in the table below as they stand at present, with the Whitsun scores included; the next qualifying meeting seems likely to be the Aston Martin O.C. Silverstone fixture on 6th July.

Provisional class results are as follows. Classes are: A, G.T. up to 1,150 c.c.; B, 1,151-1,600 c.c.; C, 1,601-2,500 c.c.; D, over 2,500 c.c.; E, sports-racing up to 1,150 c.c.; F, 1,151-2,000 c.c.; and G, over 2,000 c.c. Figures in columns denote total points scored, number of qualifying scores and position in general classification.

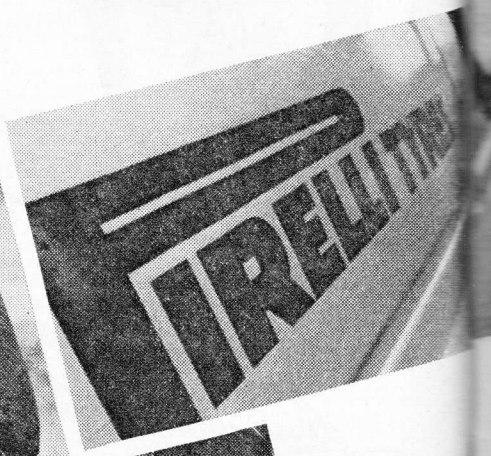
Class A			
1. Andrew Hedges (M.G. Midget)	36	5	= 2nd
2. Alan Foster (M.G. Midget)	30	5	4th
3. Warwick Banks (Turner-Climax)	28	4	6th
4. Chris McLaren (Marcos)	15	2	=24th
Class B			
1. Sidney Taylor (Lotus Elite)	21	3	13th
2. Trevor Taylor (Lotus Elite)	18	2	=15th
3. Derek Alderson (Lotus Elite)	15	2	=24th
4. Graham Warner (Lotus Elan)	13	2	=31st
Class C			
1. Alan Hutcheson (M.G.B)	29	4	5th
2. Adrian Dence (Morgan Plus 4)	18	2	=15th
3. Neil Dangerfield (Triumph TR4)	17	3	20th
4. Dennis Morgan (Elva Courier)	14	3	29th
Class D			
1. Graham Hill (Jaguar E)	27	3	=7th
2. Dick Protheroe (Jaguar E)	24	4	9th
3. Ken Baker (Jaguar E)	15	2	=24th
Mike Parkes (Ferrari)	15	2	=24th
Class E			
1. Chris Williams (Lotus 23)	27	4	= 7th
2. Sid Fox (Lola-Climax)	23	4	10th
3. Peter Arundell (Lotus 23)	22	3	=11th
4. Mike Beard (Lotus 17)	18	2	=15th
Class F			
1. Mike Beckwith (Lotus 23B)	39	5	= 1st
2. Frank Gardner (Brabham)	22	4	=11th
3. Tony Lanfranchi (Elva Mk. 7)	18	2	=15th
Jimmy Clark (Lotus 23B)	18	2	=15th
Class G			
1. Roy Salvadori (Cooper Monaco)	36	4	=2nd
2. Peter Skidmore (Jaguar D)	20	3	14th
3. Innes Ireland (Lotus 19)	16	3	=21st
4. Bill de Selincourt (Lotus 19)	13	2	=31st
Chris Summers (Cooper-Chevrolet)	13	3	=31st

There are four more drivers with scores of 13 or better who are not among the first four in their respective classes; they are Tony Hegbourne (Lotus 23B, Class F) with 16 points from three scoring drives, Keith Greene (Lotus 23B, Class F) with 16 points from four scoring drives, Paul Hawkins (Brabham and Lotus 23, Class E) with 15 points from two scoring drives, and John Dickinson (Lotus-Climax, Class A) with 14 points from four scoring drives. This completes the first 33, below whom come a further 80 drivers with scores ranging from 12 points to 2 points; included in these is John Dangerfield (Morgan Plus 4) who had not scored a single point until Whitsun, but is now only just off the above abbreviated table, so it is obvious that the situation can change radically overnight if someone hits a winning streak. This could well happen after August Bank Holiday, when we expect qualifying meetings to be held at Brands Hatch, Silverstone and Aintree; we have already ordered the ice-bags which will undoubtedly be needed when those results come in!

The Volvo on Cinturas at Kidney Bend.







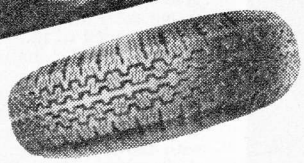




The Vauxhall takes a corner on Cinturas.









Rudd flashes past the stands.

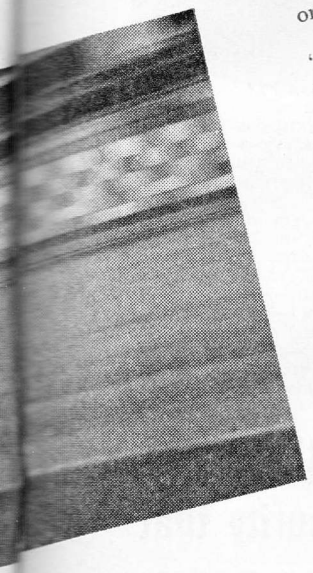
RUDD GOES FAMILY MOTORING



Rudd tests Cinturas on the Vauxhall VX4/90, the Volvo B18, the Sunbeam Rapier and the MG Z/B. Do you drive one of the high-performance family saloons? They are superb cars; but add a set of Cinturas—and something dramatic happens: they acquire the handling characteristics of an expensive G/T sports saloon. To prove it Pirelli asked ex-racing driver Ken Rudd to carry out a special Cintura test at Brands Hatch—with a Vauxhall VX4/90, a Volvo B18, a Sunbeam Rapier and a MG Z/B. For hours he thrashed these cars round the tricky 2½ mile circuit, taking them to their limit—first on conventional tyres, then on Cinturas. Afterwards he recorded his spontaneous comments: here are the highlights from his report.

"*I've got used to a much higher standard of steering now that I use Cinturas all the time.* So on a test like this I find more that I'm disappointed with ordinary tyres rather than I'm surprised by Cinturas. You notice the difference right away—lightness, accuracy, movability; just now for example the Cinturas were giving me such stability and adherence on the corners that I found I was able to change up a good 75 yards earlier on the entrance to the straight.

"*Cinturas are so completely predictable*—the car points the way you want it to without any danger of understeer, so you've got a far greater margin of safety the whole time. Cinturas in fact give me such a feeling of security that I find I can ignore the conditions if I want to; just now just now, for example, I noticed how the Cintura was correcting itself almost automatically as I came off the wet on to the dry patches.



"*Cinturas give the effect of a built-in shock absorber*: and road-holding is greatly improved by this dampening effect that the tyre has on uneven surfaces. As family cars often carry a heavy load, I put a lot of extra spare wheels in the boot of the Volvo for one of the circuits I made on Cinturas: the car behaved perfectly without any tendency to roll, and there was no loss of control through tail-heaviness.

"*Cinturas put you well on the way to making your family saloon into a sports saloon* . . . Taking those cars round just now on conventional tyres, I found I'd almost forgotten the fantastic difference that Cinturas make. And I think the best way to sum up is to say that fitting Cinturas is a much better first step than tuning for someone who really wants to get the best possible performance from his family car."

These are remarkable claims—and they are only made possible by the unique construction of the tyre itself. Cinturas mean you can drive a family car as skilfully and excitingly as you can drive an out-and-out sports car—and you can do so with the extra safety and control that you owe to your family. Change now to Cintura—the fabulous tyre with the built-in safety belt.

To the **Pirelli Performance Bureau** 343-345 Euston Road, London NW1. Please send me a copy of the Cintura book and Ken Rudd's full test report. (KR/Q)

Name

Address

Make of car

Usual garage

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STARTING at 10 a.m. on Saturday, 13th July at the B.R.S.C.C.'s International Mallory Park race meeting will be a three-hour race for saloon cars up to 850 c.c. Also in the programme will be a 30-lap race for G.T. cars over 2,000 c.c. (this replaces the proposed Formula 1 race, which has been cancelled so as not to conflict with the British Grand Prix the following Saturday), a 25-lap race for sports cars up to 2,000 c.c. and a 10-lap event for saloon cars over 850 c.c.

TONY MARSH is among the 60 entrants for this Saturday's Rest-and-Be-Thankful hill-climb, which is a qualifying round of the R.A.C. Hill-Climb Championship.



FACE LIFT for the four-cylinder Reliant Sabre; the Sabre Six bonnet is now to be standardized on all models.

ROSSFELD HILL-CLIMB

FIRST qualifying round of the 1963 European Mountain Championship was the Rossfeld hill-climb, held on 9th June and receiving practically no publicity whatsoever. Porsche entered but a 2-litre Porsche Carrera for ex-Champion Edgar Barth, but this was enough to let the German demonstrate his mastery on a soaking wet track during the second runs when he beat the sports cars to such a good effect that he was declared winner on the aggregate of his two runs.

RESULTS

Grand Touring Cars: 1, Edgar Barth (Porsche Carrera), 7 m. 24.8 s.; 2, Sepp Greger (Porsche Carrera), 7 m. 29.9 s.; 3, Mauro Bianchi (Abarth-Simca), 7 m. 31.4 s.; 4, Hans Herrmann (Abarth-Simca), 7 m. 41.8 s.; 5, Herbert Müller (Porsche Carrera), 7 m. 43.4 s.; 6, Giampietro Biscaldi (Abarth-Simca), 7 m. 45.3 s. **Sports Cars:** 1, Sepp Greger (Porsche RS), 7 m. 47.5 s.; 2, Heini Walter (Porsche RS), 7 m. 56.5 s.; 3, Herbert Müller (Porsche RS), 8 m. 7.7 s.; 4, Hans Herrmann (Abarth 2000), 8 m., 29.8 s.; 5, Anton Fischhaber (Lotus-B.M.W. 23) 8 m. 49.8 s.; 6, Sidney Charpilloz (Elva-Ford Mk. 7). **Championship:** 1, Barth, 7 m. 24.8 s., 9 points; 2, Müller, 7 m. 43. 4 s., 6; 3, Biscaldi, 7 m. 45.3 s., 4; 4, Greger, 7 m. 47.5 s., 3; 5, Eberharde Mahle (Fiat-Abarth 1000), 7 m. 52.7 s., 2; 6, Michel Weber (Porsche Carrera), 7 m. 53.6 s., 1.

BRANDS HATCH spies report that the John Willment equipe have been testing their Galaxie and Cortina cars with some considerable success, seconds, and not fractions of seconds, being lopped off class lap records. Jack Sears drove the Galaxie and Les Leston a Cortina.

KEITH HOLLAND has taken delivery of the latest Diva G.T. which he hopes to enter for the Nürburgring 500 kms.

FINE VICTORY FOR LEDERLE AT KYALAMI

by ROGER HOUGHTON

NEVILLE LEDERLE forged farther ahead at the top of the South African Drivers' Championship on 8th June, when he won the Republic Trophy race at Kyalami, near Johannesburg. Lederle, driving his Lotus-Climax 21 in his usual impeccable manner, finished 39.7 secs. ahead of Syd van der Vyver in the ex-Jack Brabham V8 Lotus-Climax 24, having covered the 40 laps (100 miles) at an average speed of 91 m.p.h. In third position was Doug Serrurier in his L.D.S.-Alfa, with Ernest Pieterse, the present South African champion, taking fourth spot in his Lotus-Climax 21. John Love, of Rhodesia, had the misfortune to have a tie-rod end break on his Cooper-Climax "4" when lying 50 yards behind Lederle with 12 laps gone.

In practice Syd van der Vyver really opened the taps of his Climax V8—the only one in South Africa—and turned in a fastest lap of 1 min. 33.7 secs. (97.6 m.p.h.), which was well inside the lap record for the circuit of 1 min. 35.3 secs. set by Jim Clark in the Lotus-Climax 25 in the 1962 Rand Grand Prix. Lederle turned in a practice time of 1 min. 36.5 secs. and Pieterse took the third place on the front row of the grid with a lap of 1 min. 37.5 secs. In the second row were Serrurier in the L.D.S.-Alfa and Love in the Cooper-Climax. The third row consisted of Sam Tingle (L.D.S.-Alfa), Peter de Klerk (Lotus-Alfa 23)—he was using the sports car, as his Alfa Special which had suffered engine trouble in the Coronation "100" was not ready—and Trevor Blokdyk (Cooper-Ford).

A further 10 cars lined up behind these fastest eight at the start, making a good field of 18, for the 40-lap main event.

Van der Vyver got away to a good start from pole position when the flag fell, followed by Lederle, Pieterse, Serrurier and Love. But at the end of the second lap it was Lederle in the lead by about 25 yards. When they came round the third time van der Vyver had pushed the Lotus-Climax V8 ahead of its four-cylinder relative, with the rest of the top five in the same order. The fifth lap saw Lederle and van der Vyver engaged in a close dice, with Serrurier having taken over third berth from Pieterse.

But from the sixth circuit it was Lederle all the way. The fair-haired Free Stater was driving very relaxed and he put in a lap of 1 min. 39 secs. (92.5 m.p.h.) for his sixth lap, to widen the gap over van der Vyver. John Love had settled down to some consistent lapping in the Cooper, and on the eighth lap had taken over second position from van der Vyver, who seemed to be having handling problems. On the twelfth circuit van der Vyver had slipped to fifth position, behind Lederle, who was steadily opening the gap between Love in the Cooper. Pieterse was lying in third spot, with Serrurier fourth. Behind these leaders, Peter de Klerk in the Lotus-Alfa 23 and Sam Tingle in the single-seater L.D.S.-Alfa were having a great dice.

On the thirteenth lap (unlucky for some?) Love went out when in second place, with a broken tie-rod end. This let Pieterse through followed by Serrurier and van der Vyver. On the sixteenth lap, Lederle was only 11 secs. ahead of a determined Ernest Pieterse, with van der Vyver having moved up to third place. The position remained unchanged until the 21st lap, with Lederle 18 secs. ahead of Pieterse. Love had meanwhile rejoined the race, but was far behind the leaders, having lost six laps.

On lap 21 Pieterse had to take avoiding action as he went into Crowthorne Corner at the end of the straight, and spun off. He carried on, but called into his pits for a check over, and lost 55 secs. Van der Vyver was now lying second to Lederle, with Doug Serrurier third, and Peter de Klerk fourth in the Lotus 23. Pieterse was motoring very rapidly as he chased the leaders, and on lap 33 had taken over fourth spot, 1 min. 18 secs. behind Lederle, who was lapping steadily around 1 min. 40 secs. (91.5 m.p.h.). These positions remained the same to the end, giving Lederle, one of the 18 graded drivers in the world, a further nine points on the championship table.

There were six supporting events on the programme, including three for motor-cycles. The meeting was organized by the Transvaal Motor Cycle and Car Club, and promoted by the South African Motor Racing Club.

RESULTS

40 laps—100 miles: 1, Neville Lederle (Lotus-Climax 21), 1 h. 6 m. 53.2 s., 91 m.p.h.; 2, Syd van der Vyver (Lotus-Climax 24 V8), 1 h. 7 m. 32.9 s.; 3, Doug Serrurier (L.D.S.-Alfa), 1 h. 7 m. 44.5 s.; 4, Ernest Pieterse (Lotus-Climax 21), 1 h. 8 m. 19.2 s.; 5, Peter de Klerk (Lotus-Alfa 23), 39 laps, 1 h. 7m. 45.5 s.

SPORTS NEWS

SIX HOURS OF SALOONS

NICK SYRETT and the merry men of the B.R.S.C.C. have gathered together a truly excellent field for the International Brands Hatch Six-Hour Saloon Car Race on 6th July. The over 3,000 c.c. class comprises four Ford Galaxies (for Dan Gurney/Jack Brabham, Jack Sears/Bo Ljungfeldt, Sir Gawaine Baillie/Peter Jopp and John Sprinzel/Merton Lucia) and four 3.8 Jaguars (Roy Salvadori/Denis Hulme, Mike Salmon/Peter Sutcliffe, Peter Lindner/Peter Nöcker and Chris McLaren/John Coundley).

The 1,601-3,000 c.c. class sees a battle between Britain, Italy, Germany and Sweden, with Ford Zodiac, Lancia Flaminia, Mercedes-Benz 220SE and Volvo 122S cars, while Sunbeam Rapier, Alfa Romeo Giulia, Riley 1.5, Lancia Flavia, Ford Cortina GT and Ford Cortina Super cars are to battle it out in the 1,600 c.c. division. The 1,300 c.c. class should be fun, with Anita Taylor/Anne Hall (Ford Anglia), Alan Foster/Andrew Hedges (M.G. 1100), John Whitmore/Paddy Hopkirk, John Aley/X, Christabel Carlisle/Denise McCluggage and Mick Clare/X (Mini-Cooper "S") challenging the Swiss-entered Alfa Romeo Giulietta of Max Lanz/Franco Birchler.

Cars up to 1,000 c.c. are headed by a works Mini-Cooper for John Rhodes/Rob Slotemaker, while Elizabeth Jones/Timo Makinen, Claude Dubois/Jean-Pierre Ackermans, Edward Lewis/Julien Vernaeve also have Mini-Coopers in this category, which is completed by the Fiat-Abarth 1000 of Peter Clarke/John Anstead.

Preceding the six-hour race is a sports car event, which starts at 11.15 a.m.

ROUEN GRAND PRIX

AFTER a season punctuated with much ill luck, Paul Hawkins deservedly won last Sunday's Formula Junior Rouen Grand Prix at the wheel of a Brabham-Ford entered by Ian Walker. As is usual these days, Brabham cars completely dominated the race, although both Denis Hulme and Frank Gardner succumbed to engine troubles, while Frenchman Philippe Martel had his Brabham in third place in the early stages until he performed an enormous spin. Richard Attwood's M.R.P. Lola closed up on Hawkins during the closing stages and eventually finished only 0.2 sec. behind. Peter Arundell (Lotus 27), Mike Spence (Lotus 27), John Ampt (Alexis) David Hobbs (Lola), Tim Mayer (Cooper) and Alan Rees (Lola) filled third to eighth places.

ONE OFF COMPONENTS COMPANY, Mill Cottage, Cocking, Midhurst, Sussex, are specialists in those requirements which cannot normally be met, due either to the item having gone out of production and no replacements being available or, being a fresh requirement, design and/or prototype manufacture is required.

R.A.C. HILL-CLIMB CHAMPIONSHIP

Positions After Bo'ness

1.	Tony Marsh (Marsh-Climax and B.R.M.)	61
2.	Phil Scragg (B.R.M.)	40
3.	Peter Westbury (Felday-Daimler and Cooper-Daimler)	39
4.	Peter Boshier-Jones (Lotus-Climax)	30
5.	Ian McLaughlin (Cooper-J.A.P.)	25
6.	David Good (Cooper-Climax and Cooper-Daimler)	24
7.	Ray Fielding (Lotus-Climax)	23
8.	Bryan Eccles (Cooper-Chevrolet)	16
	Gray Mickel (Cooper-Climax)	16
10.	Agnes Mickel (Cooper-Climax)	6

BRUCE McLAREN:

From the Cockpit

THIS is not the story that I had hoped to write about Le Mans, and no doubt the records that will be filed away at Aston Martins, in Feltham, are not exactly what they had hoped for. Yet there is a story because this 24-hour endurance race is one of the few big motor races left in Europe. the Aston Martins were fast, and we had a fine team of drivers. I was driving with Innes Ireland and between us we would liked to have written a jolly story of a colourful weekend's motor racing. But now more than anything else I remember a sudden loud clatter from the engine of our Aston Martin at 8.30 on Saturday evening, accompanied by a tingling sensation at the top of my spine which told me my rear wheels were covered in oil and that I was still doing the best part of 175 m.p.h.

With luck I managed to negotiate the fast kink in the Mulsanne straight and coasted to a stop on the grass before the hairpin. My thoughts then were immediately for the mechanics and the team. A year's work by industrious and capable men gone for naught—blown through a hole in the crankcase left by a departing con rod.

I turned off the master switch and walked back to the signalling area at Mulsanne. A quarter of a mile behind me a large pall of smoke spelt accident; a car must have slid on the oil that I had deposited on the fastest part of the circuit. And back at the pits stories filtered through of a multiple pile-up with a Jaguar, an Alpine and another Aston Martin.

As I drove slowly from the circuit back to our hotel at La Chartre I had plenty of time to think about those things. There were patches of fog on the road and I imagined what a hell this would be for those left in—oil, fog, and darkness.

Driving at Le Mans can be a wonderful sensation with a good car running well, its headlights stabbing Omo whiteness into the corners, the cool night air being scooped into the cockpit, the signals hanging in profusion at Mulsanne, the flash of white faces at the pits—it can all be very absorbing. For nearly five days you have been living in a small world focused just on this one motor race.

My first impression of the race this year was that it just had to last for 24 hours—the scrutineering took 2½ hours!

Our Aston was terrific. It was a piece of cake lapping at 4 mins. 5 secs., and it was relatively easy to get under four minutes, which was tremendous for a G.T. car.

Out at La Chartre we had been getting into the habit of going to bed late and getting up late, although Innes said that he was quite accustomed to this. On the Thursday night John Wyer, the team director, said there would be a drivers' meeting at 11 o'clock the following morning. Jokingly, Innes asked if they wouldn't mind postponing the meeting until 12.30 when he got up. This was greeted with laughter at the time, but at 11.20 the next morning someone was sent up to wake Innes, who arrived ruffled and unshaven 10 mins. later.

As neither of us were particularly keen to do the start, we decided to toss a coin and, as Innes said, he managed to do a "Salvadori" on me. When I told Patricia that I was starting she presumed that I had won the toss. She was more than a little puzzled when she found that I had lost!

As it turned out the start went off fine, and Phil Hill's prototype Aston Martin and my G.T. car were the first two under the Dunlop Bridge. I was swallowed up by a couple of sports Ferraris through the Esses, but roaring down Mulsanne I repassed one of them and crested the brow before the end of the straight running comfortably with the first four. After that I took it particularly gently for the rest of the session and ran to plan. The first driving spell at Le Mans always seems the longest, and the two hours drag terribly.

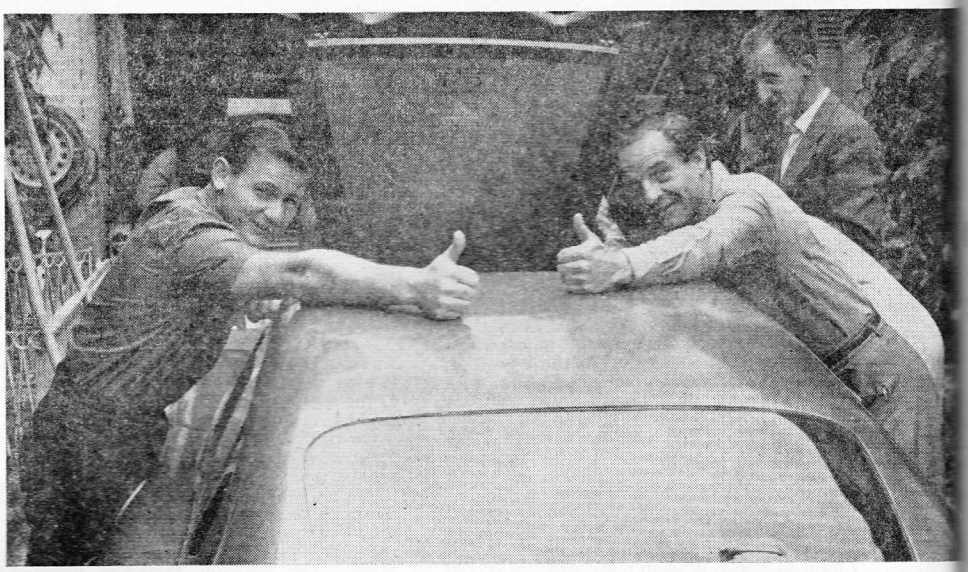
The car was handling like a dream and it surprised me how stable it was at high speed. I could go through the kink at the end of the straight at 180 m.p.h. and have a slide on occasions at that speed, but it was still completely controllable.

I had only done a few laps of my second spell at the wheel and we were still leading the G.T. class when that horrible death rattle occurred and the engine scattered itself around under the bonnet. Having run last year into the early hours of the morning and then had the news broken to me that our car was out of the race I knew how Innes must have felt back in the pits.

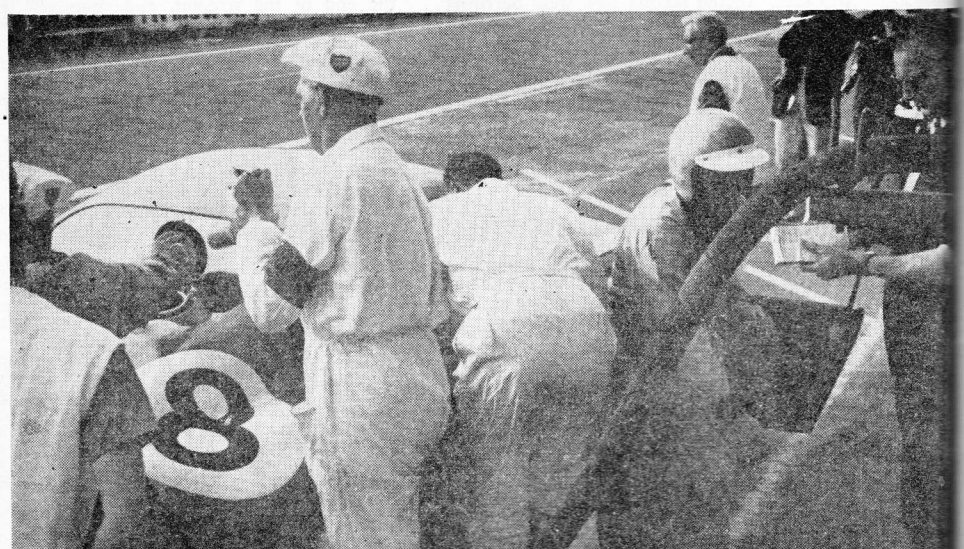
He said he had turned down the offer of bacon and eggs in the Aston Martin caravan, and was settling down with a cup of tea and a cigarette when he was told of my blow-up. So he changed his mind and was tucking into bacon and eggs while I was foot-slogging back to the pits.

But this disappointment on early retirement almost seems part of Le Mans. I'm quite sure if anyone had the courage to go slow enough or pull an axle ratio which was high enough, they could almost guarantee to place among the first three.

It takes two to drive in this round-the-clock race and I thought Innes rounded off the spirit of the race weekend well when he said at dinner on the Sunday night "I've never finished at Le Mans and Bruce hasn't either, but I hope the good old fighting spirit of Aston Martin will rise again and come back with perhaps a lighter piston or a stronger gudgeon pin, or whatever the hell it was that broke, because I know darn well that this car is a winner, and I hope that if we come back next year I'll be sharing the same seat . . . even if I do have to move it back a couple of clicks!"



OPTIMISTIC OF THEIR CHANCES, Bruce McLaren and Innes Ireland give the thumbs-up sign before the start of the Le Mans 24-hour race (above). Unfortunately, their challenge faded after four hours of racing when the Aston Martin's engine blew up. FROM THE COCKPIT—smartly! Bruce McLaren pit-stops the Aston after his first stint at the wheel (below).





WINS AGAIN!

DUTCH GRAND PRIX

1st Jim Clark

LOTUS COVENTRY CLIMAX

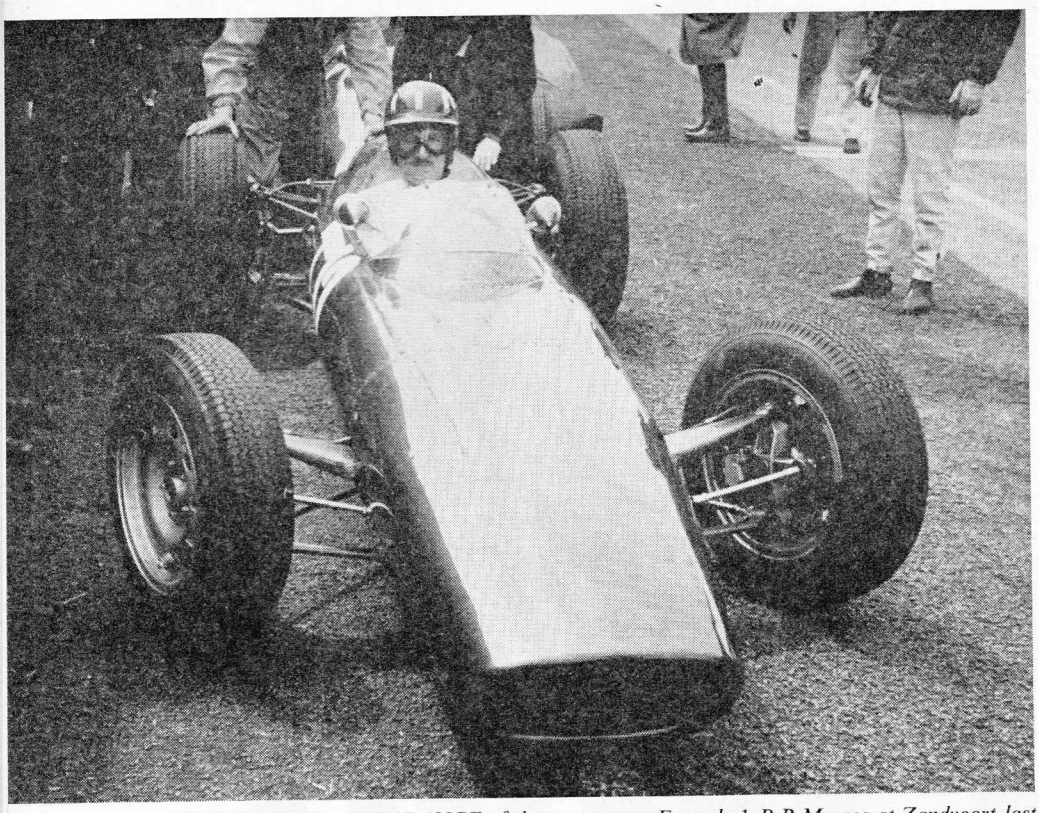
2nd Dan Gurney

BRABHAM COVENTRY CLIMAX

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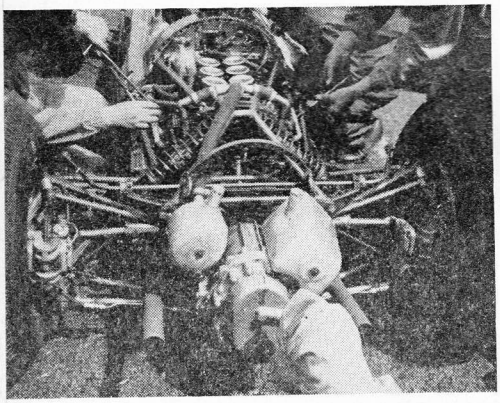


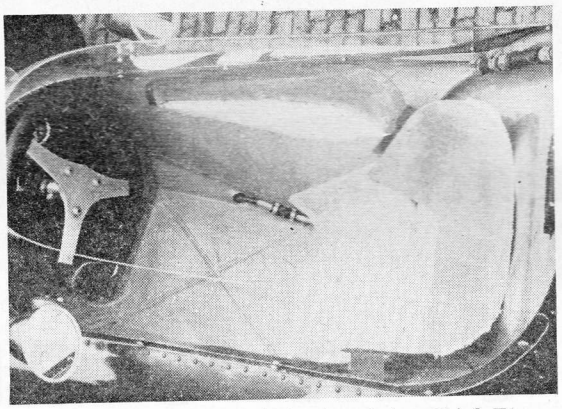
B.R.M.'s New Monocoque

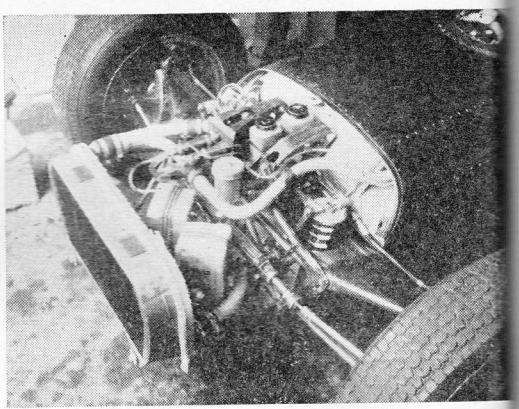
A "Lotus-eater" from Bourne

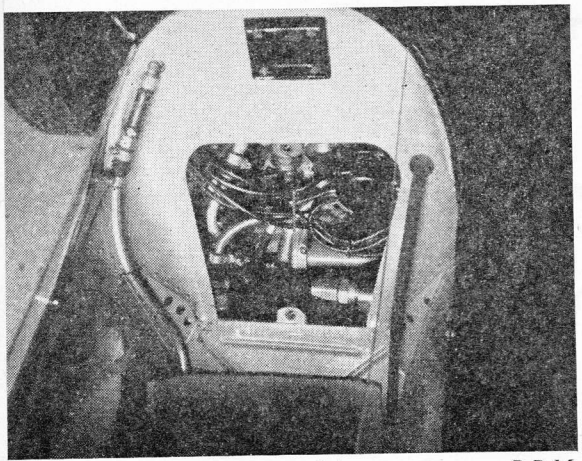
PHOTOGRAPHY BY GEORGE PHILLIPS

FIRST PUBLIC APPEARANCE of the monocoque Formula 1 B.R.M. was at Zandvoort last week during practising for the Dutch Grand Prix. Locking rear brakes prevented Graham Hill from seriously putting the car through its paces, and he chose to drive one of last year's cars in the race. The slim lines can be seen to advantage (above). MECHANICS AT WORK on the car in preparation for its practice run (below, left). The new inboard suspension can be seen. DRIVING DEPARTMENT (below, centre), showing the monocoque construction. Everything has been planned to ensure adequate cooling. FRONT END of the car (below, right), showing the completely new layout.









A FEATURE of the new monocoque B.R.M., which caught Chief Photographer George Phillips's eye, was the removable panels which gave access to the engine and ignition unit. Everything has been well planned on the new car designed by Tony Rudd.

DESIGNED and developed by Chief Engineer Tony Rudd, the new B.R.M. monocoque made its first public appearance at Zandvoort during the training. It was produced to gain additional information to supplement data obtained during previous tests at Snetterton. Graham Hill drove it for several laps, but locking-on rear brakes prevented him from doing any really good times.

The monocoque section is made from 18-gauge duralumin, and this contains the side fuel tanks, oil cooler and oil tanks, the latter being simply rubber bags. There are virtually no oil pipes in this layout, and everything has been planned to ensure adequate cooling, by passing air from a duct in the nose, through the double-skin floor, in which are located rectifier, battery, oil and fuel pumps. The transistor ignition unit is fitted behind the driver, and is cooled from two triangular ducts which also direct cold air to the petrol injection system.

The suspension has been redesigned and the helical springs brought inboard. At the rear, the disc brakes have been moved $\frac{3}{8}$ in. nearer to the wheels to accommodate the longer half-shafts required for the new six-speed gearbox. The latter, which can also be fitted to the older cars, is about 25 lbs. lighter than the five-speed unit.

The suspension units are attached to the monocoque section by tubular sub-frames. The rear sub-frame is completely detachable by undoing six bolts, so that the V8 engine can readily be removed.

Front track is 4 ft. $5\frac{1}{8}$ in., and the rear, 4 ft. $4\frac{1}{2}$ in. The wheelbase is 7 ft. 6 in., exactly one inch longer than the 1962 car. Weight saving, as compared to the South African machine, is 80 lbs.

First real test for this exciting new B.R.M., considered by the Owen folk as a possible "Lotus-eater," will be the French Grand Prix at Rheims next Sunday.

Drivers Graham Hill and Richie Ginther finished first and second at Monaco with last year's chassis and as the Owen Organisation is so delighted with the new car, it looks as though Jim Clark and Co. are going to have a tough time keeping the reigning World Champion and his cheerful American team-mate (who is currently placed second in the World Championship) at bay. British enthusiasts will have a chance to see the cars at Silverstone on 20th July.

G.G.



WINS AGAIN!

DUTCH GRAND PRIX

1st Jim Clark

LOTUS COVENTRY CLIMAX

2nd Dan Gurney

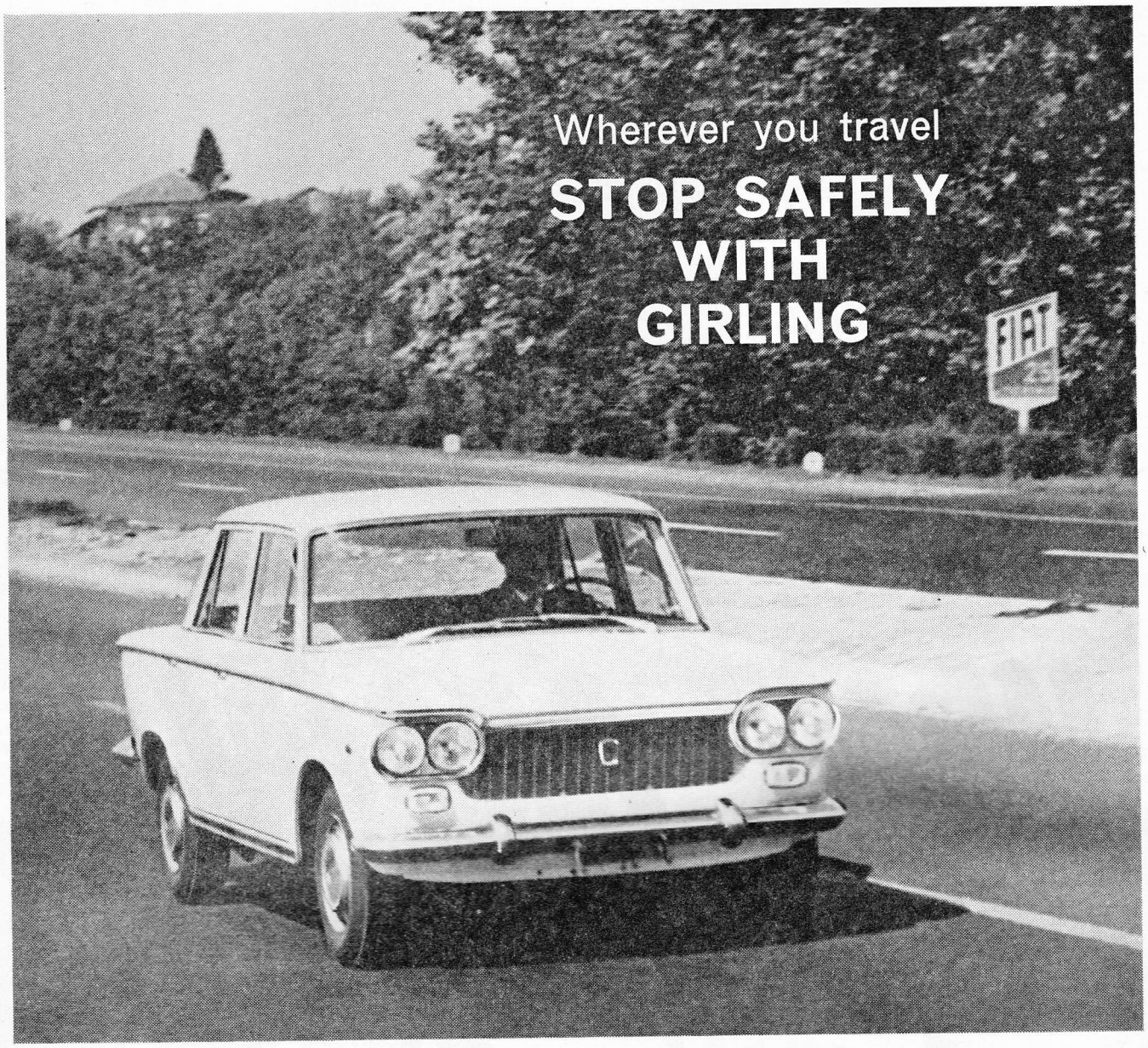
BRABHAM COVENTRY CLIMAX

(Subject to official confirmation)

Since the beginning of 1959 more World Championship Grands Prix have been won on* ESSO EXTRA MOTOR OIL *than on any other brand of oil



ALWAYS LOOK TO ESSO FOR THE BEST



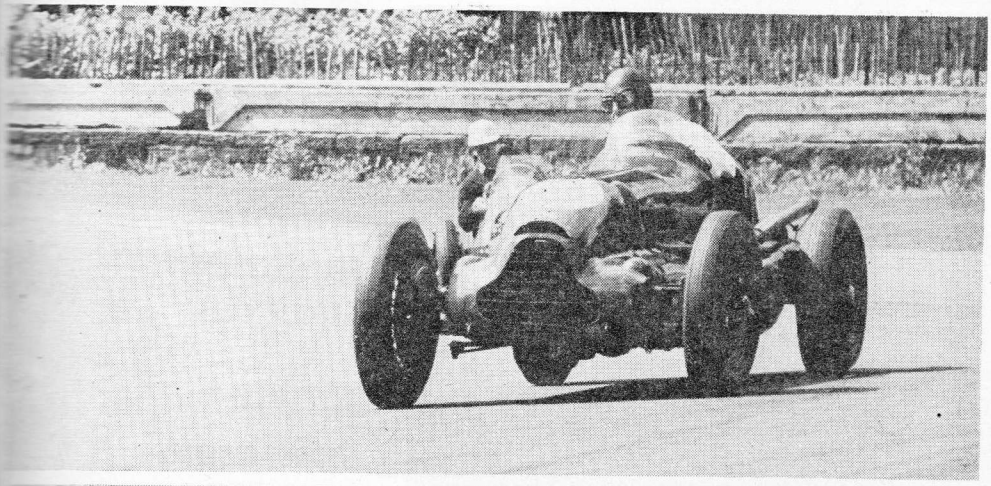
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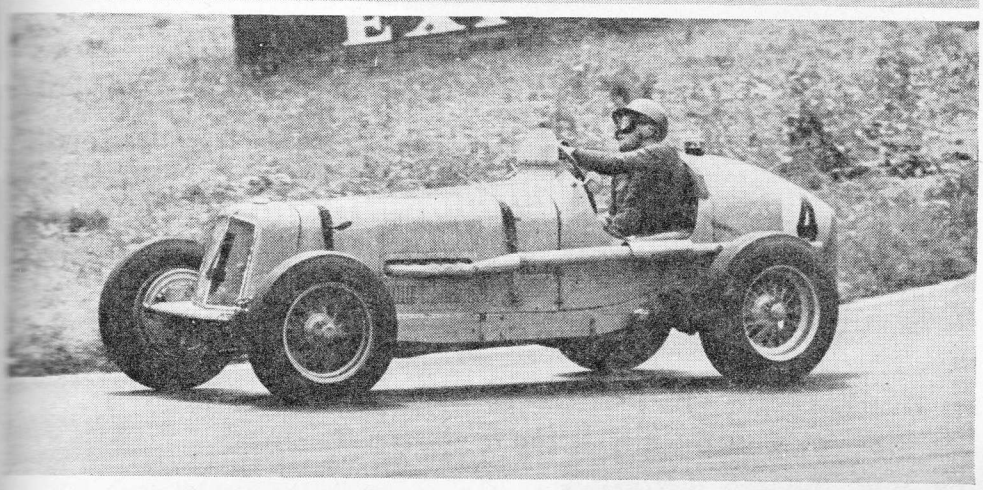
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VINTAGE OULTON PARK

The Richard Seaman Trophies Meeting

BY JOHN BOLSTER

PHOTOGRAPHY BY FRANCIS PENN

IT was pleasant indeed to be at the V.S.C.C. Oulton Park meeting. In the paddock, I met the chain-driven Frazer-Nash that used to share my life when I was 21, and many other old friends were there, while hospitality abounded.

The first race was a 5-lap handicap for Vintage and P.V.T. cars. There was some boiling on the line and one or two people forgot to drive on the right, but after Harris had led in the early stages, his Austin was overwhelmed by Joseland's 'Nash and Wickham's Alvis. The whole of the rest of the field appeared to finish fourth, but Christopher Winder's Humber just did it.

Batho's Riley-engined Amilcar looked like having the second handicap all its own way, but Barraclough and Hine thundered through on their Bentleys with Hine taking the chequered flag, the Amilcar just holding off Crocker's well-driven Lagonda. Kenneth Neve was well up in his 1914 Humber, in spite of the absence of front stoppers.

The Richard Seaman Memorial Vintage Trophy was a triumph for Nigel Arnold-Forster in Delage II. He made a superb getaway, drifted the corners, and thoroughly deserved his win. This car has a crankshaft vibration damper now and has lost its former alarming torsional period. Ashley's 'Nash went phenomenally well to come second and Peter Binns drove the Riley at about eleven-tenths in third place. Richard Bergel's Bugatti, which could have contested the lead perhaps, finished fourth after a brief stop to reconnect two plug leads, recording the fastest lap.

The Richard Seaman Memorial Historic Trophy race began with an electrifying getaway by Horton's Connaught, which departed with Peter Waller and Bertie Brown in pursuit. Alas! A pit stop by the Connaught, brief as it was, put the race right into the E.R.A. camp for keeps. Lindsay's E.R.A., which I used to drive long ago, took the lead and held it, with Waller close behind and Brown farther back in the car that Cuth Harrison and Graham Whitehead handled, among others. Looking very beautiful, the 3.3-litre Grand Prix Bugatti was being piloted with some discretion by "Doc" Taylor in fourth place.

Gibson's single-seater Frazer-Nash went splendidly until a short pit stop reduced it from fifth to eighth place. The Doctor passed the pits shaking his fist wildly at Smith's Lago-Talbot, quite like the old days. Cottam's E.R.A. visited the pits and the procession strung out, with only the first four on the same lap on the 14th tour. It was not the most exciting race but yet another Vintage victory for "Remus".

The G.N. and Frazer-Nash cars, which had nothing to lose but their chains, contested the sixth *épreuve*. Fearnley's Meadows 'Nash, from the limit mark, led for four out of the five laps, but crept in last with a tired engine. Sambrook, who had a Riley engine, lay second, but Geoghegan, with Aston Martin machinery, was pressing him. Finally, Geoghegan prevailed, while Spence, with a 3½-litre Alvis engine, was second after a stirring dice from the back of the field.

The "All-comers", a scratch five-lapper, was a walkover for Peter Waller's E.R.A. after "Doc" had stalled the Bugatti on the grid and caused a major traffic jam. Smith's Lago followed at a considerable interval and Delage II drifted into third place.

Yet another Frazer-Nash benefit was the Vintage Sports Cars event. Giddings had it, furiously pursued by Ashley, who was having a wonderful day. A magnificent dice for third place was resolved in favour of Morten's Bentley.

Event 9 was supposed to be for racing cars, which is probably why so many of the entrants had sports cars! The thunder of the 24-litre Napier Railton shook the ground, but nobody could catch A. O. Ellis, who drove impeccably all round the circuit to win in the Derby-Maserati. He had worked untiringly and spent a great deal of money on this car, so a victory after much disappointment was extremely popular.

The final handicap was led for three laps by D. A. Hill in the Ulster Austin of J. F. Harris. Then, Jones's supercharged M.G. took over and won by a large margin, Abson's Lagonda Rapier being second and Kain's Bugatti third. Felix Scriven's old car, "Nanette", with the Hooker Thomas engine and American Lockheed contracting brakes, lost its anchors out in the country, and the Aston Martin that Jock Horsfall used to drive found the handicap too steep.

Thanks, Tim Carson and Rex Foster, for some splendid racing on a real road circuit.

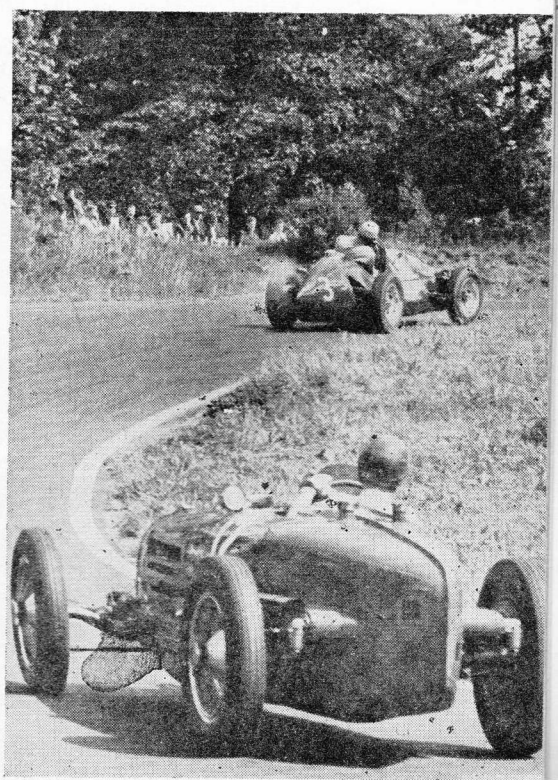
RESULTS

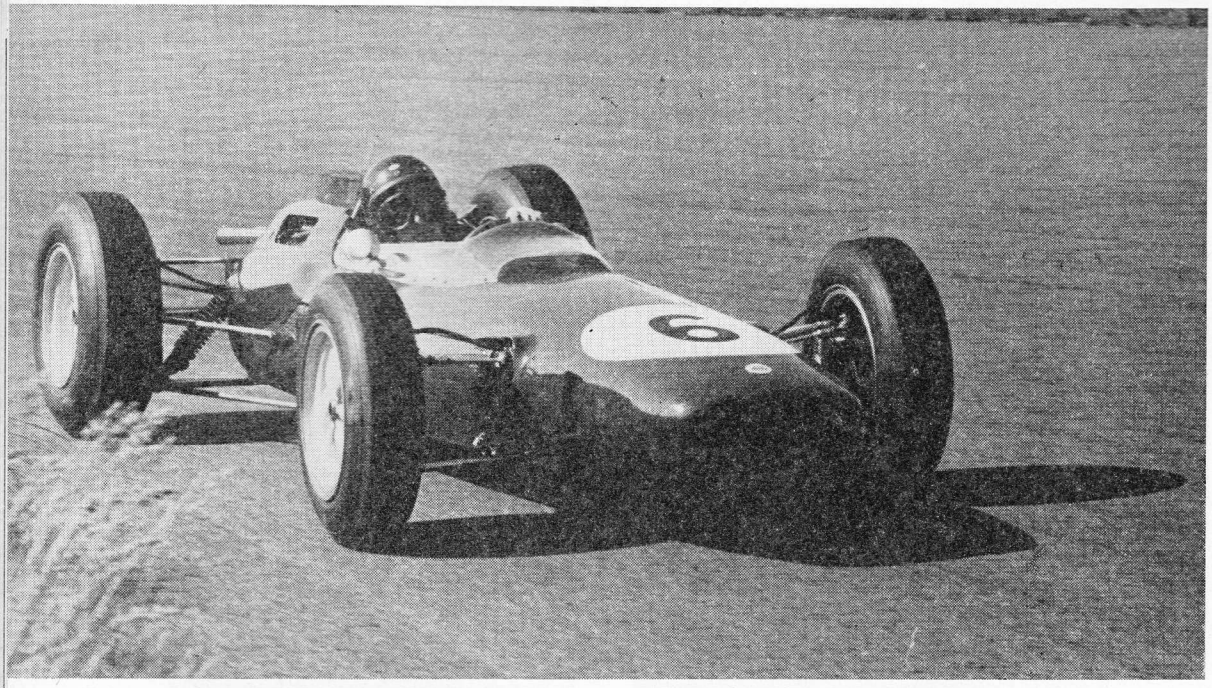
Handicap Race (5 laps): 1, M. T. Joseland (Frazer-Nash), 63.8 m.p.h.; 2, D. A. Makin (Riley); 3, J. F. Harris (Austin). **Fastest Lap:** Joseland, 64.88 m.p.h. **Handicap Race (5 laps):** 1, H. P. Hine (Bentley), 66.04 m.p.h.; 2, J. E. Barraclough (Bentley); 3, R. C. Batho (Amilcar-Riley). **Richard Seaman Vintage Trophy (12 laps):** 1, N. Arnold-Forster (Delage), 72.56 m.p.h.; 2, R. W. Ashley (Frazer-Nash); 3, P. J. E. Binns (Riley). **Fastest Lap:** Bergel (Bugatti), 74.62 m.p.h. **Richard Seaman Historic Trophy (20 laps):** 1, Hon. P. Lindsay (E.R.A.), 79.58 m.p.h.; 2, P. Waller (E.R.A.); 3, B. E. Brown (E.R.A.). **Fastest Lap:** Lindsay, 81.87 m.p.h. **Frazer-Nash and G.N. Handicap (5 laps):** 1, M. S. Geoghegan (F.N.-Aston Martin), 67.52 m.p.h.; 2, H. Spence (F.N.-Alvis); 3, W. G. A. Barrow (F.N.-Meadows). **All-comers Scratch Race (5 laps):** 1, P. Waller (E.R.A.), 79.49 m.p.h.; 2, R. Smith (Lago-Talbot); 3, N. Arnold-Forster (Delage). **Fastest Lap:** Waller, 80.55 m.p.h. **Vintage Sports Cars (5 laps):** 1, P. Giddings (Frazer-Nash), 71.69 m.p.h.; 2, R. W. Ashley (Frazer-Nash); 3, A. A. Morten (Bentley). **Fastest Lap:** Giddings, 73.19 m.p.h. **Handicap Race (5 laps):** 1, A. O. Ellis (Derby-Maserati), 72.25 m.p.h.; 2, A. S. Cottam (E.R.A.); 3, J. Stephen (Alvis). **Handicap Race (5 laps):** 1, M. H. Jones (M.G.), 68.85 m.p.h.; 2, J. D. Abson (Lagonda); 3, B. B. D. Kain (Bugatti).

BERTIE BROWN, third in the Richard Seaman Memorial Historic Trophy race in his E.R.A., leads the Appleton Special of R. P. Baker at Lodge Corner (top left).

WINNER of the Seaman Historic Trophy race for the third year in succession, Patrick Lindsay at Lodge in his E.R.A., which incidentally, also won in 1957 and 1958 driven by Bill Moss (above, left).

JOHN HORTON, who made a wonderful start in his A-type Connaught, leads Ronnie Symondson's 3.3-litre Bugatti (below).





RELAXED, as usual, Jim Clark on his way to an untroubled win in his Lotus 25 (left). SECOND was Dan Gurney in a Brabham-Climax (below, left) and THIRD was John Surtees in a Ferrari (below, right).

By
GREGOR GRANT

Photography by
GEORGE PHILLIPS

IT'S JIM CLARK AGAIN

Lotus-Climax Driver Wins Dutch Grand Prix at Record Speed and Does First 100 m.p.h. Lap—Second Place to Dan Gurney in the Brabham, Followed by John Surtees (Ferrari)

DRIVING his Lotus-Climax 25 monocoque, Jim Clark was absolutely invincible at Zandvoort, to win the Dutch Grand Prix by over a lap from the rest of the field, and to be the first driver officially to break the 100 m.p.h. lap barrier in a race at Zandvoort.

It was a race of ups and downs for Clark's challengers. First Graham Hill and then Jack Brabham held second place, but on the 19th lap, the World Champion went ahead of the former title-holder. However, Hill could do nothing about catching the "Flying Scotsman", and his hopes were dashed further when he stopped with overheating problems on the 59th lap, and dropped to fourth place.

Into second place went John Surtees and his Ferrari, but three laps later he turned round behind the pits, and was taken by Gurney and Hill. Brabham was delayed by a broken throttle spring, and fell back to eighth place, and eventually abandoned. Hill tried all he knew to snatch back his second place, but 10 laps before the end of the race, the B.R.M. was out.

During his copy-book run, Jim Clark lapped in 1 min. 33.7 secs., 161.095 k.p.h. (100.1 m.p.h.), and his race average was 156.957 k.p.h. (96.5 m.p.h.). Behind Gurney and Surtees came Ireland, Ginther and Scarfiotti, who thus gained a Championship point in his very first Formula 1 race. Jim Clark now leads the Drivers' table with 18 points, seven in front of Ginther, and eight ahead of McLaren and Gurney. Lotus-Climax heads the Constructors' Championship with 19 points, against B.R.M.'s 14, and 10 each to Brabham and Cooper.

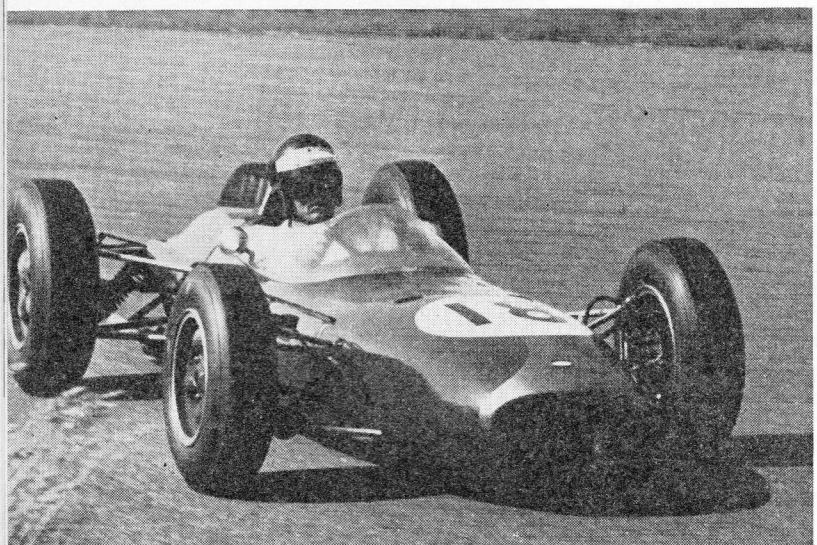
Of the 19 starters, 11 were running at the end. The A.T.S. and Cooper-Climax team cars failed to finish.

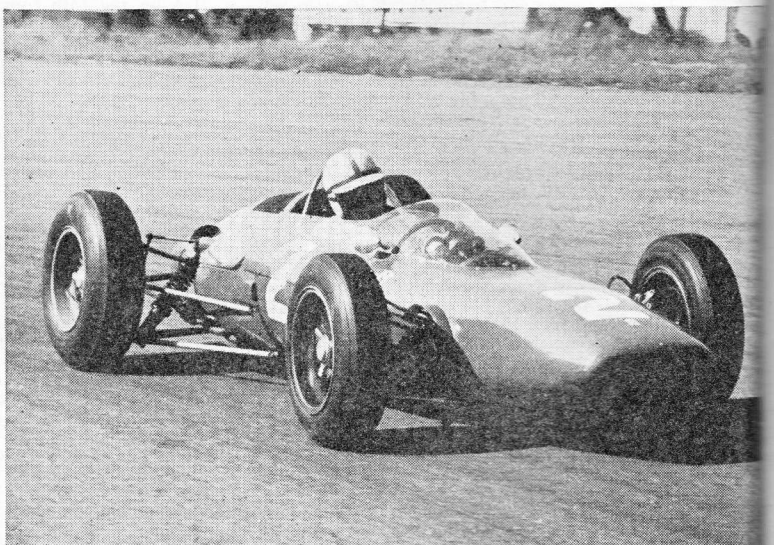
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PRACTICE started on Friday morning, but Team Lotus had not arrived, the cars still being en route from the U.K. Ferrari had nominated Scarfiotti to replace the injured Willy Mairesse. Both Maranello cars were identical to those raced at Spa. A.T.S. were still having trouble with the gear-selector mechanism on their Colotti-A.T.S. 6-speed boxes.

To the delight of everyone John Cooper was back in his usual place at the pits, looking fit and cheerful, albeit more than a trifle scarred on his head—a result of his crash in the two-engined Mini.

Graham Hill tried out the new monocoque, but this had to be abandoned out





on the circuit when the rear brakes refused to come off, the best time being 1 min. 37.2 secs. Out he went in the older car and returned 1 min. 33.3 secs., which was equalled by Innes Ireland in the B.R.P.-B.R.M. Next fastest was John Surtees, with 1 min. 33.7 secs., followed by Bruce McLaren (Cooper-Climax), 1 min. 34.1 sec., Jo Bonnier (Cooper-Climax), 1 min. 34.1 secs., and Jack Brabham (Brabham-Climax), 1 min. 35.3 secs.

Scarfiotti had one or two spectacular spins, and it must be admitted that both Ferraris did not handle as well as the British V8s. Phil Hill took his A.T.S. round in 1 min. 40.1 secs., but gear-changing was apt to be dodgy.

During the second session, the Lotuses had arrived, and Jim Clark promptly clocked 1 min. 33 secs. However, out went Graham Hill with the non-monocoque B.R.M., and did 1 min. 32.2 secs. Surtees brought his time down to 1 min. 33.6 secs., and Brabham equalled Clark's time. Innes Ireland had a mighty slide after hitting a wet patch just beyond the grandstands, and Graham Hill had to do some rapid avoiding action.

Bruce McLaren unobtrusively did 1 min. 33.3 secs. Baghetti's 1 min. 37.8 secs. with the A.T.S. was one-fifth of a second better than team-mate Phil Hill. Gerhard Mitter, the Formula Junior driver, was given the wheel of de Beaufort's second Porsche entry. It was believed that Tonio Hildebrand might be in one of the Parnell Lolas, but Reg decided that Rheims was just too close, and that only Chris Amon would represent the équipe.

Nine drivers were under Bruce McLaren's 1962 lap record of 1 min. 34.4 secs. On Saturday, Jim Clark produced a remarkable 1 min. 31.6 secs., 164.789 k.p.h. (102.399 m.p.h.). Graham Hill's best was 1 min. 32.2 secs. (163.717 k.p.h.), and Bruce McLaren's 1 min. 32 secs. put him into the front row of the grid. In point of fact, eight drivers exceeded 100 m.p.h. for a lap.

Jo Bonnier was unlucky enough to run the bearings of his new engine, so the 1962 unit was installed. With the inclusion of Jim Hall (B.R.P.-B.R.M.), the list of starters rose to 19, and the grid was as follows:

STARTING GRID

20 Bruce McLaren (Cooper-Climax) 1 m. 32.3 s.	12 Graham Hill (B.R.M.) 1 m. 32.2 s.	6 Jim Clark (Lotus-Climax) 1 m. 31.6 s.
2 John Surtees (Ferrari) 1 m. 33.0 s.	16 Jack Brabham (Brabham-Climax) 1 m. 32.4 s.	
28 Joakim Bonnier (Cooper-Climax) 1 m. 34.1 s.	30 Innes Ireland (B.R.P.-B.R.M.) 1 m. 33.3 s.	14 Richie Ginther (B.R.M.) 1 m. 33.3 s.
8 Trevor Taylor (Lotus-Climax) 1 m. 35.2 s.	22 Tony Maggs (Cooper-Climax) 1 m. 34.3 s.	
24 Phil Hill (A.T.S.) 1 m. 36.0 s.	10 Chris Amon (Lola-Climax) 1 m. 35.9 s.	4 Lodovico Scarfiotti (Ferrari) 1 m. 35.6 s.
26 Giancarlo Baghetti (A.T.S.) 1 m. 37.8 s.	18 Dan Gurney (Brabham-Cl.) 1 m. 36.2 s.	
42 Jim Hall (B.R.P.-B.R.M.) 1 m. 39.0 s.	36 Joseph Siffert (Lotus-B.R.M.) 1 m. 39.0 s.	34 Gerhard Mitter (Porsche) 1 m. 38.8 s.
32 Carel Godin de Beaufort (Porsche) 1 m. 39.3 s.		

RACE day was bright and breezy, with the sun doing its level best to keep to the blue bits of the sky. By lunch time over 35,000 people were present, and they thoroughly enjoyed the curtain-raising touring and sports car races. In the former, a D.K.W. Junior, a B.M.W. 700 and a Saab fought a race-long battle, with Immink's D.K.W. winning by 1.2 secs. from the B.M.W. In the 1,300 c.c. class only $\frac{2}{5}$ second separated Heidendahl's Alfa Romeo and Keller's Austin-Cooper.

In the sports car race, Tonio Hildebrand (Lotus 23), Ben Pon (Porsche Carrera) and R. P. Anderson (Lotus Seven) had an exciting-looking struggle, but the way Hildebrand went towards the end rather suggested that he had been holding back. He eventually won at 136.083 k.p.h. from Pon by 7.1 secs., and put in a lap in 1 min. 45.4 secs. (143.214 k.p.h.).

Then the track was cleared for the drivers' parade, which consisted of a fleet of Austin-Healeys. It was soon time for the Grand Prix, and as the 19 cars were lined up on the starting grid, one could sense that it had the makings of a classic race. However, Clark was the general favourite, his Spa performance still the main subject whenever enthusiasts foregathered.

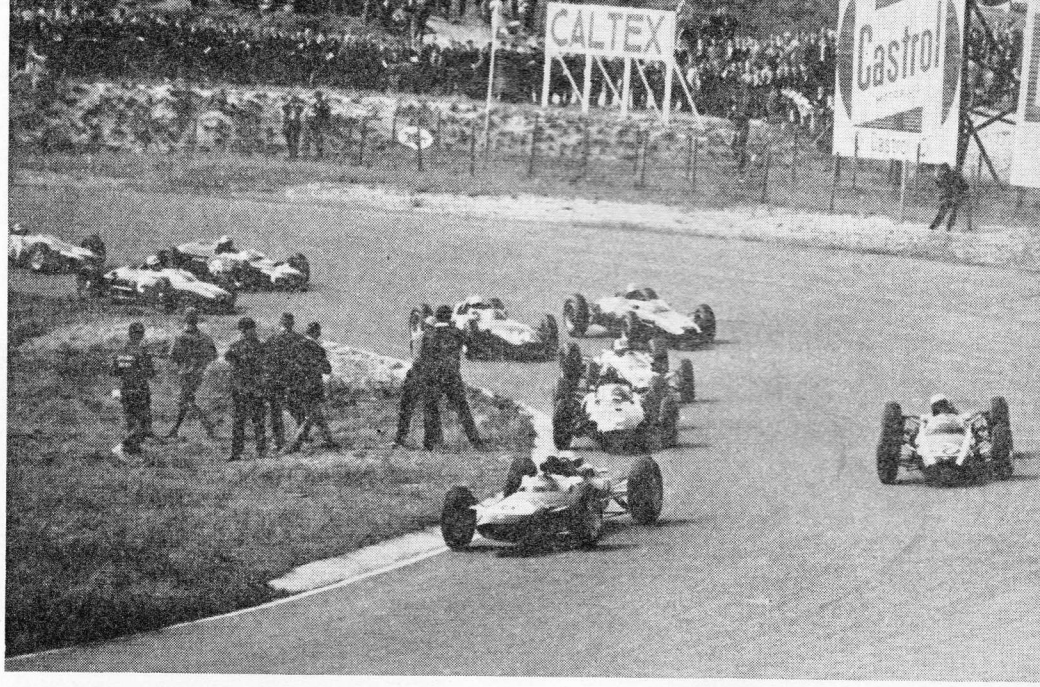
At the two-minutes signal, engines were started, and everyone cleared off the track

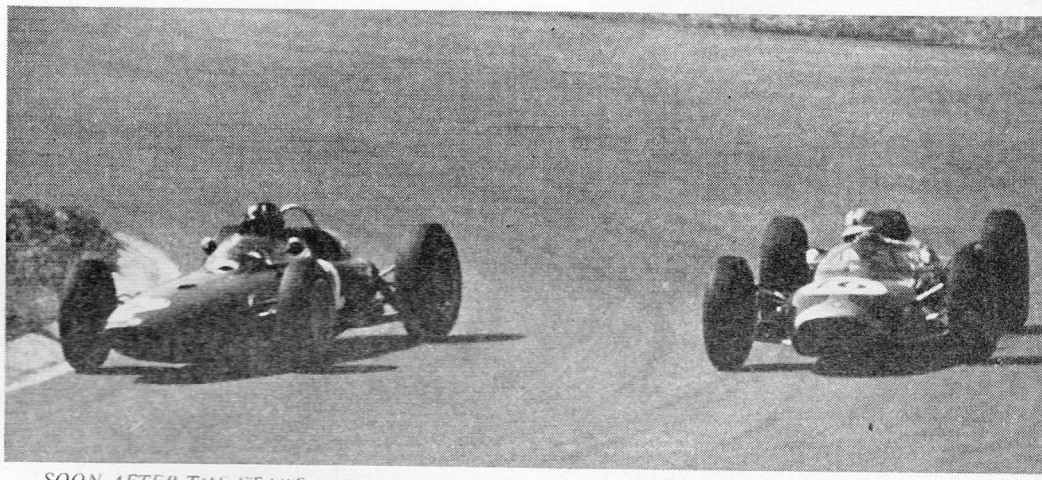
As engine notes mounted, Mr. van Haaren raised the flag, and the middle ranks began to creep. Innes Ireland was practically alongside Brabham, as the signal was given and the entire field moved off. In the background, the unfortunate mechanics were being chased by the police, and there were numerous pushing and shoving matches.

Down into Tarzan it was Jim Clark, chased by Graham Hill and Bruce McLaren. Clark was first into the right-hander, which is followed immediately by the sharp left turn up towards the Hunze Rug. In a remarkably short time the leaders appeared at the Huzaren Vlak, and the close order was Clark, Graham Hill, McLaren, Brabham, Maggs, Ginther, Surtees, Phil Hill and Bonnier. Jim's standing lap was done in 1 min. 40 secs. Straight into the pits went Mitter with his orange Porsche, complaining of clutch slip.

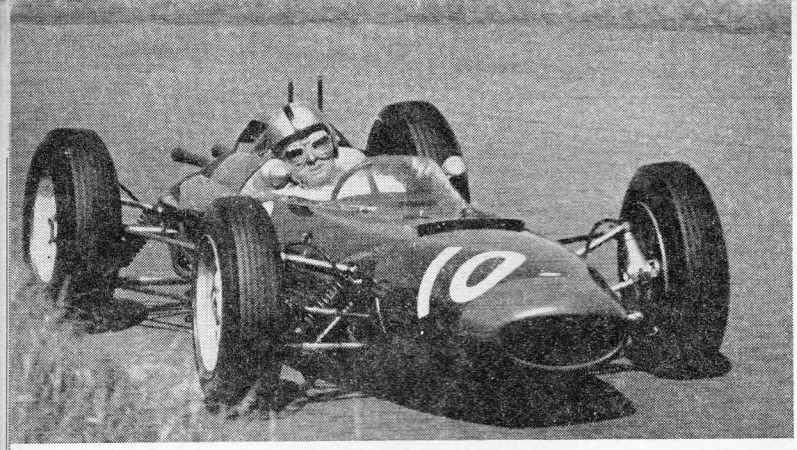
Lap 2, and Clark was still in front, but Brabham had closed up on Hill's B.R.M. McLaren was missing, but he was seen to be moving slowly towards the pits, where he stopped with gearbox problems. Clark was certainly in a hurry, already down around 1 min. 34 secs. Mitter did another lap, then abandoned with incurable clutch slip.

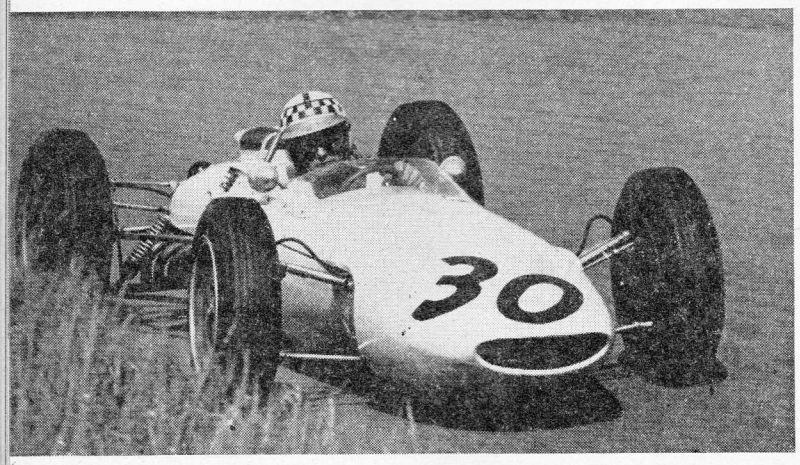
Behind Clark's flying Lotus, Jack Brabham was pressing Hill's B.R.M. hard. Maggs occupied fourth place, whilst behind the South African, Ginther and Surtees were having a do, just in front of Bonnier, Amon, Phil Hill and Innes Ireland. By lap 4, Clark had opened up

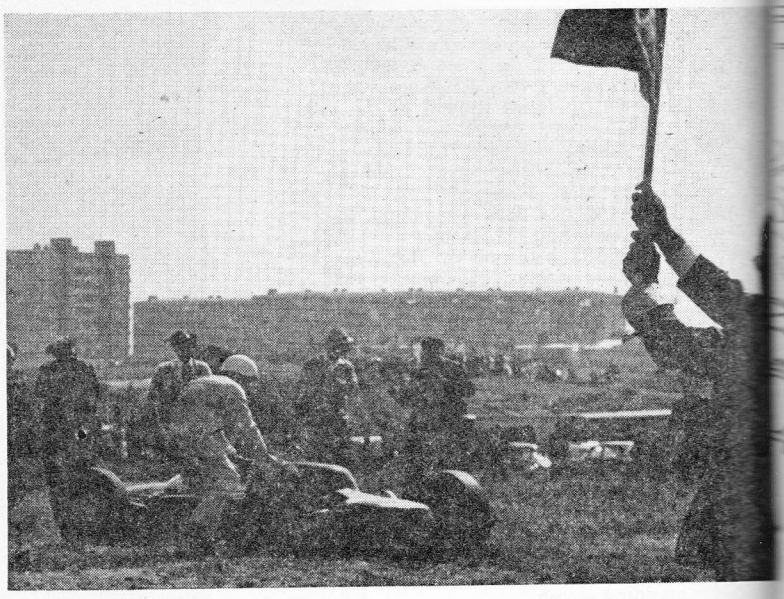




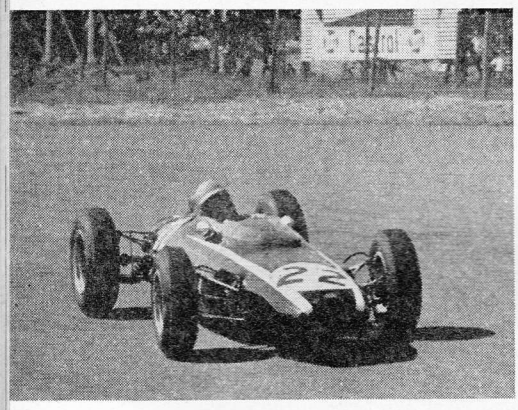
SOON AFTER THE START the field rushes around the Tarzan Hairpin (top). Clark is already in the lead, followed by McLaren, who is taking an outside line, G. Hill, Brabham, Maggs, Ginther, Surtees, Bonnier and Taylor. REALLY ON FORM, Jack Brabham drove a determined race. He takes his Brabham-Climax past Graham Hill's B.R.M. on the outside of the Tarzan Hairpin on the fifth lap (above).

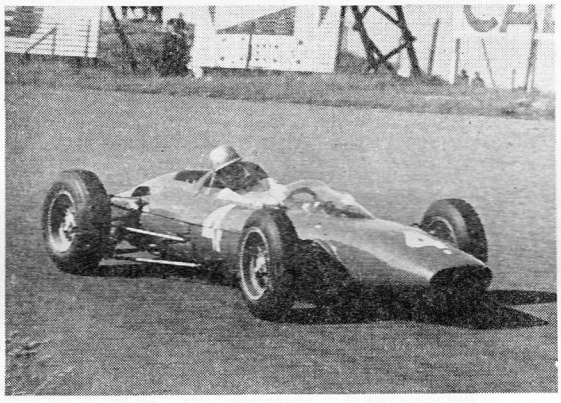


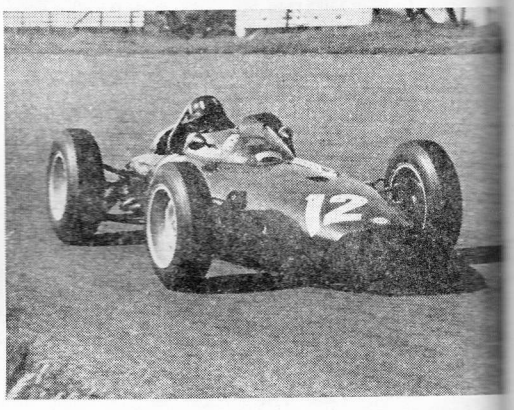




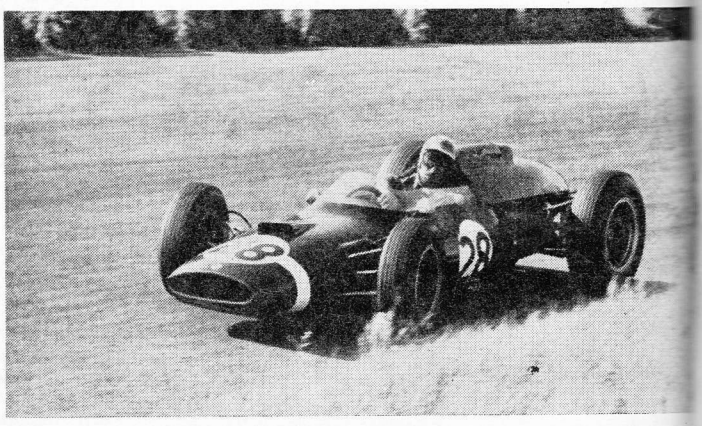
OUT OF LUCK again was the brilliant young New Zealander Chris Amon, whose Lola-Climax was forced out of the race when the water pump packed up on the 28th lap (top, left). NEW SHAPE in Grand Prix racing is the British Racing Partnership's B.R.M.-powered monocoque machine, driven into fourth place by Innes Ireland (left). PHIL HILL is having wretched luck with the A.T.S., but it is early days yet for the Bologna manufacturers. The ex-World Champion had the misfortune to lose a wheel in the early stages of the race (above).

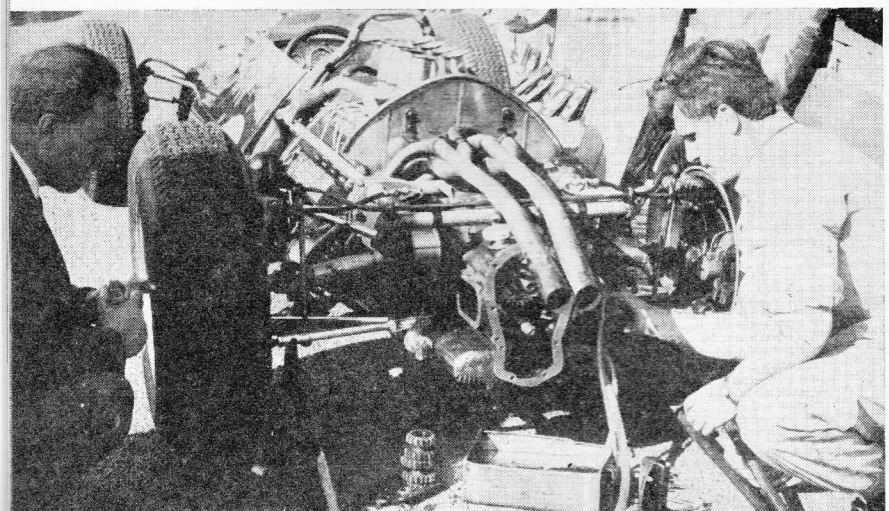


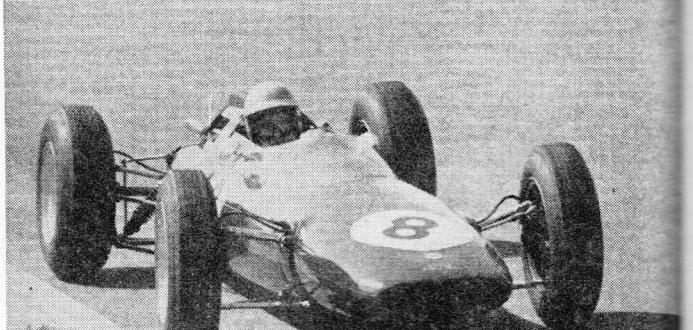


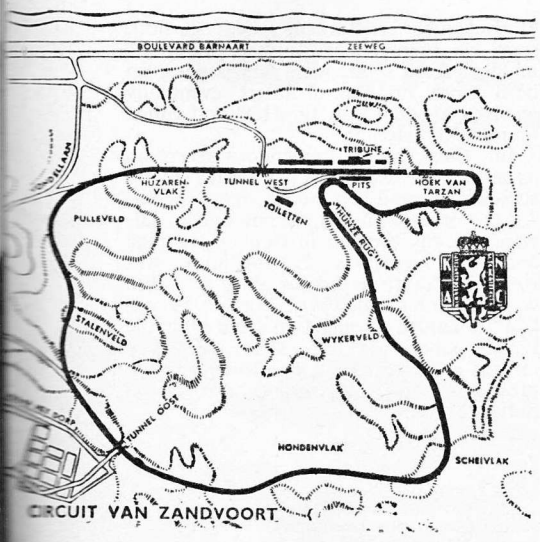


TONY MAGGS made a brilliant start in his Cooper-Climax, holding fourth place in the early stages (above, left). Unfortunately, the Cooper overheated after 14 laps so the South African's race ended prematurely. FIRST RIDE in a Formula 1 car for Lodovico Scarfiotti resulted in a sixth place (above, centre). Scarfiotti drove in place of the injured Willy Mairesse. NOT HIS DAY—the reigning World Champion had another unlucky championship race (above, right). This time, after a pit stop for water, the B.R.M. retired with a broken chassis with only 11 laps to go when holding third place. PIT STOP for Jo Bonnier in the Rob Walker Cooper-Climax with transmission trouble (below). Mechanics fiddle with bits of gearbox in an effort to get Bonnier going again. BONNIER eventually restarted and finished 11th and last, 24 laps behind the winner (right). ALSO IN TROUBLE was Trevor Taylor in the second works Lotus-Climax 25, which was plagued with fuel feed bothers (bottom, right).









his lead to 2½ secs., whilst Hill and Brabham were running neck-and-neck, pursued by Maggs and Surtees.

On the fifth lap, Brabham got the nose of his car in front of Hill, and came out of Tarzan with several yards lead. Behind, there was a splendid dog-fight featuring Ginther, Bonnier, Ireland and Amon. After a slowish start, Dan Gurney was now coming into the picture, and swept past Trevor Taylor. Baghetti's A.T.S. sounded dreadful, and he had to stop for advice on lap 6.

Clark took his lead up to 5 secs. over Brabham. Surtees, in fifth place, could make no impression whatsoever on Maggs. Ireland and Co. were fairly mixing it, and Gurney had now joined the party.

Up came the 10 laps, and the race order was:

1. Clark (Lotus-Climax), 15 m. 43.6 s., 158.292 k.p.h.
2. Brabham (Brabham-Climax), 15 m. 50.5 s.
3. G. Hill (B.R.M.), 15 m. 51.7 s.
4. Maggs (Cooper-Climax); 5, Surtees (Ferrari); 6, Ireland (B.R.P.-B.R.M.).; 7, Ginther (B.R.M.); 8, Bonnier (Cooper-Climax); 9, Gurney (Brabham); 10, Amon (Lola); 11, Taylor (Lotus); 12, Scarfiotti (Ferrari); 13, P. Hill (A.T.S.); 14, Baghetti (A.T.S.); 15, Siffert (Lotus-B.R.M.); 16, Hall (B.R.P.-B.R.M.); 17, de Beaufort (Porsche).

By lap 12, Clark had already doubled de Beaufort and, of course, Baghetti, whose A.T.S. sounded rougher and rougher. Brabham still held on grimly to his second place, about 7 secs. behind Clark, but Graham Hill was keeping in the Australian's slipstream. Then on lap 14 came another blow to Coopers, for Maggs came into his pit with overheating problems; it was a sad sight to see the two dark-green machines stationary in the pits, whilst the battle continued on the circuit. Trevor Taylor dropped a couple of places during a brief halt, but his car didn't sound too healthy.

Behind the pits, Phil Hill lost a wheel on his A.T.S., and finished up in the long grass. Long before the red car had stopped rolling, Hill was out of it, and retrieved the wheel. Clark had just doubled Jim Hall, and was now 10 secs. in front of the duelling Brabham and Hill. Next to be lapped by Clark was Siffert, and the former was now closing fast on team-mate Taylor, and doubled him on the 19th lap, just as Graham Hill burst past Brabham. Ireland had a furious dice with Gurney, but the big Californian pulled away from the B.R.P. pilot, with definite ideas on catching Surtees. Scarfiotti was doing a sound job of his first Formula One race, and seemed quite content to let Chris Amon lead the way.

At the 20th lap, Clark led Hill by 12 secs., and the order behind was Brabham, Surtees, Gurney, Ireland, Ginther, Bonnier, Amon and Scarfiotti. Baghetti had stopped yet again, and this time it was for good.

Mechanics were working desperately to try to get McLaren mobile, but Maggs's car was pushed to the dead car park, to join Baghetti's A.T.S. The Bologna mechanics thoughtfully draped a blue and red sheet over Phil Hill's three-wheeled model.

Clark maintained an 11-12 secs. lead over Hill, who had gradually got away from Brabham. Gurney took Surtees for fourth place on his 22nd lap, so Brabhams were now running third and fourth. Behind Ireland, Bonnier and Ginther were swopping places.

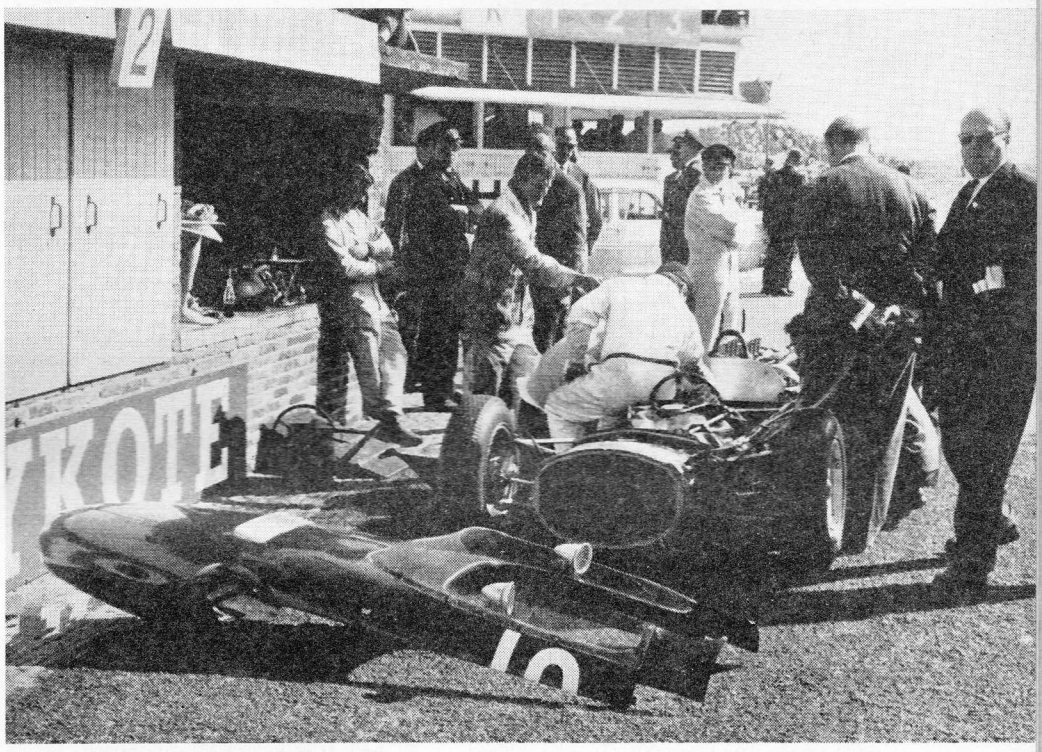
With 28 tours completed, the unfortunate Amon glided into his pit, and as the radiator cap was undone, a huge column of steam spouted into the air. Parnell and his men quickly investigated, but it appeared that the water-pump was not turning.

Dan Gurney dropped from 4th to 8th place following a stop to tighten a loose petrol union. Scarfiotti had now been lapped by Clark, so the tradition of the Maranello cars invariably being doubled by British cars at Zandvoort continued. Next casualty was Bonnier, who coasted into the Walker pit with transmission troubles. Behind Scarfiotti, Siffert and Hall were having a glorious scrap, which was taking them farther and farther away from the ailing Trevor Taylor.

McLaren had re-emerged, 24 laps adrift, toured round for about half-a-dozen laps, then gave up. Taylor stopped for fuel feed bothers to be sorted out. Just before half-distance, Jim Clark doubled both Ginther and Gurney, so only five cars were now on the same lap; the race order was:

1. Clark, 1 h. 51 m. 6 s., 159.582 k.p.h.
2. Hill, 1 h. 51 m. 24 s.
3. Brabham, 1 h. 51 m. 48 s.
4. Surtees; 5, Ireland; 6, Gurney (39 laps); 7, Ginther (39); 8, Scarfiotti (39); 9, Siffert (39); 10, Hall (39); 11, Taylor (39); 12, de Beaufort (38).

Jim Clark was in irrepressible form, holding a 20 secs. lead over Hill on lap 44, and keeping around this for lap after lap. On the 54th lap, Brabham had the wretched luck to break a throttle spring, and dropped from 3rd to 8th place before he re-started.



PIT STOP for young Chris Amon, who kept his Reg Parnell-entered Lola-Climax well in the running until 28 laps when he had to retire with severe overheating caused by a faulty water pump. Poor Chris leans against the pit counter while mechanics see if anything can be done to remedy the car's ailment.

On the very next lap, Clark lapped John Surtees, the third placeman. The border Scot had increased his lead over Hill to 26 secs., then, to the dismay of the Owen team, Hill patted his helmet to signify he was coming in to the pits on lap 59. Water was added to the radiator, but both Surtees and Gurney went past before the B.R.M. joined the race again. For three laps the Ferrari held its second place, then Surtees did a revolving act on the left-hander behind the pits, and finished up in the grass. As he was endeavouring to re-start, Gurney shot past with Hill close behind. Trevor Taylor rejoined the fray, some 14 laps adrift, and Jo Bonnier also got going again.

With James Clark on his own, more than a lap ahead of anyone else, interest centred on the endeavours of Graham Hill to re-take second place from Gurney. On

WORLD CHAMPIONSHIP OF DRIVERS

Positions after Third Round

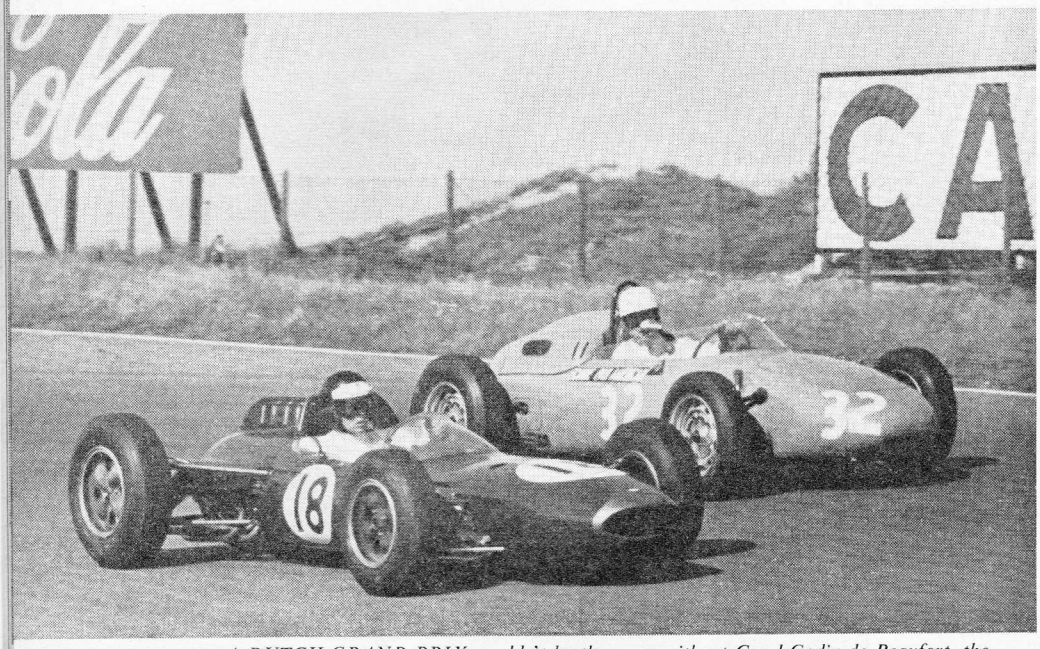
1.	Jim Clark	18
2.	Richie Ginther	11
3.	Bruce McLaren	10
	Dan Gurney	10
5.	Graham Hill	9
6.	John Surtees	7
7.	Innes Ireland	3
8.	Tony Maggs	2
	Jo Bonnier	2
10.	Trevor Taylor	1
	Carel Godin de Beaufort ..	1
	Lodovico Scarfiotti	1

CONSTRUCTORS' CHAMPIONSHIP

1.	Lotus-Climax	19
2.	B.R.M.	14
3.	Cooper-Climax	10
	Brabham-Climax	10
5.	Ferrari	7
6.	B.R.P.-B.R.M.	3
7.	Porsche	1

the 64th lap, only 3 secs. separated them, and Surtees was 10 secs. behind the B.R.M. Hill got right on the tail of the Brabham, but just couldn't get through. Then, on lap 69, his car seemed to falter coming out of Tarzan, and Gurney steamed ahead. Over the Hunze Rug went the B.R.M., but its race was run, and Gurney was firmly in second place. Twelve laps from the end, and Brabham drove straight into the dead car park, returning to the pits to cheer on his team-mate. There was a spot of excitement at Tarzan, when Scarfiotti spun his Ferrari, and finished up in the middle of the road, with cars passing on both sides of him. Siffert eventually resolved his duel with Jim Hall, and pulled up into 7th place.

Jim Clark had a tremendous reception as he took the chequered flag for his second successive Grand Prix victory in two weeks. As the others finished, ramps and a dais were speedily brought in front of the pits, and the victorious Lotus-Climax was triumphantly displayed for all to see. Jim was still not finished with bothers he and Colin Chapman seemed to have with the Dutch police, for they were steadfastly refused entrance to the gate leading to the press box, where they should have given a radio interview.



A DUTCH GRAND PRIX wouldn't be the same without Carel Godin de Beaufort, the "local" driver who has improved immensely during the past year. Deserving something a little better than a three-year-old four-cylinder Porsche, the big Dutchman is lapped by Dan Gurney (Brabham-Climax).

RESULTS

(80 laps)

1. **Jim Clark (Lotus-Climax),** 2 h. 8 m. 13.07 s., 156.957 k.p.h. (96.5 m.p.h.). Record.
2. Dan Gurney **(Brabham-Climax),** 79 laps.
3. **John Surtees** (Ferrari), 79 laps.
4. **Innes Ireland (B.R.P.-B.R.M.),** 79 laps.
5. Richie Ginther **(B.R.M.),** 79 laps.
6. Lodovico Scarfiotti (Ferrari), 78 laps.
7. Joseph Siffert **(Lotus-B.R.M.),** 77 laps.
8. Jim Hall **(B.R.P.-B.R.M.),** 77 laps.
9. Carel Godin de Beaufort (Porsche), 75 laps.
10. **Trevor Taylor (Lotus-Climax),** 66 laps.
11. Joakim Bonnier **(Cooper-Climax),** 56 laps.

Fastest lap: Clark, 1 m. 33.7 s., 161.095 k.p.h. (100.1 m.p.h.). Record.

Retirements

Mitter (Porsche), clutch.
McLaren (Cooper-Climax), gearbox.
P. Hill (A.T.S.), wheel adrift.
Baghetti (A.T.S.), engine.
Maggs (Cooper-Climax), overheating.
Amon (Lola-Climax), water pump drive.
G. Hill (B.R.M.), broken chassis.
Brabham (Brabham-Climax), throttle.

Evesham Automobile Club's

LONG MARSTON SPRINT

Sydney Allard Wins 440-yard Sprint at "Autosport" Trophy Event

THE Evesham Automobile Club's Ninth Annual and Second National High Speed Trial was held last Sunday at Long Marston aerodrome, near Stratford-on-Avon. The threatened rain kept away, but a slight breeze was apparent during the proceedings though performances did not appear to suffer. Many of the class records, established last year when the half-mile was used instead of the kilo as in previous years, were broken and on no fewer than five occasions by the holders themselves! Two-lane timing was used, the left-hand lane having hockey stick timer starting and the right-hand lane the electronic beam starting. The right-hand lane was also used for the quarter-mile events. The motor-cycle entry, organized by the British Motor-cycle Racing Club, gave us the best time over the half-mile with 16.86 secs. by George Brown on his supercharged 998 c.c. V-twin Vincent. However, over the quarter-mile Sydney Allard just beat George by .01 sec. to make the best quarter-mile time in 10.76 secs. Tony Marsh in his 2½-litre B.R.M. made the best car time over the half-mile course in 18.54 secs. with some finely judged driving from delicately controlled starts.

P. W. Hughes won the 500 c.c. racing class in his white Cooper, breaking the class record, which he held anyway, with a time of 24.66 secs. J. B. Welton in his well-known D.K.W.-engined Elva Junior took his poorly supported class with a time of 23.87 secs. Ian McLaughlin was the only starter in the 501 to 1,500 c.c. racing class but this did not prevent him from breaking the class record, established last year by Patsy Burt in her Cooper, with a time of 21.03 secs.

In the 1,501 to 3,000 c.c. class Tony Marsh in his most successful B.R.M. made the best car time and in so doing broke his own record made in the Marsh-B.R.M. Special last year. Therefore the class award went to C. Sgonina who took 21.03 secs. in his Aston Martin. Mike Eyre (Cooper-Buick) took the over 3-litre racing class with a time of 20.09 secs.

D. H. Pollard in his very pretty Mercury-Climax took the smallest sports car class with a time of 23.4 secs., which was exactly the same time that P. Bailey took in his Lotus Special to win the 1,101 to 1,700 c.c. sports class. A. D. Raven in his Zephyr-powered A.C. Ace was the only starter in the 1,701 to 2,750 c.c. sports class and took 24.85 secs.

Peter Farquharson's class record was broken by Ken Wilson in his Lister-Jaguar, taking 20.39 secs., but the familiar black and yellow Allard enabled Mrs. Farrell to take the Ladies' Award with a time of 22.86 secs. as husband Don's Farrallac-Allard non-started after practice maladies. As Wilson's time qualified for the best sports car award the class award went to C. Sgonina in his Aston Martin.

Max Trimble, who also provided most of the day's commentary, won the Mini-monopolized up to 1,300 c.c. Touring Car Class in his Broadspeed Austin-Cooper, taking 26.7 secs. and for a class record. Amie Lefevre took the largest touring car class in his Sunbeam Rapier with a best time of 28.74 secs. Donald Duncan in his A.C. Ace-Bristol needed 24.96 secs. to win the up to 2-litre G.T. class and G. F. Jones' E-type Jaguar took 22.94 secs. for the over 2-litre G.T. award as the fastest man in the class happened to be Ron Fry with his 250GT Ferrari, and who qualified for the Evesham A.C. award.

The quarter-mile runs which qualified for the AUTOSPORT National Sprint Trophy points were kept until last to facilitate rearranging the finishing line light beams. For this the competitors ran singly in the left-hand lane starting between the light beam apparatus. Peter Gaskell in his ex-F.J. Kieft with 1,652 c.c. engine won the up to 2-litre section with a time of 13.42 secs., only just ahead of Bill Camp in his similarly powered ex-F.3 Cooper.

Not unexpectedly, Sydney Allard took the bigger banger class with his Dragster with a stirring time of 10.76 secs. being followed by Tony Marsh in 11.94 secs. George Keylock just pipped Mike Eyre, both in Cooper-Buicks, having times of 12.52 and 12.63 secs. respectively. The only other Dragster entry was that of Allan Herridge, who took 14.27 secs. for what was only the seventh time he has driven his devil along the timed quarter-mile, no development runs being possible. Larger rear tyres are required before the true potential of the machine can be realized even in its present unsupercharged form—a supercharger is all ready for mounting *à la* Allard on the front of the crankshaft.

All in all, it was a pretty good day's sport with perhaps not as many single-seaters as one would have liked. It was a pity that the P.A. system broke down just as practice was about to start; nevertheless, everything seemed to run off quite pleasantly with time for an interval between the first and second half-mile runs. To those who are deterred from starting on the construction of a Dragster due to scarcity of events, the encouragement of organizers like the Evesham Automobile Club is surely enough; if one event includes them then others will follow, providing there are the machines.

BRIAN V. SPARROW.

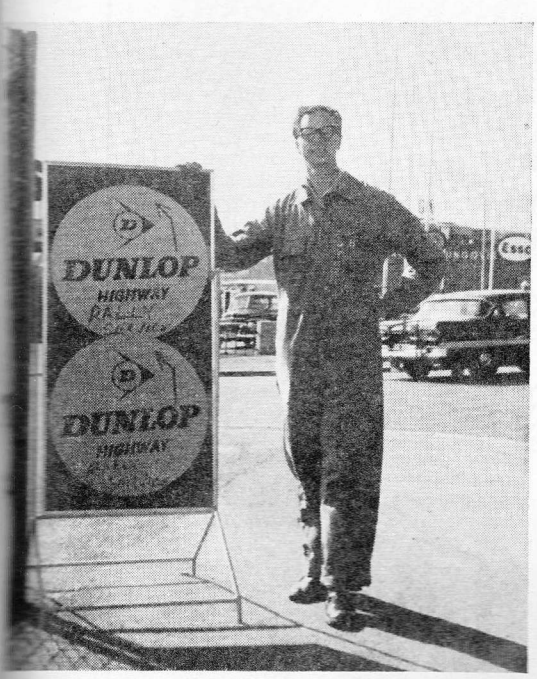
RESULTS

B.T.D.: A. E. Marsh (B.R.M.), 18.54 s. **Racing Cars up to 500 c.c.:** 1, P. W. Hughes (Cooper), 24.66 s.; 2, E. J. Brabin (J.B.S.), 24.75 s. **Formula Junior:** J. B. Welton (Elva-D.K.W.), 23.87 s. **501 to 1,500 c.c.:** I. McLaughlin (Cooper-J.A.P.), 21.03 s. **1,501 c.c. to 3,000 c.c.:** C. Sgonina (Aston Martin), 21.03 s. **Over 3,000 c.c.:** M. R. G. Eyre (Cooper-Buick), 20.09 s. **440 yards. Racing cars up to 2,000 c.c.;** 1, P. Gaskell (Kieft-Ford), 13.42 s.; 2, W. Camp (Cooper-Ford), 13.51 s. **Over 2,000 c.c.:** 1, S. H. Allard (Dragster), 10.76 s.; 2, A. E. Marsh (B.R.M.), 11.94 s.; 3, G. H. Keylock (Cooper-Buick), 12.52 s.; 4, M. R. G. Eyre (Cooper-Buick), 12.63 s. **Sports Cars up to 1,100 c.c.:** D. H. Pollard (Mercury-Climax), 23.40 s. **1,101 to 1,700 c.c.;** P. Bailey (Bailey-Lotus-Special), 23.40 s. **1,701 to 2,750 c.c.:** A. D. Raven (A.C. Ace), 24.85 s. **Over 2,750 c.c.:** C. Sgonina (Aston Martin), 20.98 s. **Touring Cars up to 1,300 c.c.:** M. Trimble (Austin-Cooper), 26.74 s. **1,301 to 2,000 c.c.:** A. F. Lefevre (Sunbeam Rapier), 28.74 s. **G.T. Cars up to 2,000 c.c.:** D. Duncan (A.C. Ace), 24.96 s. **Over 2,000 c.c.;** G. F. Jones (Jaguar E), 22.94 s. **Best Sports Car:** Ken Wilson (Lister-Jaguar), 20.39 s. **Best Time by Lady Driver:** Mrs. Farrell (Allard), 22.86 s. **Best E.A.C. member:** R. Fry (Ferrari), 21.85 s. **Best Time over 440 yards:** S. H. Allard (Dragster), 10.76 s.

14th RALLY TO THE MIDNIGHT SUN

Jansson (Porsche) Wins—Carlsson (Saab) Second—Rally Finishes in Snowstorm

BY OLIVER SPEIGHT



DUNLOP SERVICE POINT on the Midnight Sun Rally, a rally notable for the magnificent driving of the Scandinavian "circus" and Pat Moss's chase of Sylvia Osterberg in the ladies' category.

SWEDEN was the venue for the 14th Rally to the Midnight Sun and although Jansson driving a 2-litre Porsche won the Rally, it was Eric Carlsson who once again illustrated that as far as rally driving goes, he is in a class of his own. He drove a Group 2 Saab Sport into second place, only 44 penalty marks behind Bengt Jansson.

The rally, with its 19 special tests, was run over 2,000 kilometres of dirt roads and afterwards there was an 880-mile dash from the finish at Kiruna (in the Arctic Circle) to Stockholm Airport. I find myself marvelling at the driving skill of the Swedes; there has been a lot of talk about their techniques and, when asked, they merely shrug their shoulders, and go even quicker on the next stage!

The rally was divided into two parts: Stockholm-Ostersund (nine special tests) and Ostersund-Kiruna (10 special tests).

Scrutineering, 11th June

TWO HUNDRED AND FORTY-SIX cars were inspected at the Oden Garage, Stockholm. It was the largest entry of any rally apart from the "Monte", whose weather conditions were to be experienced before the end of the event.

Although a never-ending stream of 54 Volvos, 49 Saabs and approximately 40 VWs plus 30 or so Coopers passed by, it was interesting to see the appearance of a lone works Austin-Healey 3000 driven by Timo Makinen and Tony Ambrose who, along with Pat Moss and Jennifer Nadin in the works Cortina, had come to do battle with one of the favourites, Bengt Jansson (Porsche), in the G.T. Class.

There were teams from Volvo, Saab, B.M.C. Sweden plus two American Ford Falcons who were without the services of Bo Ljungfeldt, whose impressive performance in the Monte Carlo Rally now made him a favourite in a Group 2 Ford Cortina. Two Vauxhall VX4/90s were in attendance, one driven by John la Trobe/Julian Chitty, the other by Canadian S. Nordell, and an unusual entry, a Chrysler Valiant driven by Rauno Aaltonen.

Many side bets were taken as to the eventual winner, but the general impression was that the laurels of victory would fall either to Andersson/Trana (Volvo), Carlsson/Palm (Saab), Jansson/Peterson (Porsche), Makinen/Ambrose (Healey 3000), Andersson/Wiman (B.M.C. Cooper) or Toivonen/Lindholm (Citroën DS19). A wide selection maybe, but all were drivers with an enviable record.

The Start, 12th June

THE first car left Karlberg Castle at 1500 hours, each successive car leaving at two-minute intervals, which meant a long gap between the first and last car. This made things difficult for service crews because not only was the route very direct but, if they had the misfortune to be looking after a car in the early numbers and another at the back of the field, it meant an awful lot of fast driving to the next service point.

So on and on farther north (I was hoping to put a Dunlop Flag on the North Pole) through Arvidsjaur to the Arctic Circle at Jokkmokk and to special stage No. 16. It was raining and extremely cold and once again I was amazed at the keenness of the "locals". There must have been several thousand people with bonfires aflame, in the heart of Lapland, at 1 a.m.—and it was daylight. All rather confusing to an ordinary Englishman! In the distance the Laps could be seen herding their reindeer and two metres below me Rauno Aaltonen was throwing his Valiant 200 along the special test with gay abandon. What a contrast! Again Carlsson was the hero, and he did not let them down. Neither did Pat Moss who I thought drove beautifully, moving up to challenge Sylvia Osterberg who was the only lady with a clean sheet on special stage No. 16—a truly incredible feat. Barbara Johansson lost only 2 secs.

The long procession threaded its way towards the final objective, Kiruna, where again the weather changed. On top of the road conditions drivers were faced with a new hazard—a snowstorm. Dunlops were approached for snow tyres—this was the last straw.

At Kiruna two special tests remained, one at a disused airfield and the final one was the most unusual of all. Competitors at the Kiruna Iron Ore Mining Company were taken underground by lift in batches of 10 to a depth of 350 metres. From here they then did a hill-climb on a very tricky wet road surface. All eyes were focused on the entrance to the tunnel and from nowhere a car appeared at terrific speed, the roar of its exhaust echoing back down the tunnel. The fearless driving of Gunnar Andersson, Timo Makinen, Eric Carlsson, Bengt Jansson, Sylvia Osterberg and Pat Moss illustrated that to be a top-line rally driver it is necessary to be prepared for anything and to go flat out even if it means going underground to prove it. For the records, Bengt Jansson's time of 2 mins. 46 secs. was the best.

Thus the rally drew to a close with a final inspection by the scrutineers at the mine—and I was left to the cold of Kiruna to collect my thoughts. I thought of the amazing skill of



all Swedish drivers under the diverse conditions. I thought how interesting the future ladies' class battles were going to be. And that this was a rally to be encouraged. I do feel that if there was a one-minute interval and not two between cars, it would help competitors, particularly with such a large entry. However, the organizers did a good job!

It also upset the competitors because as people fell by the wayside, it meant that the 2-min. gap widened and this resulted in delays at special stages. Apart from this, I felt the organizers did everything to be as helpful as possible to competitors by providing the whole route, including special stages, on a series of

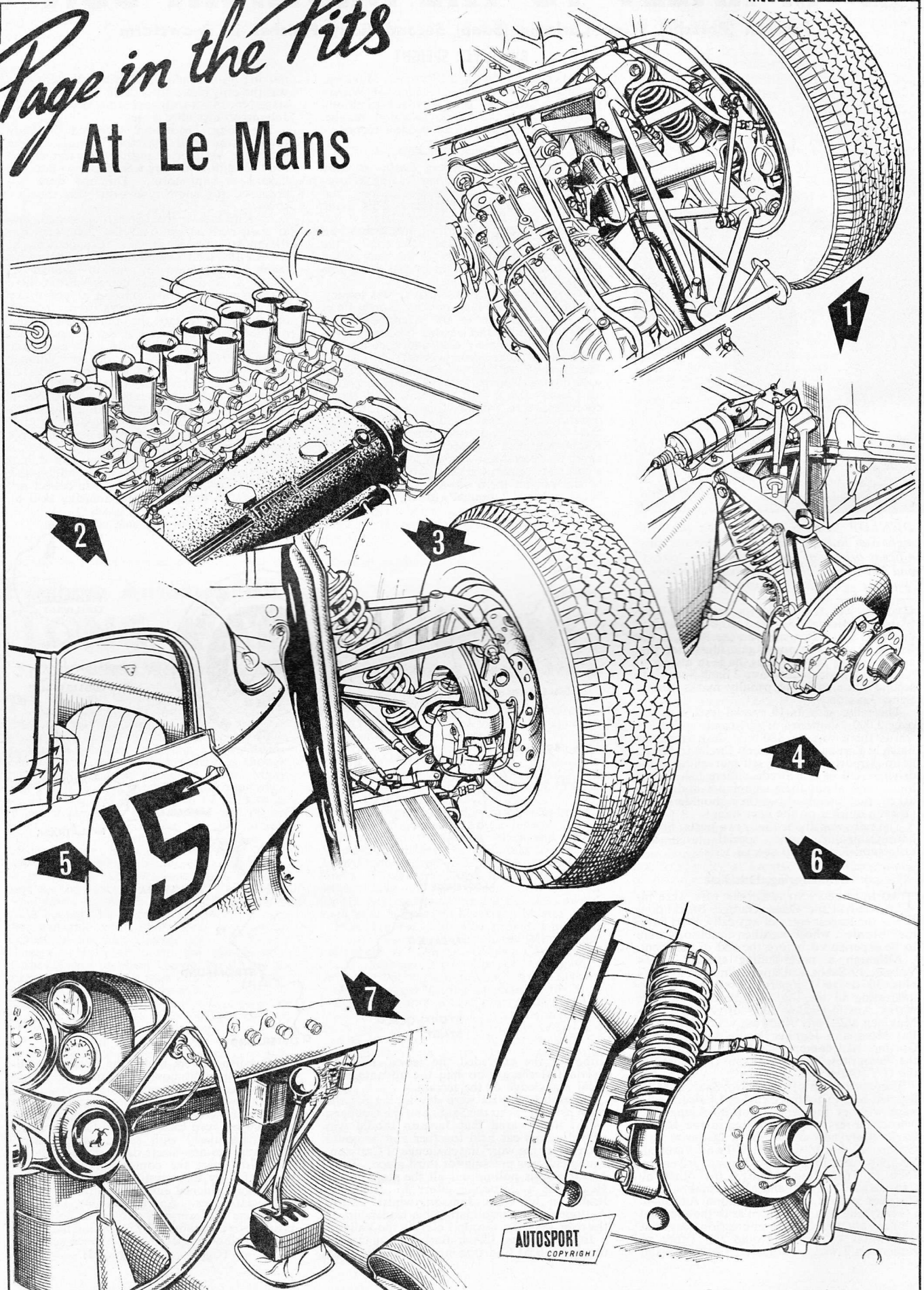
although she conceded the ladies' prize to Sylvia Osterberg who had the advantage of local knowledge of the terrain.

Interesting battles were developing for the team prize between the Saabs and the Coopers, whilst it appeared that Jansson should win providing his car held together and he could keep at bay the worrying challenge of Carlsson. Ljungfeldt was pressing for third place. Timo Makinen was pulling out all the stops in his Healey in a desperate effort to catch the leader in his class, Jansson, whilst Rauno Aaltonen was consolidating his leadership of the over 2,000 c.c. Group 1 class in the Valiant.

In the Ladies' Class, Barbara Johansson, the works B.M.C. driver in an M.G. 1100, was

(*Continued on page* 923)

Page in the Pits
At Le Mans



THEO PAGE M.S.I.A.

Le Mans in Retrospect

BY GREGOR GRANT

IT is a curious fact that, on the whole, Italian drivers have been conspicuously unsuccessful at Le Mans. Lodovico Scarfiotti and Lorenzo Bandini have set a precedent by being the only all-Italian pairing ever to win the 24-hour race. Looking back on the history of the race, we find that the only Italians to have received the chequered flag were: Luigi Chinetti (1932, 1934, 1949) and Tazio Nuvolari (1933). Chinetti's co-drivers were, respectively, Raymond Sommer, Etancelin and Lord Selsdon, whilst Nuvolari shared with Sommer.

Italy has done a great deal better with her cars, for the scoreboard shows that Alfa Romeo had four victories, and Ferrari now have seven. The British total is made up of Bentley, 5; Jaguar, 5; Lagonda, 1; Aston Martin, 1. France's score is: Lorraine, 2; Chenard-Walcker, 1; Bugatti, 2; Delahaye, 1; Talbot, 1. Germany has had one victory with a Mercedes-Benz. So, since the race was inaugurated in 1923, we have a sort of league table:

1. Great Britain	12
2. Italy	11
3. France	7
4. Germany	1

France has had it all her own way in the Index of Performance, which began in 1925. Her total of 17 is made up of Salmson, 2; Chenard-Walcker, 1; Talbot, 1; Bugatti, 1; Simca, 2; Monopole, 2; Panhard, 3; D.B.-Panhard, 5. Great Britain's six comprises Bentley, 1; Riley, 2; Aston Martin, 2; Lotus, 1. Italy's six were O.M., 1; Alfa Romeo, 2; Osca, 1; Ferrari, 2. Germany's only win was with a Porsche.

It may mean something, but the most successful marques at Le Mans are still very much in business, Bentley, of course, now being made by Rolls-Royce. The only car of under 2-litres to win the Grand Prix d'Endurance was the Ferrari of Chinetti/Selsdon in 1949.

It is probably the realization that the most publicity at Le Mans goes to the winners of the "Endurance" or the "Index," which has caused a gradual dropping in support of the intermediate capacities. It is interesting to note that this year the entry comprised:—

3 litres and over	23
2 litres	6
1,600 c.c.	3
1,300 c.c.	4
Up to 1,000 c.c.	12

Porsche, Alfa Romeo and Sunbeam were, of course, very much concerned in the G.T. Championship class, but it would appear that the tendency is either to enter cars with a chance of winning outright, or to concentrate on the two "Indexes." Class victories mean very little at Le Mans, and I believe that it was only recently that the A.C.O. recognized categories by cylinder capacity, prompted by the fact that a few specialized periodicals included class results. They are used mainly to record distance records.



FIRST ALL-ITALIAN win at Le Mans after many years of Ferrari wins with "foreign" drivers. Lodovico Scarfiotti and Lorenzo Bandini drove a calculated race in their 250P Ferrari seen leaving the Esses (above). INDEX OF ENERGY winner, the Jean-Pierre Beltoise/Claude Bobrowski René Bonnet nearly overdoes it at the same spot (right).

This was the first Le Mans to be won by a rear-engined machine. There were a record number in this year's event, made up of Alpine, 3; René Bonnet, 5; Fiat-Abarth, 2; Deep Sanderson, 1; Lola, 1; Porsche, 4; Ferrari, 3—a total of 19, plus, of course, the Rover-B.R.M.

One cannot over-praise the sheer determination of the Cunningham équipe in getting Jaguar No. 15 back into the race. Bob Grossman mowed down several straw bales due to losing his brakes going into Mulsanne. The Jaguar was badly damaged, with a split radiator, the bonnet bent beyond repair, and sundry other parts battered. Grossman telephoned team manager John Baus at the pits to announce his retirement, but Baus and the two Jaguar works mechanics organized a most remarkable cannibalization job, the car was somehow brought to the pits, and mended from parts taken from the two abandoned machines. As no complete components are permitted to be replaced, even the bonnet had to be built up from pieces cut out of the Hansgen/Pabst car, and a major repair job done on the radiator, instead of merely having to replace it. After an hour and fifty minutes, the Jaguar returned to the fray—and finished in ninth place.

Bruce McLaren was terribly upset when he returned to the pits after Aston Martin No. 8 blew up, and oil vapour possibly precipitated the multi-car pile-up on the Hunaudières section. No one could possibly put any blame on McLaren for this; few drivers save their engines like the New Zealander does, and it was just another of those unfortunate incidents which are amongst the hazards of motor-racing.

In the paddock and village areas the trade people vied with each other to offer hospitality to their guests. One of the most delightful spots during the race was the International Martini Club, which also extended its welcome to visiting journalists and photographers. Shell Berre was another focal point, and in the pits area Dunlop, K.L.G. (Club Soixante-Douze), Trico, Lucas, Castrol and others had a constant stream of visitors.

Prior to and after the race the "Globe" in the Place de la Republique was the meeting place for many enthusiasts, and it was quite amusing to watch Bill Jones, the landlord of the famous "Star" near Lord's cricket ground, helping out behind the bar during one of the many rush hours.



It may not have been one of the most exciting Le Mans races, but more people seemed to enjoy themselves than in other years. Perhaps the fine weather which held out for the entire 24 hours had something to do with this.

Theo Page at Le Mans

1. **Sketch of the independent rear suspension of the Lola G.T.**
2. **View of the carburetters of the Ferrari**
3. **Rear suspension of the successful Rover-B.R.M.**
4. **Front suspension of the Lumsden/Sargent Lister-Jaguar which unfortunately retired**
5. **Air intake to the cockpit of the ill-fated E-type Jaguar of Roy Salvadori**
6. **Rear suspension of the Aston Martin 215**
7. **Cockpit of the Ferrari**

TECHNICAL ASPECTS OF LE MANS

BY JOHN BOLSTER

THE scrutineering period of this year's race was dominated by the shadow of Colin Chapman. Last year the Lotus cars were unjustly excluded, and Chapman very rightly boycotted the 24-hour race of 1963. The club received such a bad press in this connection that a change of heart was necessary if the race was to continue. The alterations which the Lola team were asked to carry out were entirely reasonable, and the final acceptance of the car was both humane and just. Indeed, the scrutineers were far too lenient with the D.K.W., which was a single-seater, because the passenger would have shared his space with the vast exhaust system and the gear-change mechanism. However, this car was the first retirement.

Easily the most outstanding car technically was the Rover-B.R.M., and the applause which it received at the finish proved that the crowd realized its importance. It was perhaps the only car in the race which demanded no mechanical adjustments, and it could certainly be developed to out-perform any of the piston-engined cars of 1963. Superbly driven, it demonstrated Grand Prix roadholding among many less effective chassis, in spite of its delayed response to the accelerator pedal. It also underlined the fundamental reliability of the alternator, compared with several orthodox D.C. dynamos of different makes which wilted during the hours of darkness.

The most efficient engine in the race was the Renault Gordini unit which was found in the Alpine (pronounced "Alpeen") and René Bonnet cars. This five-bearing, four-cylinder unit was producing 98 b.h.p. from 996 c.c. at 7,800 r.p.m. The performance of the ill-fated Rosinski/Heinz car proved that this power was certainly being maintained, though in most other cases the unit was slightly de-tuned for greater fuel economy, the valuable thermal efficiency prize being very much in mind.

The twin-cam Renault engine is based on the R8, but it has the over-square dimensions of 71.5 mm. × 62 mm. Curiously enough, the camshafts do not operate the valves directly through inverted pistons, but impart their motion via rocking fingers with roller-type cam followers—an apparently archaic solution. The technical details of these engines are not willingly given, but it is extremely interesting that two of the René Bonnet cars had an entirely different power unit.

This engine, though possessing a valve cover of "twin-cam" appearance, is in fact a push-rod job. It has inclined valves in hemispherical combustion chambers with orthodox push-rod and rocker gear, the dimensions being 70 mm. × 72 mm. (1,108 c.c.). The Basini/Bouharde and Beltoise/Bobrowski cars were fitted with these units, which were notably reliable. The Alpines incorporated many Lotus suspension parts and a Hewland (VW) five-speed gearbox. The René Bonnets used the four-speed, all-synchromesh gearbox of the Renault Estafette van, and the very advanced aerodynamic body design was by the aircraft firm, Bréguet. Both makes were phenomenally quick but lost time on the faster corners, due to insufficiently rigid chassis.

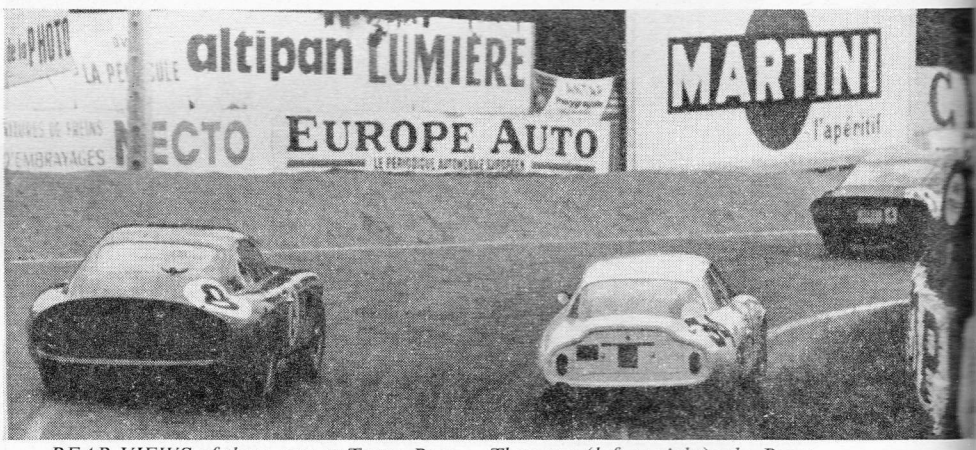
The faster Ferraris had no synchromesh in their gearboxes, this mechanism also being absent from the 4-litre Aston Martin, though John Wyer regretted the impossibility of incorporating it. The extremely high maximum speed of the Astons underlined their clean aerodynamic lines, but to race big six-cylinder engines against 12-cylinder Ferraris is asking too much. The lower stresses of the multi-cylinder unit render it a certain winner in such a very long race.

One was surprised that the officials permitted the rear-engined Ferraris to leave the pits repeatedly with fuel pouring from the tank overflow pipes. This was evidently due to over-filling and resulted in the elimination of the leading car when driven by Mairesse. He had to jump while the machine was still in motion because his seat was on fire. Other pits were noticeably lax about fire precautions during refuelling, in which respect the British teams were certainly the most careful.

The Lola was extremely impressive after arriving late and suffering some changes as a result of the edicts of the scrutineers. It was sad indeed that a defective gearbox caused David Hobbs to enter a corner in some clots in the cockpits there were also some careless fellows in the pits. What about the French car that was allowed to run out of petrol or the Italian one that was eliminated because the mechanic failed to screw home the oil filler cap? Let us be charitable, though, for 24-hours is a long time and both drivers and mechanics were utterly weary long before the end.

Certainly the finest improvisation was achieved by the Deep Sanderson boys. During a practice period which was largely wasted by maddening disasters, the main oil pump drive failed. It was essential to get back on the course and motor at racing speed, for time was running out and the car had not qualified. The dry-sump engine was converted to wet-sump, using the scavenge pump for pressure. With minutes to spare, this jury-rig sufficed to secure a position at the start for the little rear-engined car. In the race, the engine proved completely reliable and gave a splendid performance. Unfortunately, some minor bothers in the chassis department caused the car to fall below the minimum distance requirement. After adjustment, it went as never before and got well ahead of schedule but the short lapse had been noticed by the officials and it was necessary to withdraw the Deep Sanderson when it was running perfectly.

Before the race, Ed Roy appeared with his glorious 1913 opposed-valve Delage, with four cylinders and 6.2 litres. Very rightly, Lord Montagu was in the passenger's seat and the blue Grand Prix two-seater thundered up to the starting line. Then—and if my eyes were not entirely dry I make no apology—an ex-world champion flagged the car on its way. The great René Thomas, an octogenarian on two sticks, released his old Grand Prix car, crying "*doucement, doucement*", as it accelerated away.



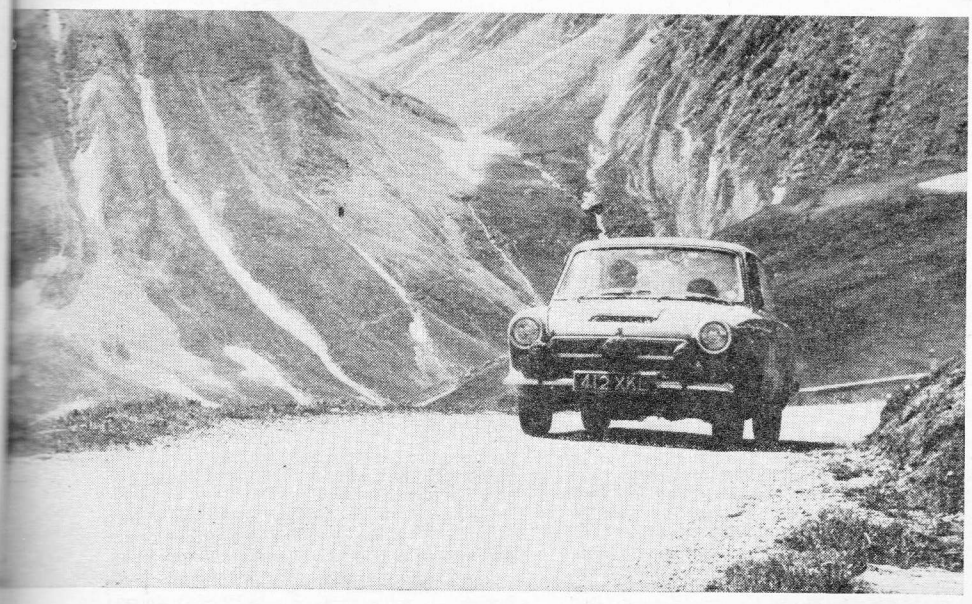
REAR VIEWS of three cars at Tertre Rouge. They are: (left to right): the Bruce McLaren/Innes Ireland Aston Martin DB4GT, the Giancarlo Sala/Romolo Rossi Alfa Romeo Giulietta and the Dan Gurney/Jim Hall Ferrari 330LM.

neutral, but the car earned golden opinions before the accident eliminated it. The A.C. Cobras, with similar Ford V8 engines, were particularly well driven, having regard to their somewhat "hairy" handling characteristics. The rear suspension of the Lola, with its positive location of the wheels, perhaps gave a hint to the engineers at Thames Ditton? Nevertheless, resounding applause must be given to the A.C. as the first British car to finish, and with some cleaning up of body details it would go even faster down the Mulsanne straight.

This is a technical article, but the standard of driving must be mentioned. A few drivers were wild and irresponsible, behaving as though they were in a club sprint instead of a 24-hour endurance race. Ask Ninian Sanderson how he (rather unwillingly!) saved the life of a Porsche driver. Ask any of the big car pilots, in fact, what they thought of the conductors of certain little blue cars, which raced neck and neck while much faster machinery was being braked violently behind. If there were

One cannot conclude without referring to the deplorable accident. Safety precautions have done much to prevent the spreading of oil on the road, but what remedy is there for a connecting rod through the sump? While the piston engine lasts, the danger of a major blow-up will remain. Obviously, a dry-sump engine is to be preferred, but any unit which smashes to pieces must deposit some lubricant on the road. Perhaps there is an answer to this problem, but I have been pondering it ever since I saw Dick Seaman lose the British Grand Prix because a "non-competitive" car spread its inside over the Donington circuit.

Let us end by repeating the lesson of Le Mans. To compete against 12 cylinders you need 12 cylinders. It's as simple as that!



ONE OF THE many British-entered Ford Cortinas pictured against an interesting background of mountains and snow—typical scene on the Alpine Rally.

MICHAEL DURNIN reports on the opening stages of

A TOUGH ALPINE

THE organizers of the Liège-Sofia-Liège are said to have the ambition of reaching the end of their rally with no finishers. As the crews leave Chamonix after a night's rest on their way to the 17-lap speed test at Monza it looks as if the organizers of the Alpine Rally may beat their Liège rivals to it.

After two of the three étapes there are but 34 of the 84 starters left in the running, the other 50 having dropped by the wayside. And there are still nearly 1,500 kms. and 10 special stages and four tests to be run.

THE rally started from Marseilles just as darkness was falling on Thursday, 20th June and the 84 starters (less Pat Moss, who had flown to England for medical treatment) were routed straight to an 8.1 km. test on the Mountain de la Sainte-Baume. Immediately, only two hours from the start, three of Britain's leading crews were *hors de course*. Paddy Hopkirk/Jack Scott (Healey 3000) slid wide on a right-hander, off the road (just after the finish of the épreuve) and were trying hard to regain the road when Peter Harper/Ian Hall rolled their Rapier only a few yards away. The Sunbeam crew got their car on its wheels again and tried to tow the Healey back on to the road, but the combined efforts only managed to put the Healey irretrievably into the scenery and both crews had to retire. Shortly after, the Logan Morrison/Ross Finlay Healey 3000 hit a stone on a corner and pushed the radiator into the fan, losing all the water and, despite great efforts, they too had to give up. Terry Hunter and Henry Liddon left the road momentarily but motored briskly through a couple of bushes and pressed on again quite undeterred. Just after this Böhringer had to retire his Mercedes-Benz with mechanical trouble.

SAINTE BAUME

1, Hopkirk/Scott (Austin-Healey), 8 m. 02.1 s.; 2, Morley, D./Morley, E. (Austin/Healey), 8 m. 05.1s.; 3, Buchet/Cauvin (Porsche Abarth), 8 m. 07.4 s.; 4, Morrison/Finlay (Austin-Healey), 8 m. 13s.; 5, Elford/Stone (Triumph), 8 m. 16.4 s.; 6, Makinen/Wood (Austin-Healey), 8 m. 18.1 s.; 7, Thuner/Gretener (Triumph), 8 m. 26.5 s.; 8, Böhringer/Kaiser (Mercedes-Benz), 8 m. 27 s.; 9, Sutcliffe/Fidler (Triumph), 8 m. 33.2 s.; 10, Aaltonen/Ambrose (Morris-Cooper), 8 m. 35 s.; 11, Trautmann/Cherel (Citroën DS19), 8 m. 38.4 s.; 12, Bianchi/Ogier (Citroën DS19), 8 m. 38.5 s.; 13, Rolland/Augias (Alfa Romeo), 8 m. 40 s.; 14, Donegan/Dewney (Ford Cortina), 8 m. 40.1 s.; 15, Riley/Nash (Ford Cortina), 8 m. 40.2 s.; 16, Glemser/Wencher (Mercedes-Benz) 8 m. 42.7 s.; 17, Greder, H./Greder, J. (Ford Falcon), 8 m. 44.3 s.; 18, Ljungfeldt/Rhenfeldt (Ford Falcon), 8 m. 45 s.; 19, Seigle-Morris/Hercock (Ford), 8 m. 45 s.; 20, Taylor/Melia (Ford Cortina), 8 m. 45.5 s.

Then the route led on to another test at Mont Ventoux, where the leading cars arrived shortly after 2 a.m. on the 21st. Early in the 21 km. stage the TR4 of Mike Sutcliffe/Roy Fidler crashed badly. Roy Fidler broke his leg but is expected to leave hospital within the week and Mike, although badly shaken at the time, is now quite well again.

MONT VENTOUX

1, Buchet/Cauvin, 13 m. 44.8 s.; 2, Makinen/Wood, 13 m. 51.8 s.; 3, Morley, D./ Morley, E., 13 m. 57.2 s.; 4, Elford/Stone, 14 m. 34.8 s.; Greder, H./Greder, J., 14 m. 51.6 s.; 6, Thuner/Gretener, 14 m. 52 s.; 7, Rolland/Augias, 14 m. 50.6 s.; 8, Aaltonen/Ambrose, 15 m. 15.4 s.; 9, Poirot/Hazard (Porsche Carrera), 15 m. 19.6 s.; 10, Glemser/Wencher, 15 m. 21.4 s.; 11, Delalande/Campuzan (Alfa Romeo Giulietta S.Z.), 15 m. 21.4 s.; 12, Taylor/Melia, 15 m. 28.4 s.; 13, Procter/Boyd (Sunbeam Rapier), 15 m. 32.2 s.; 14, Gelé/Laurent (D.K.W. 889), 15 m. 40 s.; 15, Rosqvist/Wirth (Mercedes-Benz), 15 m. 45.6 s.; 16, Seigle-Morris/Hercock, 15 m. 47.4 s.; 17, Riley/Nash, 15 m. 49 s.; 18, Parkes/Cooper (Reliant Sabre), 15 m. 57.4 s.; 19, Carlsson/Palm (Saab), 16 m. 03.4 s.; 20, Ray/Roberts (Reliant Sabre), 16 m. 03.8 s.

From Ventoux via Malaucene and the Col de Fontaube to a control at St. Christol and then immediately on to the Col de Val Martine and by dawn the three Reliant Sabres of Jimmy Ray/Peter Roberts, Roger Clark/Bob Aston and Bobby Parkes/Gerald Cooper—which were leading the field—arrived at the Quatre Chemins control where Glemser's Mercedes hit a non-competitor and retired. Then came the Col de Bleine to start the selectif to Sigale. The Col is narrow and very steep, flanked by impressive drops into the tree tops and copiously littered by stones on the road surface resulting from *chutes de pierres*. The downward slope is even fiercer and the long succession of hairpins were very tightly radiused on steep gradients. The *troucon* was generally agreed to have been extremely difficult. At Sigale the very quick Alfa of Campuzan/Delalande hit a wall in the village, writing off a front wing and losing time before continuing.

From Sigale another 37 km. selectif led to Entrevaux where there were many service points before the cars embarked on a fairly simple double loop by way of the Col d'Allos, Uvernet and Guillaume, which embraced the third épreuve of the Marseilles-Briancon étape on the Col de la Cayolle. This was over 25 kms. and was wide and very fast. Denise McCluggage/Rosemary Seers spun their Mini-Cooper, but lost no time despite this and another off-course excursion.

LA CAYOLLE

1, Makinen/Wood, 19 m. 38.3 s.; 2, Buchet/Cauvin and Morley, D./Morley, E., 19 m. 48.4 s.; 4, Elford/Stone, 20 m. 04 s.; 5, Rolland/Augias, 20 m. 34.2 s.; 6, Aaltonen/Ambrose, 20 m. 56.2 s.; 7, Trautmann/Cherel, 21 m. 18.1 s.; 8, Bianchi/Ogier, 21 m. 33.4 s.; 9, Carlsson/Palm, 21 m. 41.3 s.; 10, Clark/Aston (Reliant Sabre), 21 m. 44.1 s.; 11, Hall/Mackenzie (Ford Cortina), 21 m. 47.8 s.; 12, Greder, H./Greder, J., 21 m. 49.6 s.; 13, Verrier/Jourdain (Citroën DS19), 22 m. 03.2 s.; 14, Fisher/Harper (Austin-Cooper), 22 m. 05 s.; 15, Taylor/Melia, 22 m. 12 s.; 16, Riley/Nash, 22 m. 18 s.; 17, Ray/Roberts, 22 m. 24 s.; 18, Rosqvist/Wirth, 22 m. 24 s.; 19, Lewis/Pollard (Sunbeam Rapier) 22 m. 29.5 s.; 20, Seigle-Morris/Hercock, 22 m. 35.1 s.

A fairly uneventful run then brought the rally to Briancon, the early numbers arriving about 4 p.m. on Friday after 985 kms. and 16 cols.

Placings after the first étape were announced and were as follows: (Epréuve marks are worked out on a factor involving the size and the power of each car).



FORD FALCON of Henri Greder/J. Greder, which put up some very impressive times on the special tests. Perhaps the crew of the Ford-France-entered car are hoping to repeat their Tulip Rally success—a success achieved on a much easier route.

Grand Touring Class: 1, Buchet/Cauvin (Porsche Abarth), 0 route penalties, 16.139,3231 épreuve marks; 2, Rolland/Augias (Alfa Romeo), 0, 16.360,9434; 3, Morley, D./Morley, E., (Austin-Healey), 0, 16.439,0660; 4, Elford/Stone (Triumph), 0, 16.510,9953; 5, Makinen/Wood (Austin-Healey), 0, 16.588,5097; 6, Sprinzel/Cave (Morris-Cooper), 0, 17.152,0294; 7, Rosqvist/Wirth (Mercedes-Benz), 17.847,2847; 8, Ray/Roberts (Reliant Sabre), 0, 18,328,8865; 9, Clark/Aston (Reliant Sabre), 38; 10, Parkes/Cooper (Reliant Sabre), 60.

Touring Class: 1, Aaltonen/Ambrose (Morris-Cooper), 0 route penalties, 16.635,7055 épreuve marks; 2, Carlsson/Palm (Saab), 0, 16.722,7927; 3, Greder, H./Greder, J., (Ford Falcon), 0, 17.315,6838; 4, Trautmann/Cherel (Citroën DS19), 0, 17.334,2373; 5, Taylor/Melia (Ford Cortina), 0, 17.337,4385; 6, Riley/Nash (Ford Cortina), 0, 17.395,4660; 7, Seigle-Morris/Hercock (Ford Cortina), 0, 17.524,8546; 8, Hunter/Liddon (Morris-Cooper), 0, 17.594,4243; 9, Hall/Mackenzie (Ford Cortina), 0, 17.715,7602; 10, Verrier/Jourdain (Citroën DS19), 0, 17.877,8764.

With the knowledge of their placings spurring them on to greater efforts, either to maintain clean sheets and stay in the running for a "coupe" or a determination to lose no more minutes, the 58 remaining crews left Briancon on the second étape to Chamonix.

Within 40 minutes they were climbing the Col du Lautaret, which was quite simple but had patches of loose dusty surface not yet repaired after the ravages of the winter. This was the start of an étape of 1,221 kms. which traversed no fewer than 39 cols, 11 selectifs and three épreuves, on the Col de Rousset, the circuit of Saint-Jean-en-Royans and the Col de Luittel. There was maximum effort evident as the 27 crews still in the running for Coupes tried to stay clean.

The weather was exceptionally hot as the cars forged on around a loop centred on the Col de Rousset on which road selectif sections were equally tough. On the Col de Peunes Margaret Mackenzie rolled the Cortina G.T. which she was sharing with Anne Hall and although the girls were unhurt, the car was badly bent. David Seigle-Morris/Barry Hercock and Henry Taylor/Brian Melia in two of the other works Cortinas rolled the car back onto its wheels and, incredibly, Anne brought it into the next control still clean.

During the night came a most controversial stage over the Col de la Charmette where the original route of 27 kms. had been set at a 60 k.p.h. average. This was altered to 25 minutes and distance was said to have been trimmed accordingly but proved to still be 27 kms. when the Col was ascended. Several coupes were lost here due to this discrepancy and a protest is almost certain. Another surprise near here was when Eric Carlsson/Gunnar Palm wrong-slotted and lost some 7 minutes in the process.

COL DU ROUSSET

1, Buchet/Cauvin, 10 m. 37.2 s.; 2, Makinen/Wood, 10 m. 43 s.; 3, Morley, D./Morley E., 10 m. 44.2 s.; 4, Elford/Stone, 11 m. 04.2 s.; 5, Rolland/Augias, 11 m. 09.6 s.; 6, Greder, H./Greder, J., 11 m. 16 s.; 7, Delalande/Campuzan, 11 m. 25.8 s.; 8, Taylor/Melia, 11 m. 33.2 s.; 9, Aaltonen/Ambrose, 11 m. 33.8 s.; 10, Trautmann/Cherel, 11 m. 42.2 s.; 11, Riley/Nash, 11 m. 42.8 s.; 12, Seigle-Morris/Hercock, 11 m. 43.2 s.; 13, Parkes/Cooper, 11 m. 49.6 s.; 14, Carlsson/Palm, 11 m. 53.8 s.; 15, Lewis/Pollard, 12 m. 0 s.; 16, Clark/Aston, 12 m. 08.2 s.; 17, Verrier/Jourdain, 12 m. 09 s.; 18, Hall/Mackenzie, 12 m. 24.6 s.; 19, Fisher/Harper, 12 m. 29.4 s.; 20, Patte/Hacquin (Volvo), 12 m. 36.6 s.

SAINT-JEAN-EN-ROYANS

1, Morley, D./Morley, E., 19 m. 47.4 s.; 2, Buchet/Cauvin, 20 m. 16. 2s.; 3, Makinen/Wood, 20 m. 17.6 s.; 4, Elford/Stone, 20 m. 35.8 s.; 5, Aaltonen/Ambrose, 20 m. 58.4 s.; 6, Nicolas/Cauquil (Renault 1093), 21 m. 02.6 s.; 7, Rolland/Augias, 21 m. 09.2 s.; 8, Taylor/Melia, 21 m. 18.4 s.; 9, Trautmann/Cherel, 21 m. 23.8 s.; 10, Greder, H./Greder, J., 21 m. 34 s.; 11, Seigle-Morris/Hercock, 21 m. 39.6 s.; 12, Riley/Nash, 21 m. 46.4 s.; 13, Carlsson/Palm, 21 m. 45.2 s.; 14, Hall/Mackenzie, 21 m. 50.6 s.; 15, Delalande/Campuzan, 22 m. 0 s.; 16, Patte/Hacquin, 22 m. 30.6 s.; 17, Lewis/Pollard, 22 m. 36.4 s.; 18, Fisher/Harper, 23 m. 13.2 s.; 19, Hunter/Liddon (Morris-Cooper), 23 m. 16.6 s.; 20, Aicard/Chabas (Morris-Cooper), 23 m. 17.6 s.

COL DE LUITTEL

1, Morley, D./Morley, E., 8 m. 43.4 s.; 2, Makinen/Wood, 9 m. 09.8 s.; 3, Aaltonen/Ambrose, 9 m. 16.1 s.; 4, Rolland/Augias, 9 m. 21.2 s.; 5, Greder, H./Greder, J., 9 m. 29 s.; 6, Trautmann/Cherel, 9 m. 31.2 s.; 7, Taylor/Melia, 9 m. 31.3 s.; 8, Seigle-Morris/Hercock, 9 m. 40 s.; 9, Riley/Nash, 9 m. 44.1 s.; 10, Carlsson/Palm, 9 m. 45.4 s.; 11, Delalande/Campuzan, 9 m. 55.1 s.; 12, Verrier/Jourdain, 9 m. 58.2 s.; 13, Parkes/Cooper, 10 m. 02.2 s.; 14, Clark/Aston, 10 m. 02.3 s.; 15, Hunter/Liddon, 10 m. 05.4 s.; 16, Lewis/Pollard, 10 m. 07.1 s.; 17, Sprinzel/Cave (Morris-Cooper), 10 m. 11 s.; 18, Mayman/Domleo (Morris-Cooper), 10 m. 16 s.; 19, Wadsworth/Cooke (Morris-Cooper), 10 m. 16.2 s.; 20, Fisher/Harper, 10 m. 24.2s.

Early on Sunday morning the 34 remaining cars reached Chamonix where a 20-hour rest halt awaited them. None of the works TR4s made it as, after the Sutcliffe/Fidler shunt, Thuner/Gretener had their clutch gradually deteriorate until the car had to be retired, and Vic Elford/David Stone, who had been going exceptionally well, crashed on the Col de Luittel. Anne Hall/Margaret Mackenzie again crashed their Cortina and retired, while the entire Mercedes team were out of it, Ewy Rosqvist's car having succumbed to electrical troubles during the night. Another very fine run came to an end when Buchet shunted his Porsche on the Col de la Colle de Saint-Michel in the midst of a dust cloud and Jimmy Ray had to retire his Reliant Sabre, which had been going very well, after an argument with a wall near La Motte.

Positions at Chamonix were as shown below and, as the survivors leave for Monza and the last étapes, the event is still very open.

Grand Touring Class: 1, Rolland/Augias (Alfa Romeo), 0 route penalties, 16.776,9835 épreuve marks; 2, Morley, D./Morley, E. (Austin-Healey), 0, 16.800,4652; 3, Laurent/Hanrioud (Renault 1093), 0, 18.924,2197; 4, Delalande/Campuzan, (Alfa Romeo), 60, 17.488,6222; 5, Sprinzel/Cave (Morris-Cooper), 60, 18.089,8830; 6, Sir Peter Moon/Culchet (Austin-Cooper), 360; 7, Delliere/Cyr (Alfa Romeo), 360; 8, Parkes/Cooper (Reliant Sabre), 900; 9, Clark/Aston (Reliant Sabre), 2500.

Touring Class: 1, Aaltonen/Ambrose (Morris-Cooper). 0 route penalties, 17.274,6226 épreuve marks; 2, Taylor/Melia (Ford Cortina), 0, 17.726,1987; 3, Greder, H./Greder, J. (Ford Falcon), 0, 17.957,1481; 4, Seigle-Morris/Hercock (Ford Cortina), 0, 18.000,3356; 5, Riley/Nash (Ford Cortina), 0, 18.074,6325; 6, Trautmann/Cherel (Citroën DS19), 0, 18.135,3718; 7, Verrier/Jourdain, (Citroën DS19), 0, 18.973,0595; 8, Wadsworth/Cooke (Morris-Cooper), 0, 18.985,3861; 9, Fisher/Harper (Austin-Cooper), 0, 19.073,5926; 10, Mayman/Domleo (Morris-Cooper), 0, 20.969,2821.

CORRESPONDENCE

Too Much Rough Stuff

I READ with great interest the article in a recent issue of AUTOSPORT under the heading "A Superb Scottish". After reading the article and observing the road surface from your photographs, I did not know whether it was a superb route or a superb car-breaking event.

Speaking from my own experience, which amounts to some four years of motor sport of which the majority is rallying, I could not even consider entering an event like this for it is obviously designed with the intention of wrecking as many perfectly good motors as possible. This statement is borne out by the evidence of Logan Morrison's Cooper-Mini and Roger Marriott's D.K.W., etc. Surely, these competitors cannot fully or seriously enjoy their motor sport because of the ridiculous expense incurred, and I do think that it is about time that some of the organizers of these bigger rallies started thinking of the competitor who has not got one car for competition and one car for personal use.

KIDDERMINSTER, WORCS. J. E. B. SKELDING.

Roll Cages for Saloon Cars

JEFF UREN'S letter concerning the Galaxies at Crystal Palace is interesting, as is the whole affair.

The inner structure which is added to the American stock cars is, in my way of thinking, an excellent idea. Anyone having seen one of these machines after they have crashed at well over the "ton" will agree that the driver's compartment usually stays intact. I doubt if it adds to chassis flexibility enough to affect a race outcome but the main thing is that it is a very safe precaution. I would go as far as to say that now the saloons in this country are near low flying "licences" it would be an excellent idea to make it obligatory that a roll cage is fitted around the driver and inside the bodyshell. How about it, lads?

Is it true that the next British Grand Prix will be started by a certain young, buxom "model" who has been giving the Government a headache, amongst other things, lately? Cor! I can see old Graham's moustache bristling now—eyes on the flag, not the starter!

WOLLATON, NOTTINGHAM. LANCE WILSON.

Not Enough Praise for B.R.M.

A SHORT while ago a famous firm of engine manufacturers was nearly forced to discontinue active participation in motor racing (Grand Prix in particular) because their successful product was not getting its fair share of publicity. The boot is now on the other foot.

At Le Mans a gas turbine-engined vehicle won a special prize for 24 hours' motoring at an average speed of more than 150 k.p.h.

In a good percentage of the advertisements I have seen announcing this feat the chassis construction is mentioned only in small print. I think that this is most unfair to B.R.M., since it seems to me that the Rover company obviously did not think that any of its own existing turbine cars had road holding and durability allied to speed to carry off the prize.

RUGELEY, STAFFS. ALLAN M. TROW.

Support for an Official Racing Drivers' School

BEING 25 years old and of the same mind, may I wholeheartedly support the comments of Bruce Morris concerning an official training school for racing drivers.

Whilst not having approached any Driving School direct, my enquiries have confirmed that for the expense outlaid the quality and amount of tuition received is insufficient to allow for any kind of works team to consider keen aspirants as ourselves as potential material.

Due to the lack of finance this means the door of the only possible avenue open to us is virtually closed anyway. Surely, in view of Mr. Morris's remarks regarding the Italians, and I also understand that New Zealand and Australia approach the situation in a similar manner, it would be in the interests of the British Motor Industry as a whole to seriously consider such a Training School.

MITCHAM, SURREY. B. L. THOMAS.

Cost of Motor Racing

THE correspondence printed in your magazine over the last few weeks concerning the cost of motor racing has done nothing except waste valuable space.

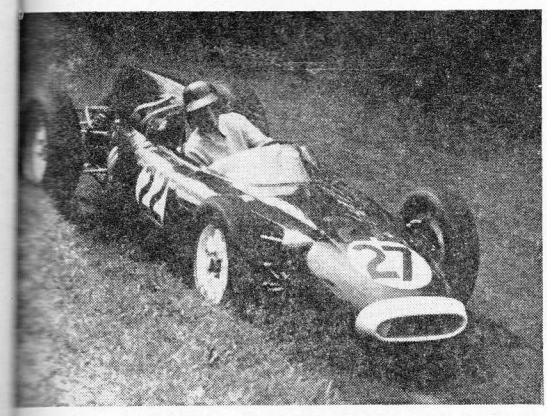
Would-be entrants should bear in mind three facts. First, motor racing is primarily a sport, and as such requires that the participants should consider any monetary outlay as a necessary payment towards their pleasure (or whatever one calls it) in assuming an active role in affairs and towards the much-taken-for-granted benefits of well-organized meetings.

Secondly, there is a mode of transport for every pocket: self-confessed paupers need not buy Lotus Elans when a competitive 1172 car can be obtained for a fraction of the cost of the former. It is still racing.

Finally, if the organizers were to give equivalent cash prizes instead of silver tankards, the few who were fortunate enough to receive such prizes would surely find the amount scarcely sufficient to cover just preparation for the next race. The prizes, if meetings are to be run in their present number and on an economical basis, cannot possibly be more than token, and are therefore far better represented as trophies than as comparatively futile sums of money.

MUCH HADHAM, HERTS. D. J. HENDERSON.

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



BEST LADY AWARD went to Agnes Mickel, seen here in her ex-Arthur Owen 2½-litre Cooper-Climax. Agnes and her husband Gray are certainly getting the hang of their new acquisition, being fifth and third respectively in the championship class.

Bo'ness Hill-Climb

Tony Marsh Invincible Again in Scottish Event

BY W. K. HENDERSON

LAST Saturday afternoon, the Lothian Car Club of Edinburgh held their fifth hill-climb at Kinneil Estate, Bo'ness. For this meeting they had obtained their best entry to date, both quantity and quality-wise, with the leading contestants for the R.A.C. Hill-Climb Championship in an entry of almost 100.

Many fingers were crossed as the starting time approached, both by drivers and organizers, as they eyed the threatening heavy clouds moving in from the west, but apart from a few light showers, the heavy stuff held off until the prize-giving and a large crowd of spectators enjoyed a closely fought battle, with Tony Marsh once more the victor, although harrowed all the time by Ray Fielding and Gray Mickel, who were able to use their knowledge of the hill to vanquish the other visitors.

Tony Evangelisti led off promptly at 2 p.m. in a rather breathless Cooper-J.A.P.—but it was the crowd who were in such a state with the antics of Peter Wilson on the Martini T.T. Special. His time 41.96 secs. included thumping the bank sideways at Old Paddock Bend. He made no such error on his second climb in 35.97 secs., but was beaten by James Payne (Cooper-J.A.P. Twin), 35.93 secs.

Racing 1,001-1,500 c.c. saw times drop sharply and the previous record of 35.53 was pulverized by Ian McLaughlin (Cooper-J.A.P. 1,100 c.c.) with a first climb of 32.89, which he later improved by .02 sec. Peter Boshier-Jones's yellow Lotus-Climax hammered the time to 32.26 secs., while Willie Forbes (Lotus 22) also beat the class record in 35.18 secs., but A. B. Griffiths's Lotus 18 made a second climb of 35.15 for third place. J. McCartney-Filgate lost time and fuel with his Cooper misfiring and Tom Norton did not seem too happy, having removed the blower from his Lotus after having gear selection bothers in practice.

The fun really started with the over 1,500 c.c. Racing class, with Tony Marsh in his Special leading off quietly, to record 32.23 secs. David Good took a wider line at Old Paddock and his 32.98 secs. in the Cooper-Daimler was beaten by Agnes Mickel (2½-litre Cooper) on her home ground in 32.45. However, he put this right with a second climb in 32.21 secs. Phil Scragg appeared to be feeling his way in the blue B.R.M., but nevertheless recorded 32.82 secs. on his second climb. A spit of rain hardly damped the road for Keith Moore's first climb in the Fairley, when he achieved 34.92 secs., lowering this to 34.56 secs. on his second run. Tony Marsh shot up next in the B.R.M. in a neat 31.49 secs., with Ray Fielding (Lotus) on Marsh's heels, taking 31.90 secs. and improving to 31.65 on his second attempt. Gray Mickel kept the pressure on both, with 31.66 in the Inter-Continental Cooper. Peter Westbury, having cracked the rear hub carrier of his blown Felday in practice, was sportingly lent the unblown Cooper-Daimler by David Good and got down to 32.46 secs.

The pace slackened slightly with the climbs of the Sports and G.T. cars up to 1,000 c.c. with Graham Birrell setting the pace with 35.89 secs. in his Lotus-B.M.C. 11—a new class record. This was not to last long when David Porter in a Lotus 7/20 with wishbone i.r.s. pared it down to 35.59 secs. to take the class. John Milne in a healthy sounding Dick Jacobs's style M.G Midget at 37.94 secs. was more than 5 secs. faster than the more normal but well-driven Midgets of John G. McWilliam and Morton Bryce.

Class 5 for Sports and G.T.s 1,001-1,500 c.c was well taken by Graeme Austin with a neat 34.32 secs. in the ex-Fielding Emeryson, but this needed a mere .03 sec. to beat the class record. Tommy Clapham (Lotus) was close, in 34.36 secs., on his second run and Peter Meldrum fought a slide out of the Courtyard to annex third place in his Lotus Super 7 with 36.03 secs.

George F. Tatham held a clear lead in the 1,501-2,000 c.c. class taking his quiet Ace-Bristol up in 40.53 secs., later improving to 40.18 secs., but John Forrest spoilt his first climb, fighting a spin through the Courtyard and ending by clobbering the bank with his T.V.R. Grantura.

Class 7 was Phil Chapman's with 35.08 secs. in his Cadillac V8-engined special, while Andrew McCosh in his vintage 4½ Bentley beat an XK 120 and a C-type Jaguar in 39.85 secs.

In the class for Touring cars up to 1,500 c.c., the lone VW of Alfred Bruton was faced with nine battling Mini-Coopers from which Charles Boote's Morris emerged victor in 38.86 secs., despite John Wales's very fast Alexander model (39.26 secs.). This class failed to improve on their second climbs as a fairly heavy shower dampened the course for them.

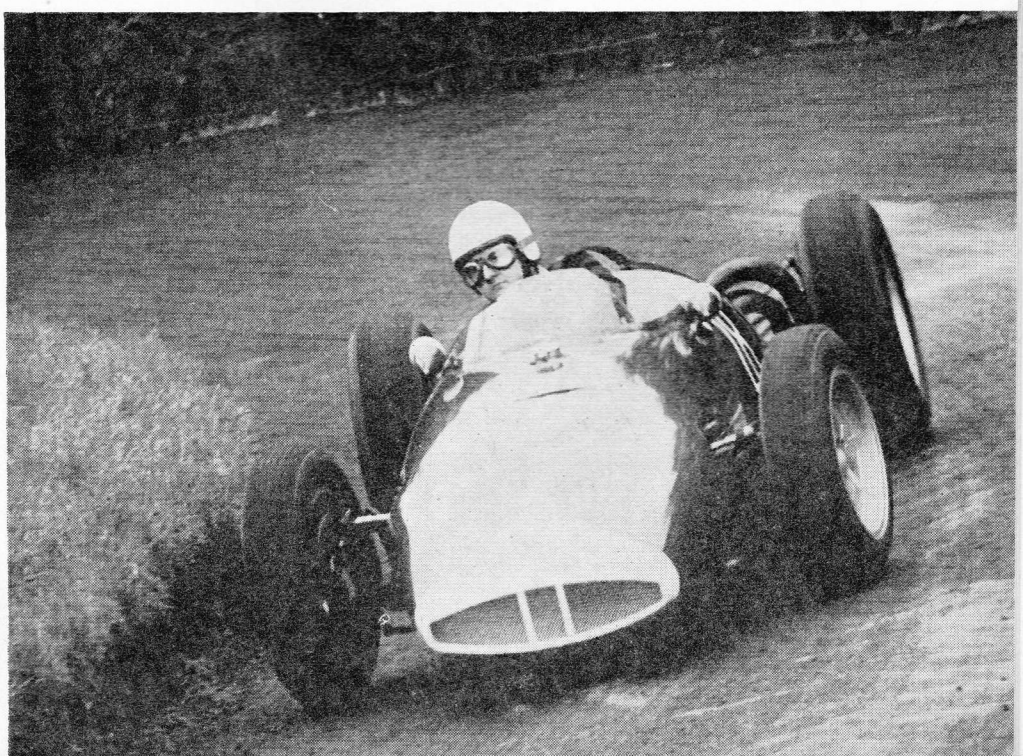
Vauxhall VX4/90s took the honours in the over 1,500 c.c. tourers with the Drydens, Bill (43.32 secs.) and Dennis (44.03 secs.), ahead of Gerry Birrell's red model (44.99 secs.).

The Championship climbs followed on a drying road with Graeme Austin leading off in the Emeryson. As the road dried each succeeding driver was taking fractionally less for the climb, culminating with Tony Marsh, who had elected to use his B.R.M., in 31.32 secs.

Second championship runs were all fractionally faster but only Fielding (Lotus 21), in 31.33 secs., and Tony Marsh, 31.16 secs., succeeded in bettering their previous class times. Ian McLaughlin (Cooper-J.A.P.) was really working, as was Phil Scragg, to combat a little tail wag in his blue B.R.M. out of the Courtyard, Peter Boshier-Jones's Lotus-Climax had a slight misfire, and David Good replied to Gray Mickel's first climb of 32.37 secs. with 32.07, but the latter won the day on his final climb with 31.75 secs. to ensure third place.

Altogether it was a grand afternoon's hill-climbing, with the course record of 30.99 secs. set by Tony Marsh last year remaining intact, due largely to a slight dampening of the road and to oil spilt on the corners. Thanks are due to the Lothian Car Club for their efficient organization.

TONY MARSH (B.R.M.) taking Old Paddock Bend in fine style to add yet another B.T.D. award to his already fantastic list.



RESULTS

B.T.D.: A. E. Marsh (B.R.M.), 31.16 s. **Racing Cars up to 1,000 c.c.:** 1, J. T. Payne (Cooper-J.A.P.), 35.93 s.; 2, P. K. Wilson (Martini T.T. Special), 35.97 s.; 3, P. J. Bannell (Fastokart), 37.20 s. **1,001-1,500 c.c.:** 1, P. Boshier-Jones (Lotus-Climax 22), 32.26 s.; 2, I. B. McLaughlin (Cooper-J.A.P.), 32.87 s. 3, A. B. Griffiths (Lotus-Ford 18), 35.15 s. **Over 1,500 c.c.:** 1, A. E. Marsh (B.R.M.), 31.49 s.; 2, R. Fielding (Lotus-Climax 21), 31.65 s.; 3, R. G. Mickel (Cooper-Climax), 31.66 s. **Sports and G.T. Cars up to 1,000 c.c.:** 1, D. B. Porter (Lotus-Ford 7/20), 35.59 s.; 2, G. Birrell (Lotus-B.M.C. 11), 35.89 s.; 3, J. Milne (M.G. Midget), 37.94 s. **1,001-1,500 c.c.:** 1, G. Austin (Emeryson-Climax), 34.32 s.; 2, T. R. Clapham (Lotus-Climax 7), 34.36 s.; 3, P. Meldrum (Lotus Super 7), 36.03 s. **1,501-2,000 c.c.:** 1, G. F. Tatham (A.C. Ace-Bristol), 40.18 s.; 2, D. Paterson (M.G.A 1600 Mk. 2), 42.39 s.; 3, J. Forrest (T.V.R. Grantura), 43.63 s. **Over 2,000 c.c.:** 1, J. P. Chapman (Chapman-Mercury), 35.08 s.; 2, A. K. McCosh (4½ Bentley), 39.85 s.; 3, A. R. Bateman (Jaguar C), 40.33 s. **Touring Cars up to 1,500 c.c.:** 1, C. R. M. Boote (Morris-Cooper), 38.86 s.; 2, J. Wales (Mini-Cooper), 39.26 s.; 3, W. A. Borrowman (Austin-Cooper), 39.66 s. **Over 1,500 c.c.:** 1, W. N. A. Dryden (VX 4/90), 43.32 s.; 2, Dennis Dryden (VX 4/90), 44.03 s.; 3, Gerry Birrell (VX 4/90), 44.99 s. **R.A.C. Hill-Climb Championship:** 1, A. E. Marsh (B.R.M.), 31.16 s.; 2, R. Fielding (Lotus-Climax 21), 31.33 s.; 3, R. G. Mickel (Cooper-Climax), 31.75 s.; 4, D. R. Good (Cooper-Daimler), 32.07 s.; 5, Mrs. A. Mickel (Cooper-Climax), 32.81 s.; 6, P. Westbury (Cooper-Daimler), 33.08 s.; 7, P. Boshier-Jones (Lotus-Climax 22), 33.11 s.; 8, E. P. Scragg (B.R.M.), 33.47 s.; 9, I. McLaughlin (Cooper-J.A.P.), 33.79 s.; 10, G. Austin (Emeryson-Climax), 34.51 s. **Best Lady:** Mrs. A. Mickel (Cooper-Climax), 32.45 s.

CLUB NEWS

By MICHAEL DURNIN

THE **Shenstone and D.C.C.** are promoting a driving tests meeting at Lichfield, Staffs. on 14th July. It is a qualifying event for the B.T.R.D.A.'s "Flather Star" Championship and is a restricted event with invitation open to the 432 M.C., Hagley and D.L.C.C., Rugeley and D.M.C., Dudley and D.C.C., M.G.C.C., Midlands M.E.C., B.T.R.D.A., SUNBAC, B.A.R.C. and Birmingham Y.C.s M.C. Entries close on 8th July and forms are obtainable from M. Finnemore, 3 High Street, Sutton Coldfield. . . . The **Thames Estuary A.C.** are holding the Southend "300" Rally on 13th/14th July; it is a restricted event and an Eastern area championship event. Besides being open to all those eligible for the Eastern Area Association Championships, the Bexley L.C.C., East Anglian M.C., Harrow C.C., London M.C., B.A.R.C., M.G.C.C. (S.E. Centre), West Essex C.C., Romford E.C.C. and Chelmsford M.C. are invited. Entries should be forwarded to Miss B. Kaye, 78 Leitim Avenue, Shoeburyness, Essex, not later than 8th July. . . . The **North London E.C.C.** in conjunction with the **Harlow and D.A.C.** and the **U.H. and U.L.M.C.** are co-promoting a driving tests meeting at North Weald, Essex, on 21st July. This is a closed event with details and entry forms from Miss T. Bolton, 93 Baker Street, Potters Bar, Middlesex. . . . The **B.A.R.C.** (S.E. Centre) restricted autocross which was printed last week to be held on 30th July is in fact being held on 30th June.

BRITISH TRIALS & RALLY DRIVERS' ASSOCIATION CHAMPIONSHIPS

Interim Results

Gold Star Rally Championship: 1, A. T. Fisher, 63 points, 3 events; 2, J. la Trobe, 48, 3; 3, R. McBride and R. A. Clark, 23, 1; 5, D. H. Ray, 22, 1 (these results do not include *Birmingham Post* Rally).

Silver Star Rally Championship: 1, R. McBride, 94 points, 4 events; 2, R. Fidler, 48, 2; 3, G. J. Allen, 40, 2; 4, M. Sutcliffe, 39, 2; 5, J. E. Bullough, 26, 2; 6, M. Bishop, 25, 1 (these results do not include Targa Rusticana nor the Rosette Rallies).

Flather Star Driving Tests: 1, W. T. Meredith, 32 points, 4 events; 2, A. C. Whatmough, 31, 4; 3, D. B. Smith, 29, 3; 4, R. Squire, 28, 3; 5, E. S. B. Clayton, 21, 3; 6, P. J. Anton, 20, 3; 7, R. G. Davies, 18, 2; 8, E. J. S. Townsend ,17, 2 (up to and including Thames Estuary Day of Dicing).

Autocross Championship: 1, L. S. Temple-Cox, 11 points, 2 events; 2, J. H. Parkin, 9, 3; 3, A. Mitchenor, 8, 2; 4, J. Manifold, 7, 2; 5, Mrs. M. Parkin, 7, 3; 6, K. Ayers, 6, 1; 7, E. R. Crocker and W. Harvey, 6, 2; 9, F. Prior, 5, 2; 10, R. Sayers, 5, 3 (up to and including the Falcon).

Production Car Trials: 1, M. Hinde, 59 points, 3 events; 2, P. Appleton, 56, 3; 3, H. Rose, 53, 3; 4, A. Eadon, 45, 3; 5, D. Jones, 42, 3; 6, R. Oakes, 40, 3; 7, M. Annett, 38, 3; 8, F. Wall, 35, 2; 9, A. Challoner, 19, 3; 10, P. G. Cooper, 18, 1 (as at 13th June).

SUNBAC

CHURCH LAWFORD SPRINT

DISPOSSESSED of Ragley Park hill-climb venue by the ravages of winter, the Sutton Coldfield and North Birmingham A.C. moved to Church Lawford to promote their first 1963 speed event. Unfortunately, their restricted sprint over this 1.6 mile roughly triangular course, though excellent in every other respect, was marred by an absurdly high proportion of non-starters (some of whom, it was whispered, could probably have been seen competing elsewhere). Sprinting generally seems to be thus afflicted this season but, on this occasion, in common with most SUNBAC events, the meeting had been over-subscribed, and many hopefuls had been rejected; doubtless their comments about absent friends were well worth hearing!

However, the day produced its share of excitement. New star Ray Terry, with his Lotus-Climax 7 sounding a shade rough in practice, was not quite able to equal his own previous best time on this course but, with a very respectable 44.9 secs., provided a real challenge for B.T.D. to Ian McLaughlin, who racketed round in the Yellow Peril in 44.5 secs. to take the major award and the unlimited racing-car class after bouncing off a bale or two on his first attempt.

The nearest approach to Ray Terry's shattering and class-winning 44.9 secs. in the sports-racing class came from John Bloxham, whose Lotus Super Seven, with 49.1 secs., was one of the very few cars present to break the fifty-second barrier. B. Newsome revolved in his Lotus Seven, and Barrie Reardon-Smith spun his Super Seven in practice and then gave a lengthy repeat performance for good measure before getting down to 50.9 secs. for third place in the class ahead of Holloway's Lotus 11, which challenged strongly with 51.2 secs. The unlimited class went to D. Nicholas's Austin-Healey Prototype which belied its appearance with a stirring 51.1 secs., and Winstanley's Gilbern came home third behind a Lotus Elan which returned 52.2 secs. under the guidance of Dick James, more familiar at the wheel of less elegant machinery.

HOWARD BILEY.

RESULTS

B.T.D.; 1, McLaughlin (Cooper-J.A.P.), 44.5 s. **Novice Award;** J. Bloxham (Lotus Super 7), 49.1 s. **J.H.C.C. Award;** R. Terry (Lotus 7), 44.9 s. **Production Saloons up to 1,600 c.c. excluding Coopers;** 1, A. A. May (Austin Mini), 57.2 s.; 2, G. C. Collins (Sunbeam Rapier), 59.8 s. **Production Open/Closed up to 1,600 c.c.;** 1, P. A. Byrne (M.G. Midget), 55.0 s.; 2, H. Shepherd, Jnr. (Austin-Cooper), 55.4 s.; 3, A. P. Bone (G.S.M. Delta), 55.9 s. **Over 1,600 c.c.;** 1, S. A. Cracknell (Jaguar E), 52.0 s. **Modified Production, up to 2,000 c.c.;** 1, R. Rose (Lotus Elite), 48.5 s.; 2, R. C. Hickman (Austin-Cooper), 52.2 s.; 3, C. R. M. Boote (Morris-Cooper), 52.9 s. **Sports Cars up to 1,500 c.c.;** 1, R. M. Terry (Lotus Seven), 44.9 s.; 2, J. Bloxham (Lotus Super Seven), 49.1 s. **Over 1,500 c.c.;** 1, D. Nicholas (Austin-Healey), 51.1 s.; 2, R. B. James (Lotus Elan), 52.2 s. **Racing cars up to 720 c.c.;** 1, R. J. Barton (Tiger Kitten), 54.6 s.; 2, E. G. Blakeman (Mongrel-J.A.P.), 55.4 s. **Formula Junior;** 1, T. Jones (Envoy), 51.6 s. **Formule Libre;** 1, I. McLaughlin (Cooper-J.A.P.), 44.5 s.; 2, R. E. Hargrave (Cooper-Daimler), 45.9 s.; 3, G. H. Keylock (Cooper-Buick), 47.1 s.

ROCHESTER, CHATHAM & D.M.C.

DRIVING TESTS

IT is easy to see why the Northumberland Barracks, near Gravesend, are better known as "Dodge City", for the derelict ex-army camp is now a forlorn shadow of what was once so obviously a smart and busy community. Partially demolished huts add to the impression of a ghost township and only the parade ground, used by Rochester, Chatham and District Motor Club for their Restricted Driving Test Meeting on 23rd June, remains intact, although only just, for the site is being taken over by the Post Office in July.

Sheriff for the day was Ron McCabe, and he had laid out six excellent tests, almost totally devoid of any need to reverse (for those who don't like the backing), and with some slick organization to match, the event was worthy of its A.S.E.M.C. Championship status.

Competition was extremely close throughout, and the four leaders, Bernard Birch (Sprite), Mike Canning (N.S.U. Prinz), Brian Canning (Mini) and Mike Butler (Sebring Sprite) were seldom more than fractions of seconds apart on each test, with the lead changing hands from test to test.

Mike Canning took the lead on Test 1, the tight turns of which suited the little Prinz. Mike Butler, despite a certain lack of brakes, ran him close in the Sebring Sprite, and was only fractionally slower in a Hillman Imp. This car was a demonstrator brought along by a spectator and pressed into service by the enthusiastic Butler in order to keep the sister car of John Henley company, and to provoke the necessary element of competition. The dice between these two was a feature of the meeting. The Imps seem difficult to handbrake turn, and the understeer (!) looks most spectacular.

Test 2 featured a tight 360 deg. turn round a pylon and it brought Brian Canning into the reckoning, his handling of his Mini being quite brilliant. Lyle Cathcart was also most impressive in his Rapier, his bold handbrake turn being particularly well executed. It was the turn of Bernard Birch on Test 3, a pretty fast wiggle-woggle, in the course of which he gained whole seconds on his rivals. Eric Faulkner was handling his Capri in fine style and John Ebbutt's 1935 Austin Seven was, as ever, a joy to behold and quicker than many.

The same three layouts, with different diagrams, formed Tests 4, 5 and 6. Butler took the lead on Test 4, but the others, led by Birch, reduced the deficit on Test 5, where, for the first time, reverse gear was called for. All was set for a grandstand finish on Test 6—the outcome of the day's sport was in the balance and any one of the four leaders could have emerged as overall winner. Birch and Butler put up identical times, with the one vital difference that Butler's failing brakes caused him to overshoot the baulk-line on his second, and quicker, run, and the resultant penalty was sufficient to put him out of the awards list. Mike Canning, with the disadvantage of reversing a saloon as opposed to an open car, was over a second slower than Birch and when the final scores were added up it was seen that these two had tied at 126.0 secs., but had been beaten for B.T.D. by Brian Canning by 0.8 sec. These three cars came from three different classes, and Cathcart, in his Rapier, the slowest of the class winners, was only just over 11 secs. slower than the Mini pilot—an excellent effort indeed.

So slick had been the organization that there was time for every competitor to have a go at the tie-decider—our old friend the spin-in-the-box. It was an enjoyable test, but nearly a failure as a tie-decider, since only 0.4 sec. separated the first five cars. It was ironical that the only two cars to collect pylon penalties on this test were Birch and Mike Canning, but since they were in different classes, this further tie was of no significant consequence.

RON AMBROSE.

RESULTS

B.T.D.: B. Canning (Mini), 125.2 s. **Class Winners:** G. Thompson (Mini), 133.5 s.; M. Canning (N.S.U. Prinz), 126.0 s.; L. Cathcart (Rapier), 136.6 s.; B. Birch (Sprite), 126.0 s.

COMING ATTRACTIONS

MAJOR INTERNATIONAL EVENTS

30th June. *FRENCH GRAND PRIX, Rheims-Gueux (F1, S., F.J.).*
MONZA LOTTERY GRAND PRIX, Italy (F.J., G.T. 1-2).
3rd-7th July. *WIESBADEN-GERMAN RALLY, Germany (G.T. 1-2-3).*
6th July. *B.R.S.C.C. SIX-HOUR SALOON CAR RACE, Brands Hatch, near Farningham, Kent. Starts 11.30 a.m.*
7th July. *AUVERGNE TROPHY, Clermont-Ferrand, France (G.T. 1-2-3, F.J.).*
BENELUX CUP MEETING, Belgium (F.J., S., G.T., T.).

NATIONAL AND CLUB EVENTS

28th-29th June. *Plymouth M.C. National Plymouth Rally.*
29th June. *Motor Cycling C. Race Meeting, Silverstone, near Towcester, Northants. Starts 10.30 a.m.*
R.S.A.C. National Hill-Climb, Rest-and-Be-Thankful, near Arrochar, Argyll. Starts 2.30 p.m.
B.A.R.C. (N.W. Centre) Sprint, Aintree, near Liverpool, Lancs. Starts 2 p.m.
432 M.C. Slalom Driving Tests. Starts Shennington Airfield, near Banbury, Oxon, at 10.45 a.m.
29th-30th June. *Sevenoaks and D.M.C. Kent Rally. Starts Whitecross Road, Hereford, at 9.30 p.m.*
Stone Cross A.C. Mercury Rally. Starts Harlow, Essex, at 10 p.m.
B.A.R.C. (Yorkshire Centre) Scarborough Rally. Starts Kilburn, North Yorks, at 11 p.m.
West Hants and Dorset C.C., Vickers-Armstrongs (Hurn) C.C. and Esso (Fawley) M.C. and C.C. Graham Cup Night Trial. Starts Auto Service Garage, Wallisdown, Bournemouth, Hants, at 10 p.m.
30th June. *Seven-Fifty M.C., Club Lotus and Racing C.C. Race Meeting, Brands Hatch, Farningham, Kent. Starts 1.30 p.m.*
Winfield Joint Committee Race Meeting, Charterhall, near Berwick-on-Tweed, near Greenlaw, Berwickshire.
Burnham-on-Sea M.C. Hill-Climb, Longleat, near Warminster, Wilts. Starts 2 p.m.
Caldervale M.C. Hill-Climb, Baitings Dam, near Ripponden, Yorks. Starts 1.30 p.m.
Birmingham U.M.C. Sprint, Church Lawford, near Rugby, Warwickshire. Starts 2 p.m.
Chorley A.C. Autocross. Starts Chorley, Lancs.
North London E.C.C., Cambridge C.C. and Falcon M.C. Autocross. Starts Colne Park, Colchester, Essex.
B.A.R.C. (S.E. Centre) Autocross. Starts Priesthawes, near Polegate, Sussex, at 2 p.m.
Advertising M.C., Cemian M.C., East Surrey M.C. and Mid-Thames C.C. Driving Tests. Starts Brentford Market Place, Middlesex, at 10.30 a.m.



ADRIAN DENCE leads Tom Entwistle during their fine scrap for second and third places during the race for big G.T. cars. The Morgan finally beat the T.V.R.

INCIDENTS AT GOODWOOD

BY PATRICK BENJAFIELD

FOR once it was a decent day at Goodwood and a rather meagre crowd was entertained by some racing which was full of incident, at times too full, one might say.

We were first treated to a tripartite 10-lap scratch race for sports cars divided into unlimited, up to 1,200 c.c. and up to 1,000 c.c. excluding o.h.c. engines, which provided a very good win for Chris Williams in his Lotus-Ford 23 running in the middle class. He was headed for the first two laps by Mike Warner in the larger 1,600 c.c. Lotus, who had the bad luck to throw a rod on the last lap when in second place. Steve Minoprio did a *tête à queue* at St. Mary's on the first lap and collected Peter Skidmore's D-type, putting them both out, but without injury.

Next came a somewhat hairy 10-lap race for G.T. cars over 1,600 c.c., which was something of a gift for Brian Hetreed in the big Aston Martin Zagato. A most excellent scrap was waged between Adrian Dence's Morgan Plus 4 and Tommy Entwistle in a new T.V.R. Grantura for the places. Entwistle had the edge for the first half of the race, and thereafter Dence proceeded to lead, but by the proverbial whisker, and that is the way they finished. Whilst they were fighting it out there were no end of other goings on here and there. Gordon Spice and Ken Pateras, Morgan and A.C.-Bristol respectively, had a waltzing match at St. Mary's on the first lap, and continued untouched, but Nigel Messervy (Morgan) and Warren Pearce (XK150) had a bashing match at Woodcote, but were also able to go on. Bob Algate (TR2) hit the barrier by the chicane exit, and D. A. Pye (A.C.) had a bit of a moment on the grass just there, after Pateras had conveniently removed most of the wattle.

After this the smaller G.T. cars came out and the race was led initially by Adrian Chambers in a Lotus Elite. Bob Duggan, likewise mounted, soon got into his stride and established a fair lead he was not to lose. Chambers, however, must have been more than aware that he was being hard pressed by Nick Grace's little Ginetta G4, which towards the end of the race was uncomfortably close.

Mike Salmon's Jaguar, due, so they said, to be driven by Jean, was not present, but Doc Merfield had a fellow conspirator in the shape of Brian Muir in another Willment Ford Cortina G.T. to back him up, as if he needed it! These two set off as though they meant to make it a one-two affair. Doc's car was going much better than last time out at Goodwood, and the suspension seemed to be working this time, so it looked as though they would do just that thing until Muir, in what can only be described as an excess of zeal to get a little closer to his leader, took Madgwick too fast, did a gigantic spin and clouted the bank rather hard some way down from the exit to the corner. Mike Cave nosed his A40 in front of Val Gardner's Downton Mini-Cooper for second place when Gardner spun at the chicane on the last lap.

Another ten lap "split" race followed for Formula Junior and *Formule Libre* cars and, apart from the efforts put up by the first three cars, it was rather a dull race to watch. Alan Deacon, made strenuous efforts to keep his hefty Lister-Jaguar on terms with Roy

(*Continued on page* 924)

RESULTS

Sports Cars (10 laps). Overall Winner: C. M. M. Williams (Lotus-Ford 23). **Over 1,200 c.c. Class:** 1, E. G. Brown (Jaguar XK120), 80.30 m.p.h.; 2, R. E. A. Carpenter (A.C.-Bristol). **Fastest lap:** M. Warner (Lotus-Ford 23B), 1 m. 33.4 s., 92.50 m.p.h. **Up to 1,200 c.c. Class:** 1, C. M. M. Williams (Lotus-Ford 23), 91.47 m.p.h.; 2, R. K. Parsons (Lotus-Ford 23); 3, R. S. Benson (Elva-Climax Mk. 7). **Fastest lap:** Williams and Benson, 1 m. 33.2 s., 92.70 m.p.h. **Up to 1,000 c.c. Class:** 1, J. E. Manfield (Lotus-Ford 23), 86.37 m.p.h.; 2, C. Lacey (Merlyn-Ford Mk. 4); 3, H. Marsden (Lotus-B.M.C. 7). **Fastest lap:** Manfield, 1 m. 36.2 s., 89.81 m.p.h. **Grand Touring Cars over 1,600 c.c. (10 laps):** 1, B. Hetreed (Aston Martin DB4GT Zagato), 87.27 m.p.h.; 2, A. C. Dence (Morgan Plus 4); 3, T. Entwistle (T.V.R. Grantura). **Fastest lap:** Hetreed, 1 m. 37.0 s., 89.07 m.p.h. **Grand Touring Cars up to 1,600 c.c. (10 laps). Overall Winner:** E. R. Duggan (Lotus Elite). **1,151-1,600 c.c. Class:** 1, E. R. Duggan (Lotus Elite), 84.10 m.p.h.; 2, A. P. Chambers (Lotus Elite); 3, H. Stiller (Lotus Elite). **Fastest lap:** Duggan, 1 m. 40.4 s.,(9 laps only), 86.06 m.p.h. **Up to 1,150 c.c. Class:** 1, E. N. Grace (Ginetta G4), 83.34 m.p.h.; 2, B. Bennett (Turner-Climax); 3, S. J. Scrimgeour (G.S.M. Delta). **Fastest lap:** Grace, 1 m. 41.0 s. (9 laps only), 85.54 m.p.h. **Saloon Cars (5 laps). Overall Winner:** D. P. Merfield (Lotus Cortina). **Over 1,200 c.c. Class:** 1, D. P. Merfield (Lotus Cortina), 81.85 m.p.h.; 2, V. ff. Gardner (Austin-Cooper "S"); 3, J. Adams (Vauxhall VX4/90). **Fastest lap:** B. Muir (Ford Cortina GT), 1 m. 43.0 s., 83.88 m.p.h. **Up to 1,200 c.c. Class:** 1, M. H. Cave (Austin A40), 79.71 m.p.h.; 2, M. G. W. Knight (Austin-Cooper); 3, R. Banting (Morris-Cooper "S"). **Fastest lap:** Cave, 1m. 45.2 s., 82.13 m.p.h. **Formule Libre (10 laps):** 1, R. J. James (Brabham-Ford), 93.27 m.p.h.; 2, A. Deacon (Lister-Jaguar); 3, R. Banting (Brabham-Ford). **Fastest lap:** James and Banting, 1 m. 31.2 s., 94.74 m.p.h. **Formula Junior Class:** 1, R. J. James (Brabham-Ford), 93.27 m.p.h.; 2, R. Banting (Brabham-Ford); 3, L. E. Selby (Lola-Ford Mk. 5). **Fastest lap:** James and Banting, 1 m. 31.2 s., 94.74 m.p.h. **Marque Scratch Race (5 laps):** 1, A. C. Dence (Morgan Plus 4), 83.30 m.p.h.; 2, T. Entwistle (T.V.R. Grantura); 3, D. S. Jones (Morgan Plus 4). **Fastest lap:** Dence, 1 m. 41.8 s., 84.87 m.p.h. **Handicap Race (5 laps):** 1, H. R. Jackson (Elva-Alfa Romeo Mk. 6), 83.88 m.p.h.; 2, J. Bransfield (G.S.M. Delta); 3, J. F. Sach (Morgan Plus 4). **Fastest lap:** Jackson, 1 m. 40.0 s., 86.40 m.p.h. **Closed Car Handicap (5 laps):** 1, J. Adams (Vauxhall VX4/90), 75.74 m.p.h.; 2, V. ff. Gardner (Austin-Cooper "S"); 3, D. E. Darby (Austin-Cooper s/c). **Fastest lap:** D. P. Merfield (Lotus Cortina), 1 m. 43.6 s., 83.40 m.p.h.

RALLY TO THE MIDNIGHT SUN

—continued

beautifully detailed maps which must have been of great assistance to navigators.

On the first nine special tests, the roads were typical of the country with dirt, loose stones and chippings and flying dust. Should rain fall this turns the dust into mud and the stones into ball bearings, giving an immediate comparison to a skating rink. Having driven very gingerly over some of the special stages I can quite understand why Tom Trana left the road on the second and fourth special stages, but he lost only three-quarters of a minute getting back on the road on one stage and no time at all on the other. Despite their amazing driving, Trana/Andersson had the bad luck to lose 4 mins. on the last stage before the 12-hr. stop at Ostersund when the distributor packed up. This cost them the outright win. One of the Falcons, No. 47, driven by Bjorne Lundberg, had the misfortune to hit a truck which appeared from nowhere; fortunately, no one was injured but there then remained the lone Falcon of Karl Eric-Lagestom to carry the "stars and stripes" banner.

Meanwhile the rally proceeded to Ostersund and it was announced that Jansson (Porsche) was leading the irrepressible Carlsson by only 7 secs., with Ove Andersson (Cooper-Mini) only 5 secs. behind Eric. Chasing the leader hard were Bo Ljungfeldt (Cortina), Bromark (Saab), Carl-Magnus Skogh (Volvo) and Rauno Aaltonen in the Valiant.

Sylvia Osterberg, the Volvo ladies' driver, just had the edge on her nearest rivals, Pat Moss (Ford Cortina) and the Saab driver, Ehringe. I take my Swedish cap off to these ladies, who were showing some of the men the way round by their brilliant fearless driving.

Ostersund-Kiruna

FROM Ostersund the rally proceeded again North towards Kiruna, passing mountains, lakes and pine forests, and it was interesting to note that the farther North one drove vegetation became sparse, reindeer appeared and it began to snow; for the first time I realized that we must be approaching the Arctic Circle.

The first special stage after Ostersund took place on the most undulating terrain with the dirt, ball bearings and dust thrown in. It was here that the cars went in for the long jump. It appears that it was possible to leap 27 metres; the organizers told me that this was the unofficial record but, to the disappointment of many competitors, they were, however, only airborne for a mere 20 metres.

There followed a special test on a disused airfield at Hallviker consisting of home-made chicanes of oil drums. Competitors were required to drive flat out circuit fashion, which they all did!

The test at Tasjo hill-climb was one to remember as a spectator, for having just witnessed the Midnight Sun before arrival at the climb, I was staggered to see hundreds of people sitting on the hillside at 5 a.m.! They were all waiting for their hero Carlsson Pa-Taket. When his car appeared they all flocked round it, children with dirty pieces of paper and pencils staring wide eyed at Mister Sweden himself. The impassive Carlsson took it all in his stride and proceeded to attack the climb with a ferocity of Woden himself. He and his rival, Jansson, of course, did it clean.

A final note—one hears so much about the scenery that it should be recorded for the uninitiated as being tall, fair and extremely charming!

RESULTS

General Classification: 1, B. Jansson/E. Petterson (Porsche Super 90), 180 penalty points; 2, E. Carlsson/G. Palm (Saab), 224; 3, B. Ljungfeldt/Bertie Rehnfeldt (Ford Cortina G.T.), 228. **Ladies' Prize:** Sylvia Osterberg (Volvo), 520. **Team Prize:** 1, Saab; 2, B.M.C. Coopers.

Class Winners. Group 1—Up to 850 c.c.: Olle Bromark/K. Lvxell (Saab 96), 245. **850-1,000 c.c.:** P. Annstrom/H. Lindberg (B.M.C. Cooper), 553. **1,000-1,300 c.c.:** Ove Andersson/G. Wiman (B.M.C. Cooper), 252. **1,300-1,600 c.c.:** Bengt Sodenstrom/Bolsson (Volvo 544), 296. **1,600-2,000 c.c.:** Olle Lindstrom/K. Ekman (Volvo 544), 425. **Over 2,000 c.c.:** R. Aaltonen/R. Skogh (Chrysler Valiant 200), 333. **Group 2—Up to 700 c.c.:** C. Arp/T. Arp (B.M.W. 700), 1,454. **700-850 c.c.:** E. Carlsson/G. Palm (Saab Sport), 224. **850-1,300 c.c.:** C. Orrenius/R. Dahlgren (B.M.C. Cooper), 265. **1,300-1,600 c.c.:** B. Ljungfeldt/B. Rehnfeldt (Ford Cortina G.T.), 228. **Over 1,600 c.c.:** C.-M. Skogh/L. Berggren (Volvo Amazon), 262. **Group 3—Up to 1,300 c.c.:** A. Andersson/G. Linden (Saab 96), 272. **Over 1,300 c.c.:** B. Jansson/E. Petterson (Porsche Super 90), 180.

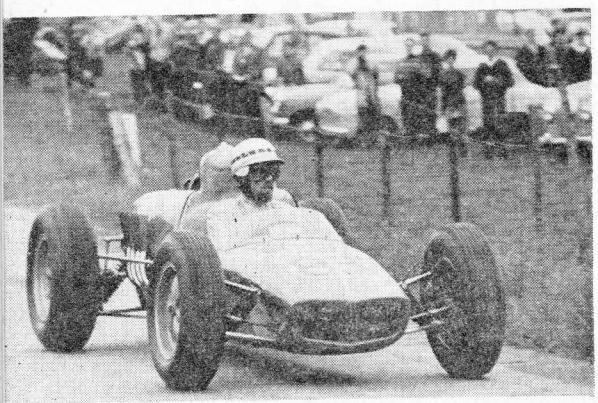
B.A.R.C. (S.W. Centre) BRUNTON HILL-CLIMB

ON Sunday, 16th June, the B.A.R.C. (S.W. Centre) staged the 33rd in their series of hill-climbs at Brunton. They were rewarded with a very representative entry—plenty of stars, but rather disappointing weather. After some morning rain, "wet" carried over from the paddock made the starting straight very greasy indeed for the practice period, but no one appeared to get into trouble through this, and treated the track with great caution.

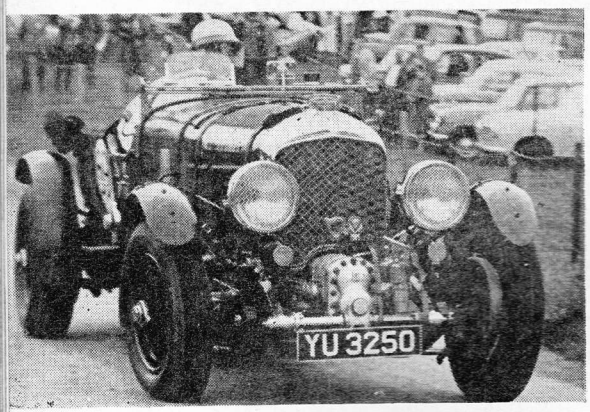
However, after the lunch break the track had dried out a lot, when the first cars came to the line for their timed runs. H. W. Bainbridge in his Mini had a moment at Paddock Bend, a sharp left-hander, on his first run. In class 2 there appeared the very noisy, but free-revving Janspeed Cooper-Mini of Janos Odor, but this could do nothing about the Cooper of George Lawrence that took the class. W. D. Sawyer was driving a Cooper "S", but was not as fast as some of the more conventional Coopers. The two Rapiers of R. Payne and Amie Lefevre battled for top honours in the next class, with Payne coming out on top this time. There were plenty of entries in the sports and G.T. cars up to 1,100 c.c. class. This class was a foregone conclusion as the Diva of J. R. Bloomfield was entered. He made no mistakes and took the class, and a new class record in a time of 27.14 secs. Brian Bennett in a Turner did all he could to end the Diva supremacy, but only got down to 28.10 secs. in reply. Another class record fell in the 1,101-1,600 c.c. sports and G.T. class. Bryan Small driving his new Milmor Mk. 5 trounced Porsches, M.G.s and an Allardette with his 1172 special to take the class and new record at 27.22—in fact only fractionally slower than the Diva of the previous class. Allen Allard then held up the proceedings by neatly inverting his Allardette at Rookery Corner, allowing all the sump oil to drain out through the filler onto the road. Neither driver nor car appeared harmed, and both turned out for their second runs later on. In the 2,000 c.c. sports and G.T. class we had another incident, which looked far worse than it turned out to be. Ron Fry in his well-known Ferrari Berlinetta shot off the line with characteristic verve, and proceeded at great speed up the hill to be seen seconds later appearing over the heads of spectators doing a wall of death act at Rookery 12 ft. up a very steep grass bank! How the car didn't turn over will remain a mystery. He ploughed back across the track through a wire fence and stopped within 3 ft. of the crowd. The driver was unhurt, and the car appeared only slightly damaged, but did not run again. All this excitement did not stop P. L. Farquharson taking the class in his vast Allard (Butch). Various 500s came next, with the larger racing cars following, including the delightful Merlyn of Howard Bennett, and the beautifully turned out front-engined Lola of J. Bouckley. These cars had a relatively dry road for their first runs, but a steady drizzle later on made their second runs very tricky. In the over 1,500 c.c. racing car class David Good had to battle with Peter Westbury for B.T.D. Westbury came out on top with a time of 25.20 secs. with David on 25.77. Mike Eyre with his Cooper-Buick just pipped George Keylock's similar car for fifth place, Bill Camp being third, ahead of Gordon Parker.

Another popular Brunton was over, and I am sure everyone is looking forward to the 34th in the series.

MICHAEL WARE.



PETER WESTBURY with the purposeful Felday-Daimler in the process is setting B.T.D. (above). EQUALLY PURPOSEFUL and making all the right noises, Harry Rose's Bentley ascends Brunton (below).



RESULTS

B.T.D.: P. Westbury (Felday-Daimler), 25.20 s. **Class 1:** 1, C. E. Trickey (Morris Mini), 33.45 s. **Class 2:** 1, G. Lawrence (Austin-Cooper), 30.28 s.; 2: J. Odor (Morris-Cooper), 30.29 s. **Class 4:** 1, R. Payne (Sunbeam Rapier), 31.32 s.; 2, A. F. Lefevre (Sunbeam Rapier), 31.35 s. **Class 6:** 1, J. R. Bloomfield (Diva G.T.), 27.14 s.; 2, B. L. Bennett (Turner-Climax), 28.10 s. **Class 7:** 1, B.A.M. Small (Milmor Mk. 5), 27.22 s.; 2, H. Stiller (Lotus Elite), 28.78 s. **Class 8:** 1, I. D. Swift (Morgan), 27.90 s.; 2, H. Hamblin (TR4), 30.43 s. **Class 9:** 1, P. L. Farquharson (Allard), 28.22 s.; 2, J. A. Tiller (Allard), 28.47 s. **Class 10:** 1, M. H. Barker (Alton-Jaguar), 29.13 s. **Class 11:** 1, R. C. Hollyfield (Cooper Mk. 4), 28.90 s.; 2, E. J. Brabin (J.B.S.-J.A.P.), 29.13 s. **Class 12:** 1, H. M. Bennett (Merlyn-Ford Mk. 3), 26.49 s.; 2, J. M. Ford (Cooper-J.A.P.), 26.81 s. **Class 14:** 1, D. R. Good (Cooper-Daimler), 25.77 s.; 2, W. J. Camp (Cooper-Ford), 27.89 s.

SHENSTONE & D.C.C.

CURBOROUGH SPRINT

THIS closed to club event on 16th June attracted 39 entries, with four non-starters. It was held at Curborough, which is situated approximately one mile north of Lichfield, and was the first to be held over this 915-yard course.

Practising commenced three-quarters of an hour late, in drizzling rain, but despite this each competitor had three practice runs before lunch and three runs in the event proper in the afternoon.

In Class 3 there was some spirited driving by John Fitzpatrick (850 Austin Mini) and J. Wales (1100 Mini-Cooper) who, with the advantage of his additional power, clocked 43 secs. on his second run, winning the class. Both these drivers had their moments at the esse bend when really trying—Fitzpatrick on his second run and Wales on the last, but each made a splendid recovery and pressed on undaunted to the finishing line!

Modified sports cars and specials running in Class 4 showed David Hiam in an ex-works M.G.B to be faster than Brian Harper in his Sebring Sprite. Ian McLaughlin, driving his familiar Cooper-J.A.P. in the *Formule Libre* class showed immaculate form with runs of 40 secs., 39.2 secs. and 38.7 secs., respectively, which gave him, of course, B.T.D.

MICHAEL USHER.

RESULTS

B.T.D.: I, McLaughlin (Cooper-J.A.P.), 38.7 s. **Saloon Cars up to 1,100 c.c. excluding Mini-Coopers:** 1, A. E. Thompson (B.M.W. 700), 50.0 s.; 2, R. W. Beech (Austin Mini), 50.5 s.; 3, K. D. Jones (Morris 1100), 50.7 s. **Over 1,100 c.c.:** 1, G. S. H. Ward (Jaguar 3.8), 48.1 s.; 2, P. Astbury (Triumph Vitesse), 52.8 s.; 3, R. L. Hayes (Triumph Herald), 53.5 s. **Modified Saloons, Sports and Mini-Coopers:** 1, J. Wales (Mini-Cooper), 43.0 s.; 2, J. Fitzpatrick (Austin Mini), 45.0 s.; 3, Dr. J. R. Preston (Lotus Ford Cortina), 46.3 s. **Modified Sports and Specials:** 1, D. Hiam (M.G.B), 44.6 s.; 2, B. Harper (Sebring Sprite), 45.5 s.; 3, M. Hazlewood (M.H.S.), 45.9 s. **Formule Libre:** 1, I. McLaughlin (Cooper-J.A.P.), 38.7 s.; 2, A. B. Griffiths (Lotus 18), 41.0 s.; 3, P. W. Hughes (Cooper-Norton), 42.9 s.

WEST ESSEX C.C.

AUTOCROSS

THE increasing popularity of Autocross was well in evidence at the West Essex Car Club's restricted event held at Skinner's Farm, Abridge, Essex, on Sunday, 16th June.

The meeting started under cloudy skies and rather low temperature. The small saloon classes opened the proceedings and were completely dominated by the very well-driven Mini-Cooper of Ian Terry, who recorded 2 min. 2.8 secs.

Class D, which was won by Tony Wells in a Mini-Cooper with a time of 2 min. 6.2 secs., catered for G.T. and open cars up to 1,300 c.c. The same category for over 1,300 c.c. cars brought out a selection of heavier machinery including a couple of XK140 coupés, and was won handsomely by Paul Kerridge in a Porsche, with a time of 2 min. 2.8 secs. He also took second spot in his Morgan!

The real experts were next on the line. Class F for Production and Non-production sports cars, and out came all the specials, many of the drivers being part of the regular Autocross "circus". The favourite was Howard Parkin who had journeyed down from Rotherham to drive his Cannonball Special, and with a time of 1 min. 56.1 secs. and a superb drive he demonstrated just how this Autocross business should be tackled, and his average speed for the three laps of the ½-mile circuit was over 46 m.p.h., which was going some! This time was B.T.D. by a couple of seconds from Bob Ellice in his Iris Mk. 2.

MICHAEL BERG.

RESULTS

B.T.D.: J. H. Parkin (Lotus Cannonball), 1 m. 56.1 s. **Class Winners:** B. Bishop (Austin Mini), 2 m. 15.4 s.; I. Terry (Mini Cooper), 2 m. 2.8 s.; G. Snow (Triumph Vitesse), 2 m. 8.6 s.; A. Wells (Mini-Cooper), 2 m. 6.2 s.; P. Kerridge (Porsche), 2 m. 2.8 s.; R. Ellice (Iris Mk. 2) 1 m. 58.0 s.

Goodwood—*continued*

James's Brabham-Ford Junior—indeed, leading at the end of the first lap—and then a little later he had to make equally strenuous efforts to keep Rodney Banting's similar car at bay. This he successfully did, and a stirring sight he was in doing so.

The five-lap Marque scratch race began with a multiple spinning affair at Madgwick, Neil Dangerfield (TR4), Gordon Spice (Morgan Plus 4) and B. E. Hampsheir (M.G.A Twin-Cam) being those involved, the last two having had their race as a result. Meanwhile Adrian Dence and Tommy Entwistle were at it again, that is after Jonathan Harris lost his Austin-Healey in a rather big way at Lavant on lap 2 when in the lead (just), which dropped him to fifth. This time, however, Dence did not mean Entwistle to get quite so close and in getting a real move on he managed to pull out a bit more of a lead towards the end to win fairly comfortably. Don Jones's Morgan Plus 4 was third almost 12 secs. adrift of the T.V.R.

The usual two handicaps finished the meeting off and the first one looked like a gift for Mrs. Gabriel Konig with her fleet Sprite, but she was unlucky and when still miles ahead retired to the pits on her fourth lap having broken the accelerator. Pushing it a bit, perhaps? This left J. Bransfield's G.S.M. Delta with the lead, but it was clear that he would not be able to hold off H. R. Jackson's Elva-Alfa Romeo, which was coming through the field very fast from about half way down in the handicap.

There were seven re-handicaps in the last race, and as this information was put over the P.A. in a somewhat garbled fashion it was rather difficult to gather who started when at first. However by lap three it became apparent that John Adams had a very good chance in the T.T. Garage VX4/90 and on lap four he managed to dispose of D. E. Darby's blown Austin-Cooper to take the lead. He was challenged by J. E. Thorpe who thought he would have a go at getting through on the inside on the approach to the chicane in his efforts to stay ahead at the end of lap four. This was near disaster, the car rearing up and almost inverting in the middle of the track; fortunately no one else was involved. Adams went on to win and Val Gardner (Austin-Cooper) stayed in second place.

The meeting was somewhat bedevilled by non-starters, each race having quite a few, and in one there were 11 out of a possible field of 23. The old trouble goes on.

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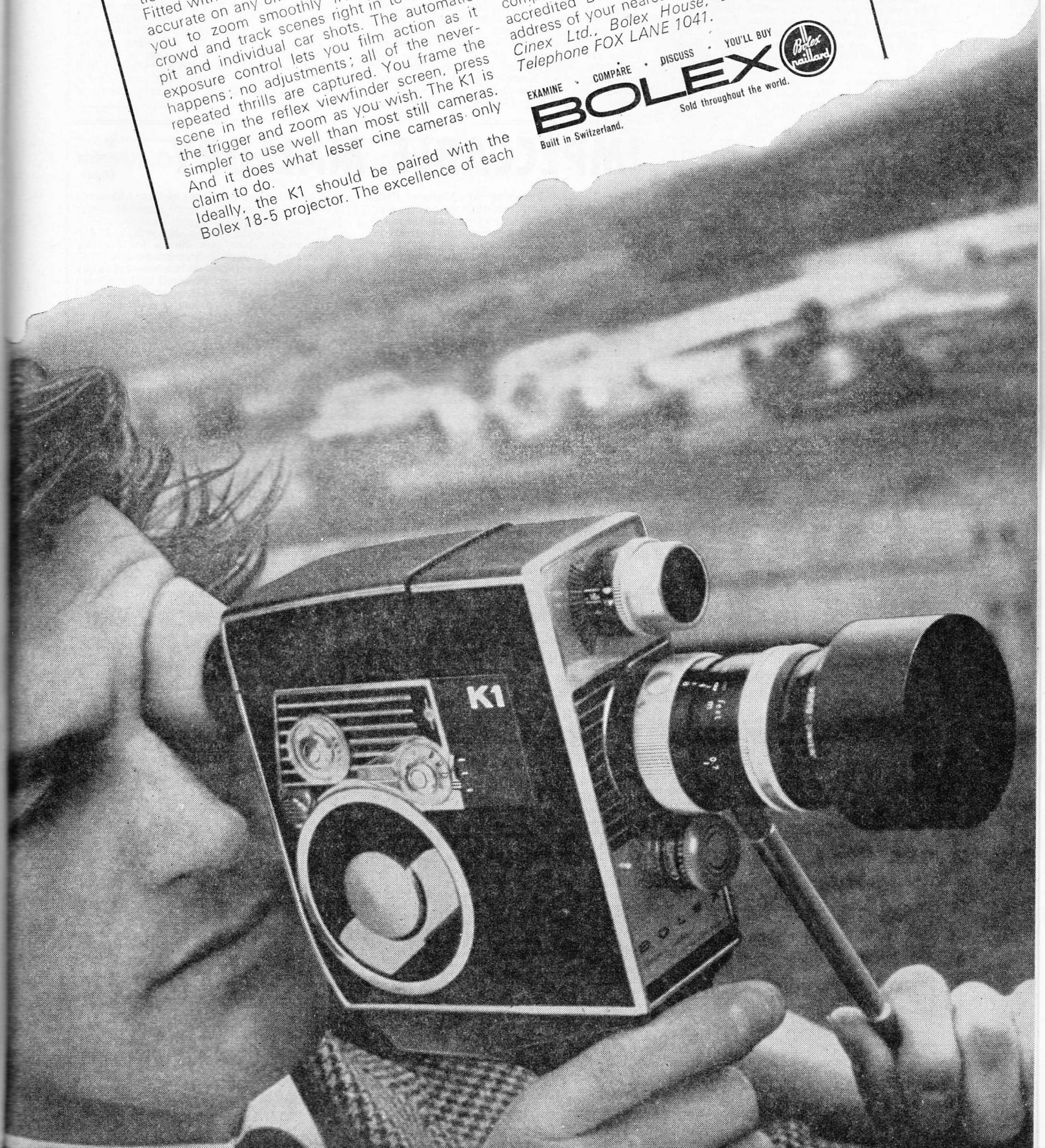
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M.M.E.C. Silverstone

BY PATRICK McNALLY

LAST Saturday's Midlands Motoring Enthusiasts' annual event was as good as ever. This year there were nine events, all of which saw interesting and in some cases close racing. There were no serious incidents though it was a grievous sight to see the state of Geoff Richardson's Ferrari after he had inverted it at Becketts. The Ferrari had been going extremely well at the time, being in pursuit of the E-types of Lambert and Mac.

The meeting opened with a 10-lap G.T. race, which saw more success to Roger Nathan's blue Elite. Sidney Taylor (Elite) had led at the start, closely followed by Norman Surtees (Elite), and Bob Rose in the Arden-prepared 1500 Climax-engined Elite. But Taylor spun on lap six, letting Nathan, who had passed Surtees on lap three, into a lead he held till the finish.

Sidney Taylor lost three places after his indiscretion, but managed to climb back up to third place to challenge Rose; however, another spin, this time on the last lap at Woodcote, dropped him right out of the running. Surtees would have finished second if he had not joined in the gyrations—he was third behind Rose. Bill Nicholson drove his M.G.B extremely well, circulating regularly at 1 min. 13 secs. to finish just behind the Elites.

D. O'Sullivan (Brabham) won the F.J. and Monoposto event from M. J. Eaves (Lotus) and Cliff Ward in yet another Brabham. These Brabhams are certainly doing well this year. Geoff Oliver's Climax-engined D.R.W. proved a winner once more in the sports car race. Oliver won convincingly from Tony Goodwin's well-conducted Pegasus and Mike Bell's Terrier.

Cliff Ward won the Saloon Car race more or less as he pleased in his beautifully prepared 3.8 Jaguar. The only challenge came from T. P. Page's 1200 Anglia, which kept a respectable distance throughout the race. Third place went to Ted Bunce in a Tornado Talisman. Although not much excitement was afforded by the first three, the antics of M. Clarke's A.40, Ralph Broad's Mini-Cooper and John Fitzpatrick's 850 Mini did much to enliven proceedings. John Fitzpatrick was unlucky enough to lose a front nearside wheel on lap seven, but brought the car to rest in an assuring manner.

Arthur Mallock drove his latest U2 to easy victory in the 1172 event. Arthur led from start to finish and also made fastest lap—a rapid and creditable 1 min. 14 secs. Bryan Small and John Moore, those perpetual 1172 men, finished second and third, though there was the usual place changing throughout the race.

The unlimited sports car race was a little disappointing in as much as many hairy cars proved non-starters, amongst these being Chris Summer's Cooper-Chevrolet and Jack Pearce's 1½-litre Lotus. As it was, it proved another fine win for Geoff Oliver's D.R.W. from J. N. O'Sullivan's Rejo and G. Vanaria in the Victoria-Climax. Jim Morley (Lola) held second place for much of the race distance, only to retire.

Howard Milborrow proved the winner in yet another 1172 and 750 event, with R. A. Breese (U2) next and Miss Jacquie Cook (Wavendon Wombat) a charming third.

Roger Mac drove the ex-Dick Protheroe E-type with all the speed and some of the fire of its previous owner to win the sports and G.T. race easily. Mac pulled out an early lead over Jack Lambert's similar car (some cars are more similar than others!), which he maintained for the 15 laps. Lambert was chased initially by Jim Morley's Lola until it spun and dropped right back. Geoff Richardson (Ferrari) then went after the E-types; as stated earlier, the Ferrari rolled at Becketts and suffered considerable damage to the nose and tail. Roger Mac's fastest lap, incidentally, was 1 min. 7 secs., which is quick by any standards.

The meeting closed with a 15-lap *Formule Libre* event. Chris Summers gave his usual exciting performance in the Cooper-Chevrolet, leading for the first four laps until a small fire broke out in the engine and he had to retire. This car is at present fitted with the 5,360 c.c. Sting-Ray unit and has fuel injection; the car has also bigger brakes and has generally been strengthened up. The acceleration is unbelievable! With Summers out of the race John Mew went into the lead until he too had to retire, this time with a boiling engine. O'Sullivan succeeded to the title of first on lap eight, which he held to score his second victory of the day in the Brabham. Jackie Epstein's Cooper-Buick was second ahead of Gate's Alexis.

RESULTS

Grand Touring Cars (10 laps): 1, R. D. Nathan (Lotus Elite), 79.23 m.p.h.; 2, R. Rose (Lotus Elite); 3, N. Surtees (Lotus Elite). **Fastest Lap:** Nathan, 1 m. 11.2 s. **Formula Junior and Monoposto Register Cars (12 laps):** 1, D. O'Sullivan (Brabham-Ford), 85.30 m.p.h.; 2, M. J. Eaves (Lotus-Ford 20); 3, F. C. Ward (Brabham-Ford). **Fastest Lap:** O'Sullivan, 1 m. 6.2 s. **Sports Cars up to 1,500 c.c. excluding B.M.C. engines (10 laps):** 1, G. E. Oliver (D.R.W.-Ford), 82.22 m.p.h.; 2, S. A. Goodwin (Pegasus-Ford); 3, M. M. Bell (Terrier-Ford Mk. 2). **Fastest Lap:** Oliver, 1 m. 9.2 s. **Saloon Cars (10 laps):** 1, F. C. Ward (Jaguar 3.8), 73.18 m.p.h.; 2, T. P. Page (Ford Anglia); 3, E. W. Bunce (Tornado Talisman). **Fastest Lap:** Ward, 1 m. 17.4 s. **750 and 1172 Formula Cars (10 laps):** 1, A. M. R. Mallock (U2), 76.10 m.p.h.; 2, B. A. M. Small (Milmor Mk. 5); 3, J. B. Moore (Warwick Mk. 2). **Fastest Lap:** Mallock, 1 m. 14.0 s. **Sports-Racing Cars (15 laps):** 1, G. E. Oliver (D.R.W.-Ford), 82.06 m.p.h.; 2, J. O'Sullivan (Rejo-Climax Mk. 4); 3, G. Vanaria (Victoria-Climax). **Fastest Lap:** Oliver, 1 m. 9.2 s. **1172 and 750 Formula Cars (10 laps):** 1, H. J. Milborrow (Milmor Mk. 3), 74.50 m.p.h.; 2, R. A. Breese (U2); 3, Miss J. Cook (Wavendon Wombat). **Fastest Lap:** Breese, 1 m. 16.0 s. **Sports and G.T. Cars (15 laps):** 1, R. S. Mac (Jaguar E), 81.44 m.p.h.; 2, A. J. Lambert (Jaguar E); 3, J. F. Morley (Lola-Climax). **Fastest Lap:** Mac, 1 m. 7 s. **Formule Libre (15 laps):** 1, D. O'Sullivan (Brabham-Ford), 81.78 m.p.h.; 2, J. Epstein (Cooper-Buick); 3, R. P. Gate (Alexis-Ford). **Fastest Lap:** C. G. Summers (Cooper-Chevrolet), 1 m. 5.2 s.

IMPECCABLE MALLORY

BY ROBERT GRANT

LAST Sunday's meeting at Mallory Park organized by the Nottingham Sports Car Club was run under fine weather, witnessed by a large crowd and was free of any serious incidents. There was a total of 11 events, including four five-lap heats and two 10-lap finals.

Event one was the first of the qualifying heats for G.T. cars over 1,150 c.c. Roger Mac, in the ex-Dick Protheroe E-type, took an immediate lead which he lost to David Skailes (Aston Martin) when he made the only nonsense of the day by adding further modifications to his car in smiting the bank first time round at Shaws. Skailes was followed over the line by J. Harris (Austin-Healey) and D. Morgan (Elva). Event two saw Peter Brayshaw's phenomenal Marcos take the honours from Sid Taylor (Elite) who had an early battle with Bob Rose in a similar car, which later went sick.

The first of the qualifying heats for saloon car was won by N. Abbott (Anglia) from P. Hawthorn (Mini-Cooper) and T. Page (Anglia), who wasted his pole position advantage by muffing the start. In the second heat J. Gee-Turner was first of the Mini-men with 0.4 sec. separating second and third men J. Harris and B. Morling.

The first of the 10-lap events was for Lotus 7 and Terrier cars. J. Cardwell (Lotus) seemed to have everything buttoned up nicely when his engine decided to misbehave and he had to relegate his lead on the penultimate lap to M. Bell (Terrier) and Bobbie Bell (Lotus). J. Leek (Lotus) took fourth spot from Stuart Lane (Lotus), who drove very quickly for one competing in only his second motor race.

Peter Brayshaw (Marcos) scored his second win of the day by winning the final of the G.T. over 1,150 c.c. race. Brayshaw had taken David Skailes (Aston Martin) first time round at Gerards. The main interest of the race was centred on John Harris's (Austin-Healey) and Bob Rose's battle for third spot with the verdict going to Harris by a whisker.

The 10-lap race for sports-racing cars which followed was the most exciting race of the day. Jim Morley (Lola) snatched an immediate lead with Jack Pearce (Lotus 23) close behind. These two circulated at a fantastic rate with both drivers breaking their respective class records in the process. However, Pearce, putting his extra 496 c.c. to good use, edged past the Lola on its penultimate lap; even then only 0.8 sec. separated the two at the finish. R. Willoughby also in a Lola took a creditable third spot.

Nick Abbott (Anglia) repeated his earlier success by winning the 10-lap final for saloon cars. Second man home was Peter Hawthorn (Austin Mini), who closed considerably on the final lap but did not have quite enough power to alter the result. D. Kay and C. Tudge, both Anglia mounted, had a tremendous scrap for fourth spot with Kay just winning by a nose, behind Terry Page's Anglia, though both were credited with similar times.

Event nine for sports cars saw Sid Taylor (Elite) retire on the line owing to a lack of cogs. John Sharp (M.G.A) drove extremely well to finish third in front of David Skailes's Aston. The race was won again by Peter Brayshaw (Marcos).

The main event of the day was a 15-lap affair divided into two classes for *Formule Libre* and F.J. Jack Pearce in the new 1963 Alexis led from the line but was taken by John Taylor (Cooper "Powered by Ford") on the exit of Gerards. These two circulated scarcely feet apart until Taylor retired on the 10th lap with overheating problems; however, he had reason to be pleased, since he established a new outright circuit record, previously held by John Surtees, at 96.42 m.p.h. Mike Hailwood, having missed a gear on the line, soon led the F.J. class by an easy margin, which he won from P. Driver (Lotus).

The final event of the day was for G.T. cars below 1,150 c.c. Unfortunately, P. S. de Banks had the engine of his Lotus G.T. seize when in the lead leaving the race to Roger Mac (Sebring Sprite) who was followed home by Mike White (Turner). Bill Milligan (Sprite) took third spot after an early tussle with P. Martin (Morris).

The meeting was superbly organized, and it is a pity that it was the only meeting that the N.S.C.C. are holding at Mallory Park this year.

RESULTS

Grand Touring Cars over 1,150 c.c. Heat 1 (5 laps): 1, D. Skailes (Aston Martin Zagato), 77.39 m.p.h.; 2, J. Harris (Austin-Healey 3000); 3, D. Morgan (Elva Courier). **Fastest lap:** Skailes, 61.2 s., 79.41 m.p.h. **Heat 2 (5 laps):** 1, P. Brayshaw (Marcos-Ford), 80.78 m.p.h.; 2, S. J. Taylor (Lotus Elite); 3, R. Rose (Lotus Elite). **Fastest lap:** Brayshaw, 58.2 s., 83.50 m.p.h. **Saloon Cars, Heat 1 (5 laps):** 1, N. Abbott (Ford Anglia), 77.09 m.p.h.; 2, P. Hawthorn (Austin Mini); 3, T. P. Page (Ford Anglia). **Fastest lap:** Abbott, 61.6 s., 78.89 m.p.h. **Heat 2 (5 laps):** 1, J. Gee-Turner (Morris-Cooper), 70.19 m.p.h.; 2, J. K. Harris (Morris-Cooper); 3, B. A. Morling (Morris-Cooper). **Fastest lap:** Morling, 66.4 s., 73.19 m.p.h. **Lotus 7 and Terrier Cars (10 laps):** 1, M. M. Bell (Terrier-Ford Mk. 2), 79.43 m.p.h.; 2, R. H. Bell (Lotus-Ford 7); 3, J. F. Cardwell (Lotus-Ford 7). **Fastest lap:** M. M. Bell, 59.2 s., 82.09 m.p.h. **Grand Touring Cars over 1,150 c.c. Final (10 laps):** 1, P. Brayshaw (Marcos-Ford), 79.77 m.p.h.; 2, D. Skailes (Aston Martin Zagato); 3, J. Harris (Austin-Healey 3000). **Fastest lap:** Brayshaw, 58.8 s., 82.65 m.p.h. **Sports-Racing Cars (10 laps):** 1, J. Pearce (Lotus-Ford 23B), 86.01 m.p.h.; 2, J. Morley (Lola-Climax); 3, R. Willoughby (Lola-Climax). **Fastest lap:** Pearce, 54.8 s., 88.68 m.p.h. **Saloon Cars, Final (10 laps):** 1, N. Abbott (Ford Anglia), 77.73 m.p.h.; 2, P. Hawthorn (Austin Mini); 3, T. P. Page (Ford Anglia). **Fastest lap:** Hawthorne, 59.4 s., 81.81 m.p.h. **Sports Cars (10 laps):** 1, P. Brayshaw (Marcos-Ford), 78.97 m.p.h.; 2, R. Rose (Lotus Elite); 3, J. G. Sharp (M.G.A). **Fastest lap:** Brayshaw, 59.8 s., 81.27 m.p.h. **Formule Libre Cars (15 laps). Overall Winner:** J. R. Pearce (Alexis-Ford). **Formule Libre Class:** 1, J. Pearce (Alexis-Ford), 89.80 m.p.h.; 2, A. Eccles (Cooper-Climax); 3, B. G. Carfoot (Lola-Climax). **Fastest lap:** J. M. Taylor (Cooper-Ford), 50.4 s., 96.42 m.p.h. **Formula Junior Class:** 1, M. Hailwood (Brabham-Ford), 86.48 m.p.h.; 2, P. Driver (Lotus-Ford 20); 3, L. Jacobz (Cooper-Ford). **Fastest lap:** Hailwood, 53.6 s., 90.67 m.p.h. **Grand Touring Cars up to 1,150 c.c. (10 laps):** 1, R. S. Mac (Austin-Healey Sprite), 74.15 m.p.h.; 2, M. White (Turner-B.M.C.); 3, W. J. Milligan (Austin-Healey Sprite). **Fastest lap:** White, 63.8 s., 76.17 m.p.h.

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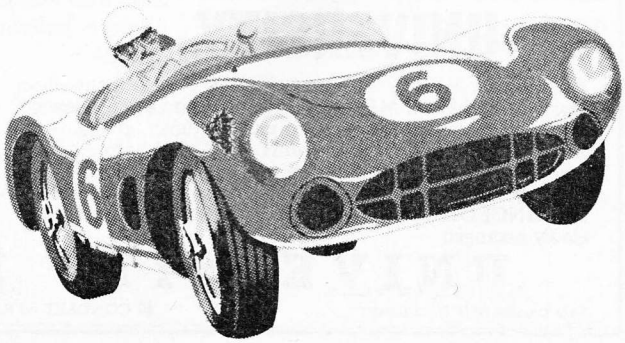
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SCOTTISH S.C.C.

DRIVING TESTS

THE Inter-Club Team Tests organized by the Scottish Sporting Car Club were held this year in the spacious car park of the B.M.C. factory at Bathgate in scorching sunshine on 8th June.

Fourteen club teams of one open and two saloon cars were entered, with the organizing club fielding three teams, as did the M.G.C.C. (Scottish Centre), with two teams each from the Aberdeen and District M.C. and the Lanarkshire C.C.; one of the latter, however, non-started. In addition there were teams from the Lothian C.C., Coltness C.C., Rolls-Royce (Scottish) M.C. and the Scottish Highland Centre of the Riley M.C.

A large crowd of spectators enjoyed a very high standard of driving ability from all competitors in a variety of motor cars, in a series of seven tests—the emphasis, of course, being on the team performance.

Fastest team in five of the tests was the M.G.C.C. "A" team of Jim McCaig in his lightened Mini, J. Hall (M.G. 1100) and D. Hall (M.G. Midget), but the Aberdeen "A" team tied with them in one test and beat them in test 6, while the M.G.C.C. "B" team took the honours in the final test.

Altogether it was the M.G.C.C. day with two of their teams taking first and second. Credit is due to the slick organization, with an up to the minute results board, showing positions and times of all teams throughout the afternoon, while the S.S.C.C. officials were most helpful.

W. K. HENDERSON.

RESULTS

1, M.G.C.C. (Scottish) "A" Team, 205.5 (J. Hall (M.G. 1100), D. Hall (M.G. Midget), J. McCaig (Mini)). 2, M.G.C.C. (Scottish) "B" Team, 225.8. 3, Lanarkshire C.C. "B" Team, 230.1.



"C" TEAM of the Scottish Sporting Car Club—Hamish Wilson (Victor), G. K. Cowie (Mini) and J. G. Martin (Sprite)—all together in a box during the Inter-Club tests.

SEVEN-FIFTY M.C.
(TUNBRIDGE WELLS CENTRE)

AUTOCROSS

BRIAN STEVENS (Mini) made B.T.D. at the Seven-Fifty M.C. (Tunbridge Wells Centre), Eastbourne and D.M.C. and the Sevenoaks and D.M.C.'s Autocross held at Cross-in-Hand, Sussex, on 16th June.

The course was fast, providing considerable opportunities for drifting on the bends with the flags getting noticeably shorter and shorter. Nonetheless the standard of driving was very high.

Bud Smith was fastest of the Specials with a time of 1 min. 26.4 secs. in a borrowed 750 trials car. The Austin Special of M. J. McCarthy was resourcefully driven, the driver's main job being to stay in the car.

The sports car class attracted a strong entry, the high proportion of which were Austin-Healey Sprites and M.G. Midgets, which resulted in very close competition and proved one of the most interesting classes. Victory finally went to Denis Beare in his well-known blown Sprite, after a tie with R. Exon, the final result being decided on aggregate of both runs. Alan Hoddrell, driving B. Petch's big Austin-Healey, put up a very creditable performance for a car that was a trifle too big for the chicanes, which brought about his downfall.

Brian Stevens made by far the fastest time in his "Flying Mini" to record B.T.D. of 1 min. 14.2 secs., the very closely contested class win finally going to M. Bryant, with L. Francis one-fifth of a second behind. Two Saabs were entered by Bud Smith and S. Duncan, who showed what excellent cars they are on the rough but they were not a match for the majority of the Minis.

In the rear-wheel-drive saloon class, D. Stevens was the fastest in his Ford Anglia 109E, his best time being 1 min. 22.6 secs. A very stout effort was put up by P. Nevard (Allard) who came second.

This saw S. Clipston in his VW 1500 demonstrating a very stable ride and also winning in the very good time of 1 min. 19.8 secs. in the rear-engine saloon class.

The last class for any special was won by I. Tyrell in the P.A.B. trials car in 1 min. 17.8 secs., harassed throughout by Daphne Freeman in her Wilson Special, who came second in 1 min. 20.4 secs.

So ended a first-class day's sport enjoyed by competitors and spectators alike, and the organization was superb throughout.

G.M.H.

RESULTS

B.T.D.: B. Stevens (Mini), 1 m. 14.2 s. **Class A:** 1, A. C. Smith (Special), 1 m. 26.4 s.; 2, R. Hartle (Special), 1 m. 38 s.; 3, P. Townsend (Special), 1 m. 41.2 s. **Class B:** 1, D. A. Beare (Sprite), 1 m. 15.8 s.; 2, R. Exon (Sprite), 1 m. 15.8 s.; 3, D. Wilson (Sprite), 1 m. 16 s. **Class C:** 1, M. Bryant (Mini), 1 m. 20 s.; 2, L. Francis (Mini), 1 m. 20.2 s. **Class D:** 1, D. Stevens (Anglia), 1 m. 22.6 s.; 2, P. Nevard (Allard), 1 m. 25 s. **Class E:** 1, S. Clipson (VW 1500), 1 m. 19.8 s.; 2, P. Mockford (Dauphine), 1 m. 27.6 s. **Class F:** 1, I. Tyrell (P.A.B.), 1 m. 17.8 s.; 2, Miss D. Freeman (Wilson Special), 1 m. 20.4 s.

HAGLEY & D.L.C.C.

DRIVING TESTS

AT the Chateau Impney, scene of many excellent speed trials, the Hagley and D.L.C.C. produced yet another success in the form of their popular Evening Driving Test Competition which took place in fine weather on Wednesday, 12th June.

Some 33 members attempted eight tests which were set out close to the hotel and were run two at a time, catering for differing vehicles and providing surface conditions varying from tarmac to loose earth.

The best performance was put up by ex-President Frank Livingston (Midget) taking the Whittington Trophy after a stern battle with Mac Hazlewood's M.H.S., these two drivers recording respectively 196.6 and 196.9 secs. and giving Hazlewood the Specials class from Brian Rowland's Minisport.

A fine performance was registered in the small saloon car class by Peter Blankstone who made no mistakes this time and pushed his Cooper-Austin two points ahead of that of R. Cooper.

MAX TRIMBLE.

RESULTS

Whittington Trophy: J. F. Livingston (M.G.), 196.6 s. **Class A:** 1, P. Blankstone (Cooper), 204.5 s.; 2, R. Cooper (Cooper), 206.8 s. **Class B:** 1, T. S. Baker (M.G. 1100), 221.0 s. **Class C:** 1, J. B. Hitchen (Rapier), 251.0 s. **Class D:** 1, T. S. Baker (M.G.), 209.5 s.; 2, B. Pickering (M.G.), 210.8 s. **Specials:** 1, M. Hazlewood (M.H.S.), 196.9 s. **Ladies' Award:** Mrs. J. Hazlewood (M.H.S.), 255.9 s.

WOLVERHAMPTON
& SOUTH STAFFS C.C.
MIDLANDS M.E.C.
DUDLEY & D.C.C.

DRIVING TESTS

A GOOD entry of 44 cars was obtained for the Midsummer Driving Tests meeting, held on the perimeter track of the disused airfield at Wheaton Aston, near Wolverhampton, on 9th June. This encouraging response was probably due in part, at least, to the provision of suitable classes for various sizes of saloon car. Perhaps the only people who were slightly disgruntled were the Cooper drivers, who were put with the Spridgets, and the owners of large sports cars, who found Hazlewood's Special in their class.

There were five tests laid out on the rather loose surface, which demanded a certain finesse in driving. However, each test was attempted twice, with the best time counting towards the results. As expected, Hazlewood put up B.T.D.

A. R. PARKIN.

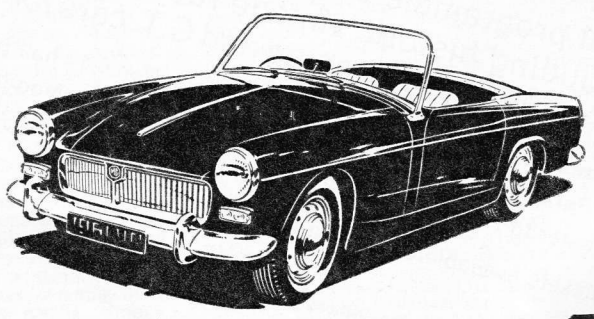
RESULTS

B.T.D.: M. Hazlewood (M.H.S.). **Class 1:** 1, P. Darbyshire (Mini); 2, I. Mitchell (Mini). **Class 2:** 1, A. C. Powner (M.G. 1100); 2, A. Parkin (Minor 1000). **Class 3:** 1, H. J. Dudley (Wolseley); 2, B. Jones (Austin A55). **Class 5:** 1, T. C. Swift (Sprite); 2, B. Pickering (Midget). **Class 6:** 1, M. Hazlewood (M.H.S.); 2, R. Wilkinson (TR3A). **Best Team of two cars:** Hazlewood/Pickering. **Best Lady Driver:** Mrs. J. Hazlewood. **Best Aggregate Time:** T. Swift. **Inter Club Team Trophy:** D. & D.C.C. "A" Team.

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LOTUS Cortina, 2,000 miles only. Offers.—Box 9044.

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Body Cirrus White
Grey upholstery
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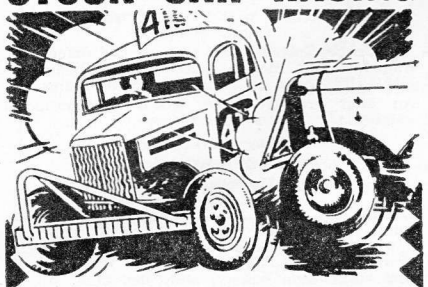
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Classified Advertisements—*continued*

LOTUS—*continued*

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1962 SUPER Seven, 8,000 miles. Holbay motor. As new. £465, deposit £120, or part exchange more docile wagon for wife.—See under M.G.

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1960 ELITE. Red, 14,600 miles only. Never raced. Balanced Stage II Climax, twin Webers, servo, heater, Silent Travel. Immaculate. Nearest £820. H.P. arranged.—Phone: Renown 6134.

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1962 MARCOS G.T. Immaculate condition, 4,000 miles only. Fully upholstered, 75 h.p., 997 c.c. engine. Never been raced. Ideal for road or competition use. £575. 1961 Lightweight Marcos G.T. Six races only. Martin engine, disc brakes. Host of spares. £475. Hire purchase terms available. Write or telephone for further details.—Marcos Cars, Ltd., Greenland Mills, Bradford-on-Avon, Wilts. Tel.: Bradford-on-Avon 2279.

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M.G.A 1600. Red drophead, extras, £445. H.P. possible.—14 Ashurst Lodge, Highbury Grove, N.5. CANonbury 0017.

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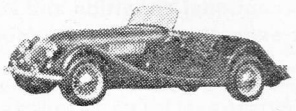
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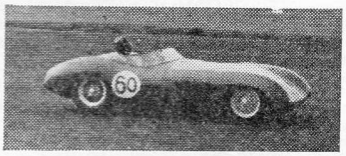
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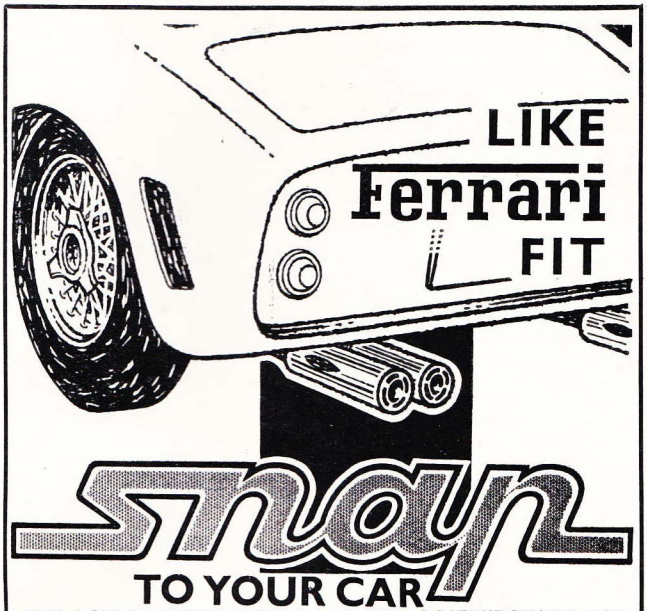
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