

AUTOSPORT

OCTOBER 18, 1963

2/-

EVERY FRIDAY
Vol. 27 No. 16

BRITAIN'S MOTOR SPORTING WEEKLY

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

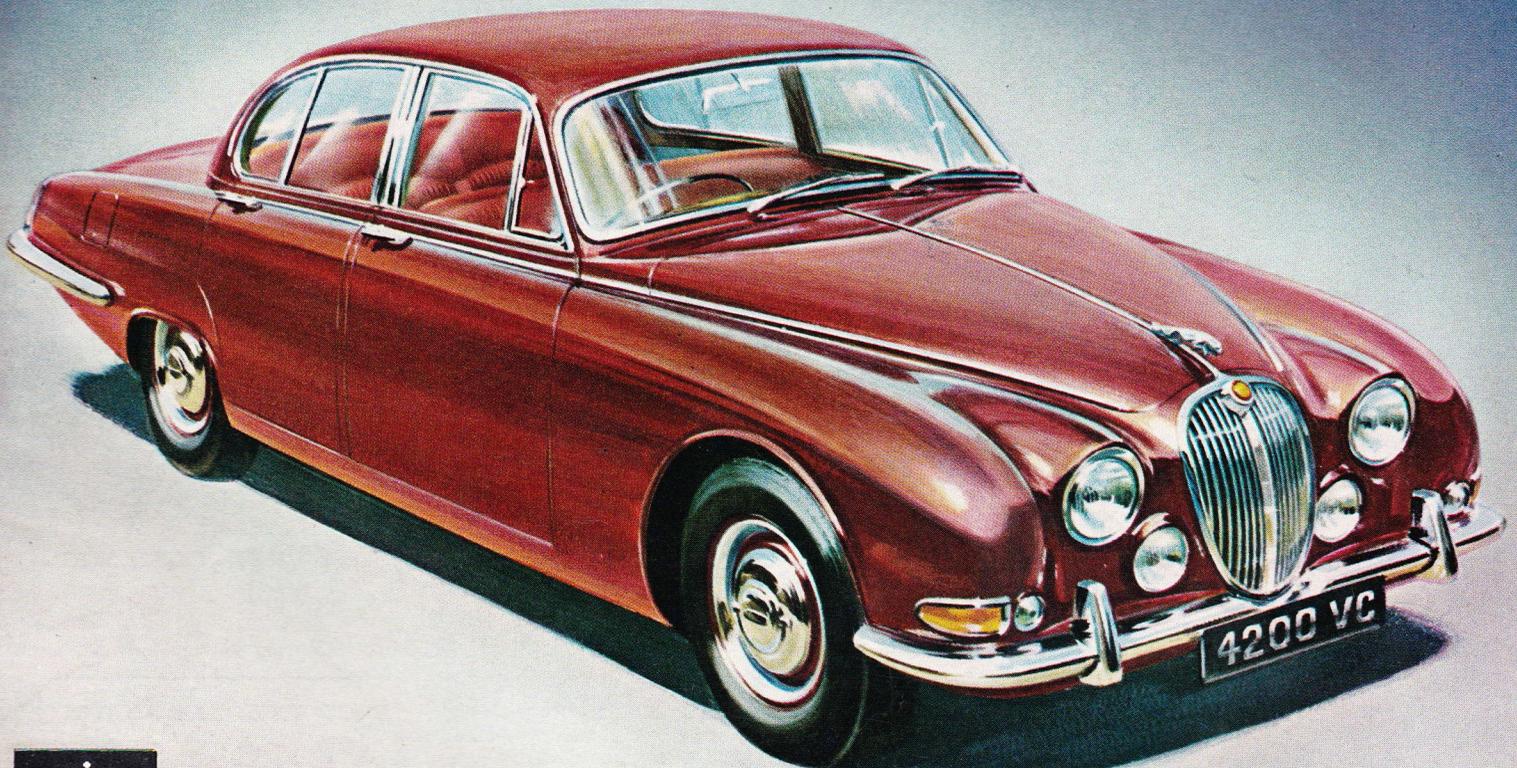
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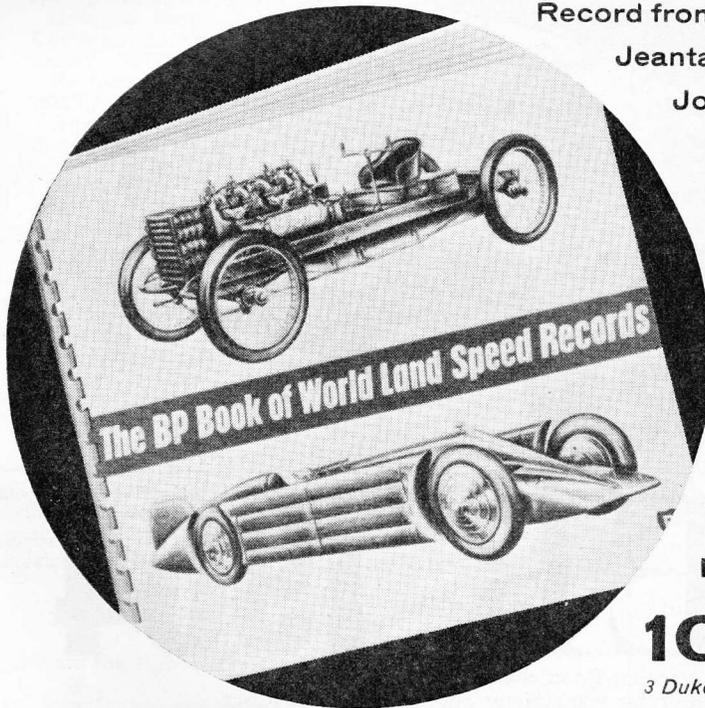
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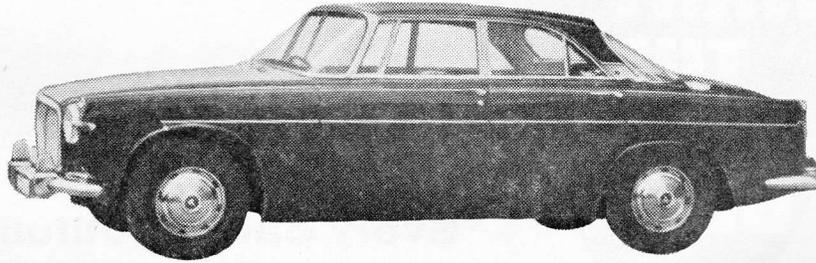
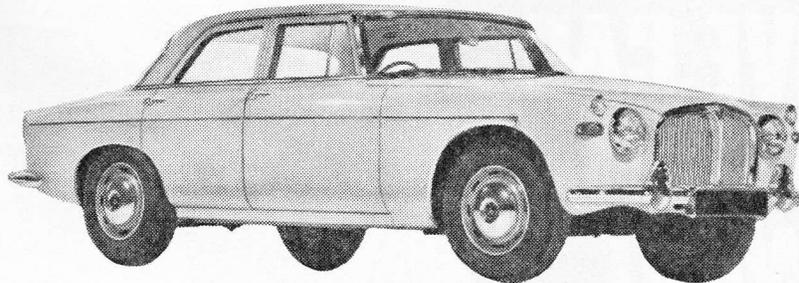
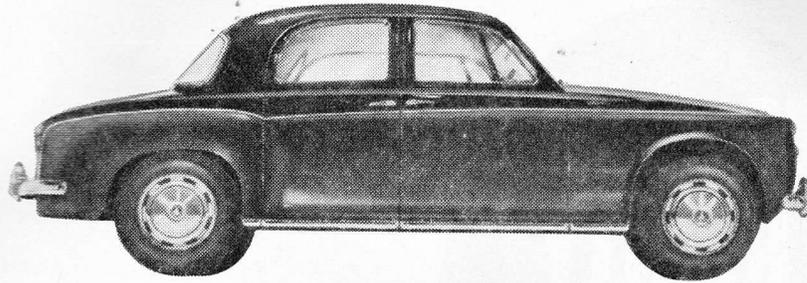
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October 18, 1963 Volume 27 Number 16

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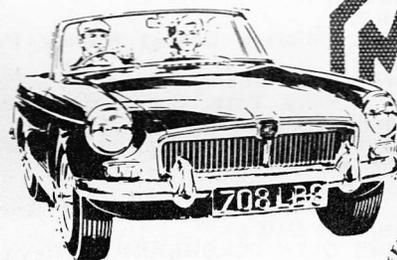
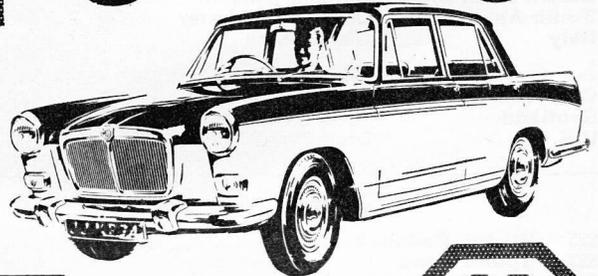
EDITORIAL

SHOWTIME

ONCE again the Earls Court Show is with us, and this year there is an even larger variety of vehicles from which to choose, the larger manufacturers having increased their range by several new models. Despite prophecies that the small-capacity car is on the wane, there are no indications that this is so, in Great Britain at any rate. B.M.C. continue their numerous Mini editions, Ford the Anglia, Standard-Triumph the Herald, and recent additions to the market are the Vauxhall Viva and the Hillman Imp. Thus, the biggest manufacturers in this country are still convinced that our overcrowded roads and limited parking facilities still favour the small car. High performance cars maintain their appeal, and it is noticeable that the G.T. cult has spread to normal, everyday saloons, viz. Ford Cortina and Corsair. The Lotus Ford Cortina reaches a new standard of performance from 1.6 litres, assisted by a 2-o.h.c. engine, and the Chapman know-how as regards suspension. Jaguars have filled a long-anticipated gap with the introduction of the "S". From Rover and Triumph come brand-new 2,000 c.c. machines, both with modern specification and good looks. The former has an o.h.c. four-cylinder engine and de Dion rear suspension, whilst the latter favours a "six" and all-independent springing. Morgans have produced, for the first time, a closed car; Aston Martin have brought out the exciting DB5, whilst the use of American V8 engines is continued in the latest Jensen and Bristol models. The open sports car is still extremely popular, and on the stands we find examples from Jaguar, Sunbeam, Austin-Healey, A.C., M.G., Lotus and Morgan. The products of Continental makers are there for all to see, from a comprehensive range of small-capacity machines to the superb products of Mercedes-Benz, B.M.W., Porsche, Fiat, Ferrari, Lancia, Alfa Romeo and Maserati—all famous names in the high performance field. Sweden has her very successful Saab and Volvo, France the Simca, Renault, Panhard, Peugeot, Facel Vega and Citroën, Germany the ever-popular Volkswagen, the N.S.U., D.K.W. and Glas, and from U.S.A. comes an immense range of large and also "compact" automobiles, with the emphasis on V8 engines. Recently a highly placed executive in the industry stated that modern motor car production owed nothing at all to racing. Yet it is significant that the major improvements to production vehicles have been suggested by experiences in competitions. Without racing, we might still be awaiting the development of disc brakes; the vast improvement in cylinder-head design during recent years is directly due to motor racing; the diaphragm clutch was perfected on Formula machines; immense strides in heating and lighting equipment have been inspired by International rallies; the modern anti-skid tyres have been evolved through a carefully planned racing programme. These are only a few instances of the vital assistance given to development engineers by competitions. It is rather like war-time in a way, with development accelerated by necessity. When a giant organization such as Ford officially recognize competitions as an essential part of their future plans, then it must be obvious that motoring sport plays a most important part in the production of normal passenger cars.

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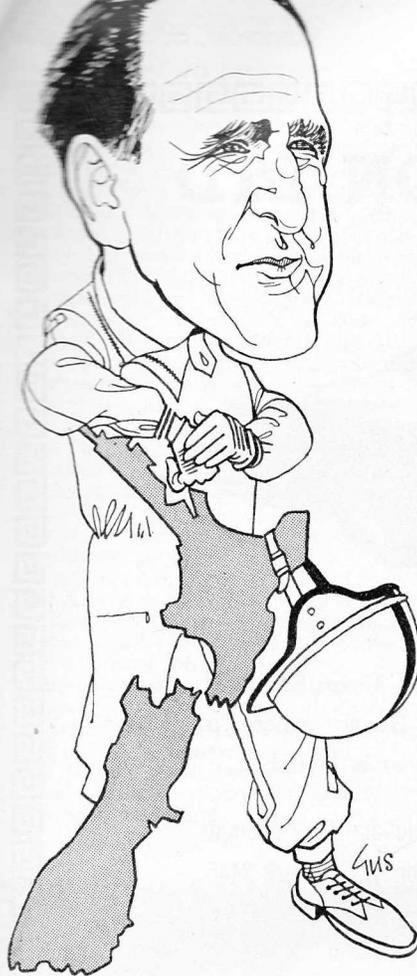
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AUTOSPORTSMAN by Gus
No. 23 : Denis Hulme

ROGER NATHAN'S Lotus Elite as advertised recently in AUTOSPORT was sold by 6 p.m. on the day of issue. The buyer asked for several extras to be fitted before he collects the car, including a small refrigerator (capacity six pints!), two cigar lighters, a conversion for using an electric razor, a stereophonic radio and a well-known brand of exhaust booster.

ACCORDING to reliable sources in U.S.A., Rootes have every intention of marketing a V8 Sunbeam Alpine. Prototypes have been seen around for some time, and Ford appears to be the favoured power-unit.

GORDON COBBAN has received a fantastic entry for the M.G.C.C. Sprint meeting at Brands Hatch on Sunday. One hundred cars are entered plus 11 reserves and a further 37 were refused. Entries include Adrian Chambers, Clive Lacey and David Porter.

THE BRUCE McLAREN COOPERS

THE two 2½-litre Cooper-Climax cars (one of which was illustrated last week) are not works projects, but machines built to the specification and design of Bruce McLaren Motor Racing Ltd., a new company formed for the specific purpose of racing a team "down under".

AT last month's C.S.I. meeting at Milan it was agreed that in long-distance races no driver should be at the wheel for more than four hours, and a minimum of one hour's rest should be taken between each spell.

THE Puerto Rican "speed week", held for the first time last year, has been taken off the international and national open calendars for 1963.

1964 INTERNATIONAL CALENDAR

THE list of proposed International and National Open British race meetings for 1964 (published in the 13th September AUTOSPORT) was agreed by the C.S.I. at their recent Milan meeting. In the cases where an alternative date was given, the earlier one was accepted. The provisional calendar for the more important foreign events was also drawn up and is shown below. Unfortunately it appears that Indianapolis, always run on 30th May, will either clash with the Nürburgring 1,000-km. or the Dutch Grand Prix, which is unfortunate following the growing European interest in the American 500-mile race.

20th-21st March.—Sebring 12 hours.

12th April.—Syracuse Grand Prix.

19th April.—Brussels Grand Prix.

26th April.—Targa Florio.

2nd-3rd May.—Japanese Grand Prix.

10th May.—Monaco Grand Prix.*

24th or 31st May.—Nürburgring 1,000-km.

30th May.—Indianapolis 500 miles.

31st or 24th May.—Dutch Grand Prix.*

14th June.—Belgian Grand Prix.*

20th-21st June.—Le Mans 24 hours.

28th June.—French Grand Prix.*

5th July.—Rheims Grand Prix.

11th July.—British Grand Prix.*

19th July.—Solitude Grand Prix.

2nd August.—German Grand Prix.*

16th August.—Mediterranean Grand Prix.

23rd August.—Austrian Grand Prix.*

6th September.—Italian Grand Prix.*

26th September.—Canadian Grand Prix.

4th October.—American Grand Prix.*

11th October.—Paris 1,000-km.

25th October.—Mexican Grand Prix.*

26th December.—South African Grand Prix.*

*World Championship races.

ON the Laystall stand at the Motor Show will be a Cosworth-modified Ford engine, as used by Peter Arundell in his *Express and Star* Formula Junior Championship winning Lotus 27. Also on show will be the Laystall produced crankshafts utilized by this and the Grand Prix V8 Coventry Climax engines.

FORMULA 2 HOLD-UP

ALTHOUGH several British manufacturers will be competing in Formula 2 events when this new class of racing comes into being next year, their plans may be frustrated by the problem of obtaining a suitable power unit. Coventry Climax have stated that they will not now be producing a unit and this leaves Cosworth—who played a major part in Britain's Formula Junior successes—although supplies are likely to be limited at first because of manufacturing facilities.

Of course, strong rumours persist of the utilization of Italian Abarth F2 engines in British chassis, while it is known that Holbay have a tie-up with de Tomaso. Little is known whether or not these foreign engines will be available at the beginning of the season—it is also rumoured that Ferrari and A.S.A. may be building F2 cars—but it seems that the first British Formula 2 race will not be until next Whitsun.

Right at the beginning of this year manufacturers were hoping to try out their Formula 2 cars during the season in races that would admit both F2 and Formula Junior machines. This, however, came to nought because of the lack of engines and therefore it is strange that this problem is to continue into early 1964. Formula 3 will probably be affected in the same way, so it looks as if there will be a shortage of single-seater racing next year, at least in the early part of the season.

This will give greater incentive to sports car constructors: already we hear that Lotus, Cooper and Brabham plan to introduce sports-racing cars powered by big American engines, while, of course, the Lola/Ford set-up is already known.

PIT and Paddock

FROM incidental intelligence gleaned from "those in the know" it appears that a shortened version of the Mallory Park circuit (by-passing the hairpin) will be in operation next year (we thought it was small enough already!), while the B.A.R.C. will be running three race meetings at Brands Hatch. Sad news, however, is that there is unlikely to be a Trio Brands Hatch meeting next season.

RIVERSIDE GRAND PRIX

CALIFORNIAN Dave MacDonald won last Sunday's important Riverside Grand Prix, driving one of Carroll Shelby's "King Cobras"—a modified Cooper Monaco equipped with a V8 Ford engine. Roger Penske was second in the 200-mile event and behind his Climax-engined Zerex special were Pedro Rodriguez (Genie-Ford), John Surtees (Ferrari 250P) and Jim Clark (Lotus 23), the World Champion gaining the 2-litre award. Second and third in the 2-litre class were Bill Krause (Elva-Ford) and Don Wester (Porsche RS61), followed by Graham Hill (Lotus 23). MacDonald's average of 96.352 m.p.h. was a new record and he gained \$14,340 for his efforts.



ONLY 100 m.p.h. open two-seater in Europe with fully independent suspension selling in the U.K. for under £1,000 tax paid is the T-type Elva Courier Mk. 4. There are a choice of power units from 1,500 c.c. to 1,800 c.c.

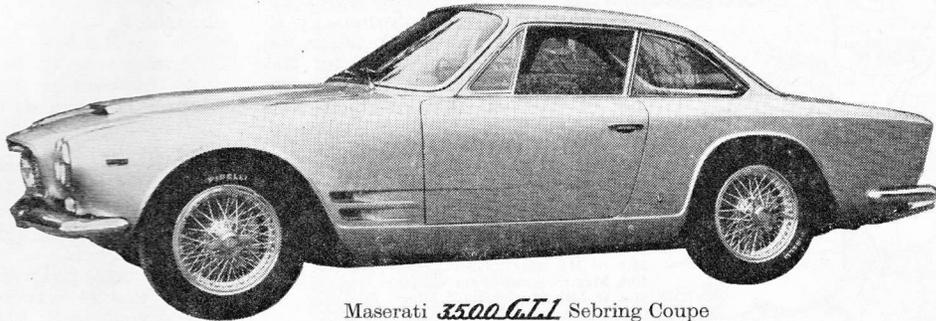
DONALD FYFFE, who used to race various sports and Formula Junior cars one or two seasons ago, was married last Saturday to Anne Lyon Pearce. Best man was Francis Pound, who once raced a Tojeiro-B.M.C. Junior and now has a Group 3 Austin A40.

STIRLING MOSS'S DREAM CAR

ANNOUNCED last Monday, Stirling Moss's dream car, a four-seater saloon car designed to his personal requirements by David Ogle Associates, Ltd., is based on the Ford Cortina G.T. It includes a tape-recorder and a radio (both stereophonic), a rear windscreen wiper, electrically operated windows and a leather-covered steering-wheel. Replicas of the car are to be built by Harold Radford (Coachbuilders), Ltd., and will be marketed as the Cortina-Ogle G.T.

NEXT week's issue will contain a fully illustrated report of Earls Court by John Bolster, the Riverside Grand Prix, and the controversial Grand Prix "starred drivers" article.

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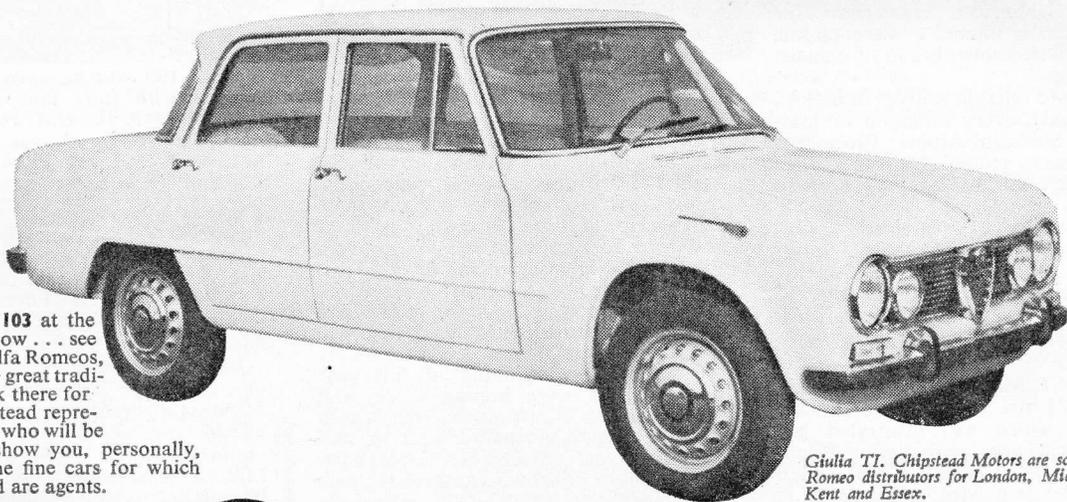
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THE FORD MUSTANG II

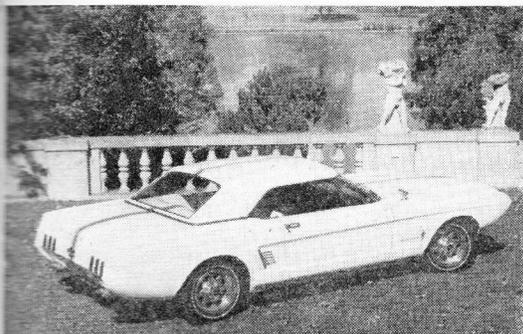
The prototype Mustang II was exhibited at Watkins Glen by the Ford concern of Dearborn. If public interest is sufficient, Fords may put the car into production, with a price tag of under \$3,000. Unlike the Mustang with its V4 engine mounted amidships, the new version is a fairly conventional road car with front-located V8 engine of 271 b.h.p. (similar to that used on the Cobra), orthodox transmission with rigid rear axle and 4-speed, all synchromesh gearbox.

Bodywork is of the 2 + 2 type, with a detachable hard top. Wheelbase is 9 ft. 0 ins., and overall length 15 ft. 6½ ins. The headlamp covers are faired into the front wings to follow the aerodynamic shape, and the air-intake grille is thrust well forward of the front axle line. It is, frankly, an exercise in styling, but if the car makes an appeal, Ford would undoubtedly have a vehicle to replace the original Thunderbird, which, had it been marketed with any real competitions background as regards development, would probably have become the U.S.A.'s most prominent sports car, instead of becoming just another passenger automobile. Now that Fords appear to be committed to a reasonably long competitions programme, the Mustang II could quite well become the sort of prestige machine for which Dearborn is obviously searching.

G.G.



FORD MUSTANG II is another in the series of specially styled vehicles introduced by the American Ford concern to test consumer reaction to styling and function innovations. It has a detachable hard top (below) which was designed as a refinement of the original Ford Thunderbird roof.



DESPITE the announcement in the programme at the Snetterton AUTOSPORT Three Hours, the Martini-Rossi Trophy is won outright. It will now have a permanent place on Jim Clark's side-board.

SYD HENSON, formerly competitions manager of Fords, is now with Otter Controls Ltd., Buxton. He will be at Stand 273 at Earls Court.

SPORTS NEWS

PLANS have now been completed for Scotland's new road-racing circuit at Polkemmet House, half-way between Glasgow and Edinburgh, skirted by Hart-hill and Salsburgh. Length has been decided on as 1.7 miles, and the shape was evolved by John Hugenholtz and former Scottish competitions driver Noel Bean. Work will be started as soon as negotiations are completed with the contractors.

THE TRIUMPH 2000—New Six-cylinder Car from Leylands

YET another famous name has disappeared from the industry. Standard-Triumph International, Ltd., have decided to refer to all passenger cars as Triumphs, and to the commercial range as Leyland. Last link with the original Edwardian name went with the announcement of the Triumph 2000, and the dropping of the successful Standard Vanguard.

The new 2000 is an important motor car, being a further phase of the Leyland plan to introduce well-built modern vehicles at competitive prices. It is the first British car in its capacity category and price range to have all-independent suspension. The handsome body was designed by Giovanni Michelotti, and possesses a distinct Continental line. All-round vision has been carefully studied, with a low, forward-sloping bonnet, and wide-swept rear window.

Power-unit is a "six" of 1,998 c.c., developing 90 b.h.p. at 5,000 r.p.m., with dual Stromberg carburettors and a compression ratio of 8.5 to 1. Sealed "no loss" cooling has been adopted, and the inlet manifold incorporates a water-heated jacket to cut down the warming-up period to the minimum. The engine is, of course, based on the Vanguard and 1½-litre Vitesse units, but has been considerably modified. A new cylinder head has been devised, with angled ports and sloping walls to provide better "breathing".

Transmission is via a four-speed, all-synchromesh gearbox and the latest-pattern diaphragm clutch. As on the 12/50 Herald, a frictionless prop-shaft is fitted. Front suspension is by single lower wishbones, controlled by helical springs enclosing telescopic dampers. At the rear, the independent layout is of the semi-trailing-arm type, also with helical springs. The entire assembly is mounted on a separate sub-frame, with rubber spring insulation. Braking is by discs in front, and 9 ins. drums at the rear.

The Triumph 2000 is also obtainable with fully automatic transmission, at an additional cost of around £90. This is of the Borg-Warner type. Laycock-de Normanville overdrive, with operation on third and top gears, is also an optional extra.

Steering is by rack-and-pinion, and like all recent Triumph models, the 2000 has an extremely small turning circle, i.e., 31 ft.

Front seats are separate, and of the fully reclining pattern, controlled by a lever and spring mechanism. Three persons can be accommodated on the bench-type rear seat, which also has an armrest. The fascia panel is well thought out, and one appreciates the provision of the latest-pattern, quick-action tumbler switches. A daylight headlamp flasher is standardized, as is the heating-demisting unit.

FOLLOWING their success in the recent Five-Hour Relay Race at Oulton Park, which they led for the first 4½ hours, Erik Johnson, Hugh Mayes and Bols Els will race a team of D.K.W.s next season. Dizzy Addicott may also drive for the team on occasions.

THE Alan Brown Ford Galaxie which was prepared this season by Connaught Cars (1959), Ltd., scored four wins and four fastest laps; it now holds three lap records out of six events.

JNNES IRELAND is now at 2008 North Deleon, Victoria, Texas (care of O'Connor). He still hopes to race at East London.



This new car is no sluggard, and can accelerate from rest to 60 m.p.h. in about 14.5 secs. Maximum speed is certainly over 90 m.p.h., probably nearer 95 m.p.h. Roadholding is first-rate, and there is a commendable freedom from roll, which is a compliment to the all-independent springing. The engine is delightfully smooth throughout its speed range, and full marks are given to the splendid all-synchromesh gearbox, with its handy centre-change.

At £1,094 2s. 1d., including P.T., the Triumph 2000 offers excellent value. A comprehensive range of colour schemes is available, and there is no extra charge for dual finishes.

SPECIFICATION OF THE TRIUMPH 2000

Engine: Six cylinders, o.h.v. (push-rod); 74.7 mm. x 76 mm. (1,998 c.c.); 8.5 to 1 c.r.; twin Stromberg carburettors; sealed "no-loss" cooling system.

Transmission: Borg and Beck 8½ ins. diaphragm clutch; four-speed all-synchromesh gearbox; ratios: 13.45, 8.61, 5.68 and 4.10 to 1 (rev., 13.81 to 1). Remote central control. Optional extras: Laycock-de Normanville overdrive (third and top); Borg-Warner automatic. Frictionless propeller shaft; hypoid rear axle.

Suspension: Front, independent by helical springs combined with telescopic dampers and single-link lower wishbones. Rear, independent, by semi-trailing arms, helical springs and telescopic direct-acting dampers.

General: Servo-operated brakes, with 9½ ins. discs in front, and 9 ins. drums rear (total friction area, 289 sq. ins.). Rack-and-pinion steering, 4½ turns lock to lock; 6.50 x 13 ins. Dunlop tyres (SPs optional); 12-volt Lucas electrical equipment; twin-headlamp system, with daylight flasher. Equipment includes heating-demisting, reclining front seats, cigar lighter, coat hooks, safety belt attachments, dual screenwashers, self-cancelling indicators, speedometer (with trip), temperature, ammeter and fuel gauges, safety padding. Luggage space, 13 cu. ft.; 14-gallon fuel tank.

Dimensions, etc.: Overall length, 14 ft. 5½ ins.; height, 4 ft. 8 ins.; width, 5 ft. 5 ins.; wheelbase, 8 ft. 10 ins.; track (front), 4 ft. 6 ins.; rear, 4 ft. 2½ ins.; turning circle, 31 ft.; weight (dry), 22 cwt.

Price: £905, plus £189 2s. 1d. P.T., £1,094 2s. 1d. Makers: Standard-Triumph, Ltd., Coventry (Leyland group).

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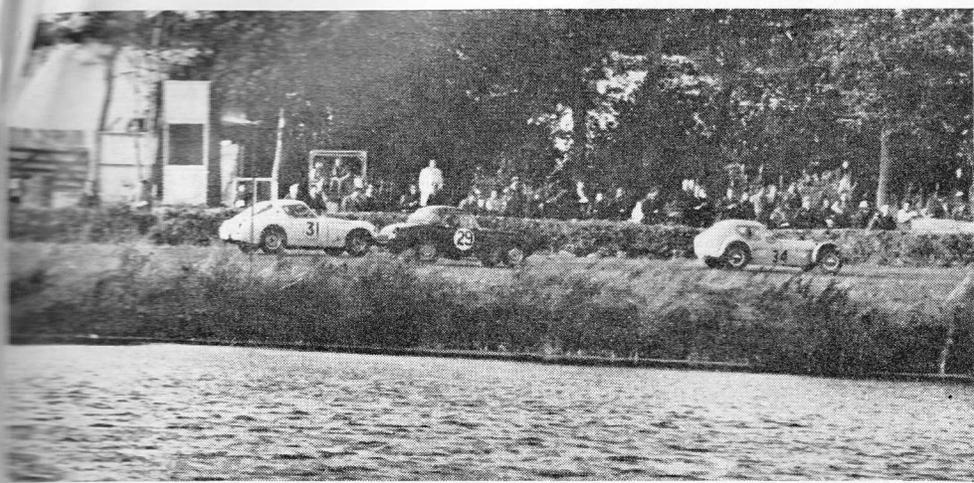
Race proved steel tubed chassis. Full independent suspension. Rack and Pinion Steering and four wheel disc brakes make the Cobra one of the safest 150 m.p.h. sports cars available.

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Mallory Closes 1963 Season

Midland Centre of B.R.S.C.C. Organize Last Race Meeting of the Year

By PATRICK McNALLY

Photography by GEORGE PHILLIPS

THE last race meeting of 1963, held at Mallory Park, was, not surprisingly—since it was organized by the Midland Centre of the B.R.S.C.C.—a great success. A relatively large crowd saw top line club (and other) drivers put on an excellent day's sport, and they should have gone home well satisfied.

Starting from the rear row of the grid, John Taylor in Bob Gerard's Cooper monopolized the F.J. event. Jack Pearce in a M.R.P. Lola had taken an early lead but had to succumb to Taylor on the fifth lap, when the latter had simply whistled past him on the Stebbe Straight. Taylor had gone on to win whilst Pearce had dropped back to third place behind David Baker (M.R.P. Lola) after his engine had gone off on the twelfth lap.

Pearce had just enough time to climb out of the M.R.P. Lola into his own Lotus 23, after he had found that he could tie for the Guards Trophy with Jim Morley if he won this event and the final of the championship, which will be run at Brands Hatch on Boxing Day. Morley at the moment leads with 18 points to Jack Pearce's 14, for Pearce did, in fact, win this race.

The Auto Racing Service's Lotus 23 had led from the start, closely followed by Roy Pierpoint in the Attila-Climax. Pearce and Pierpoint circulated with never more than a few feet between them for ten laps. Then with only five to go Roy went out with a broken final drive. Chris Martyn was going very well in Doug Graham's twin-cam Elva and was leading Steve Minoprio in his 1,100 example. With Roy out Chris moved up to second place behind Pearce. Steve Minoprio, after an exceedingly good drive in the small Elva, finished third overall and also won his class.

The G.T. cars were as spectacular as



SALOON CARS are, according to a recent investigation into the likes and dislikes of spectators at Mallory, the most popular. John Adams (Jaguar 3.8) leads Mike Young (Anglia 1200) and the eventual winner, Chris Craft (Cortina), at the hairpin.

usual. Jack Oliver was in front in his Marcos but Norman Surtees (Elite) was hard on his heels all the time. With only two laps to go Norman retired with unspecified mechanical disorders, which put paid to a really fine drive, so the Marcos was an easy victor. The winner of the up to 1,150 c.c. cars, Doug Mockford, had held off Adrian Chambers's Elite, and in turn had earlier on been having a fine old dice with Derek Alderson in the ex-Barry Wood

RESULTS

Formula Junior (15 laps): 1, J. M. Taylor (Cooper-Ford Mk. 3A), 87.50 m.p.h.; 2, D. Baker (Lola-Ford Mk. 5A); 3, J. Pearce (Lola-Ford Mk. 5A). **Fastest lap:** Taylor, 52.8 s., 92.04 m.p.h.

Sports Cars over 1,000 c.c. (15 laps). Overall Winner: J. Pearce (Lotus-Ford 23), 1,001-1,200 c.c.; 1, S. J. C. Minoprio (Elva-Ford Mk. 7), 84.63 m.p.h.; 2, P. W. J. Deal (Merlyn-Ford Mk. 6); 3, T. Bone (Lotus-Ford 23). **Fastest lap:** Bone, 56.4 s., 86.17 m.p.h.

Over 1,200 c.c. (15 laps): 1, J. Pearce (Lotus-Ford 23), 87.45 m.p.h.; 2, C. Martyn (Elva-Ford Mk. 7); 3, J. O. Butt (Orchard-Climax). **Fastest lap:** Pearce, 54.2 s., 89.67 m.p.h.

G.T. and Production Sports Cars up to 1,600 c.c. (20 laps). Overall winner: J. Oliver (Marcos-Ford). **Up to 1,150 c.c.:** 1, D. Mockford (Diva-Ford), 80.18 m.p.h.; 2, P. Gaston (Austin-Healey Sprite s/c); 3, B. Hart (Godiva-Climax). **Fastest lap:** Mockford, 59.8 s., 81.27 m.p.h.

1,151-1,600 c.c.: 1, J. Oliver (Marcos-Ford), 81.15 m.p.h.; 2, A. P. Chambers (Lotus Elite); 3, S. J. Taylor (Lotus Elite). **Fastest lap:** N. Surtees (Lotus Elite), 58.6 s., 82.94 m.p.h.

Saloon Cars (20 laps). Overall Winner: C. Craft (Ford Cortina). **Up to 850 c.c.:** 1, K. Costello (Austin Mini); 2, P. Gunther (Fiat-Abarth 850TC); 3, M. R. Amis (Austin Mini). **Fastest lap:** Gunther, 68.2 s., 71.26 m.p.h.

851-1,200 c.c.: 1, J. Fitzpatrick (Austin Mini-

Cooper), 75.88 m.p.h.; 2, R. M. Henderson (Austin Minnow). **Fastest lap:** M. A. Young (Ford Anglia), 62.0 s., 78.39 m.p.h.

Over 1,200 c.c.: 1, C. Craft (Ford Cortina), 78.30 m.p.h.; 2, J. H. Adams (Jaguar 3.8); 3, J. M. Young (Ford Anglia). **Fastest lap:** R. Embley (Morris Mini-Ford), 59.85 s., 81.27 m.p.h.

Formule Libre (20 laps): 1, J. Pearce (Lotus-Ford 22), 88.06 m.p.h.; 2, J. M. Taylor (Cooper-Ford); 3, D. Baker (Lola-Ford Mk. 5A). **Fastest lap:** Pearce, 52.6 s., 92.40 m.p.h.

Sports Cars up to 1,000 c.c. (15 laps): 1, C. Clarke (Lotus-Ford 7), 80.78 m.p.h.; 2, A. J. Youlten (D.R.W.-Ford); 3, D. Wragg (U.2-Ford). **Fastest lap:** Youlten, 59.0 s., 82.37 m.p.h.

G.T. and Production Sports Cars over 1,600 c.c. (20 laps). Overall Winner: P. Sutcliffe (Jaguar E). **Over 2,500 c.c.:** 1, P. Sutcliffe (Jaguar E), 82.54 m.p.h.; 2, R. Mac (Jaguar E); 3, J. Dean (Jaguar E). **Fastest lap:** Sutcliffe, 56.4 s., 86.17 m.p.h.

1,601-2,500 c.c.: 1, G. Spice (Morgan Plus 4), 77.19 m.p.h.; 2, T. W. Sanger (Morgan Plus 4); 3, P. Simpson (T.V.R. Grantura). **Fastest lap:** Spice, 60.6 s., 80.20 m.p.h.

Mini-Coopers (15 laps): 1, R. Broad (Morris-Cooper S), 76.46 m.p.h.; 2, P. Hawthorne (Austin Mini); 3, M. P. Bate (Morris-Cooper). **Fastest lap:** Hawthorne, 62.4 s., 77.88 m.p.h.

SEEN from the other side of the lake, one of the features of the picturesque Mallory Park circuit, Rob Grant's Lotus 7 G.T. leads J. Clower's Sprite and Roger Bunting's Speedwell G.T.

Elan and Sidney Taylor in his well used but still immaculate Elite. Chambers finished third overall behind Mockford and second in his class to Oliver.

The saloons were superb. Initially John Young had led in his 1,650 c.c. Superspeed Anglia, pushed hard by Rodney Embley in the Ford-engined Mini, but the pace (or perhaps the 20 laps) proved too much and first Embley dropped out with a suspected melted piston and then Young slowed right down with apparent engine troubles. The lead then went to Chris Craft (Cortina) who had been really mixing it with John Adams (3.8) and Mike Young in the Superspeed Anglia 1200. Already these three had been having an absolute "ding-dong" and, with the departure of one of the leading cars and the slowing of the others, these three continued their battle with even greater intensity. Craft just managed to ward off Adams to win by less than a second, while Mike Young retired leaving brother John to limp home third with the 1,650 c.c. car, John Fitzpatrick won his class.

Jack Pearce scored his second victory of the day by winning the *Formule Libre* event, driving his twin-cam Lotus 22. Early on he was pressed by John Taylor's Cooper, but he soon pulled away to win by nearly 14 seconds. Farther back came David Baker ahead of Chris Martyn in the Elva sports car. Although Chris Summers wasn't participating (he had sold both his cars), he was in attendance and made a very good job of starting the race and giving the chequered flag to Jack Pearce.

Sports cars up to 1,000 c.c. were very fierce. Chris Clarke (Lotus 7) led from start to finish, but had to go very quickly indeed towards the end to keep ahead of Tony Youlten (D.R.W.). David Wragg (U.2) and Tony Moore had a fair old scrap until Moore retired, leaving Wragg to finish in third place.

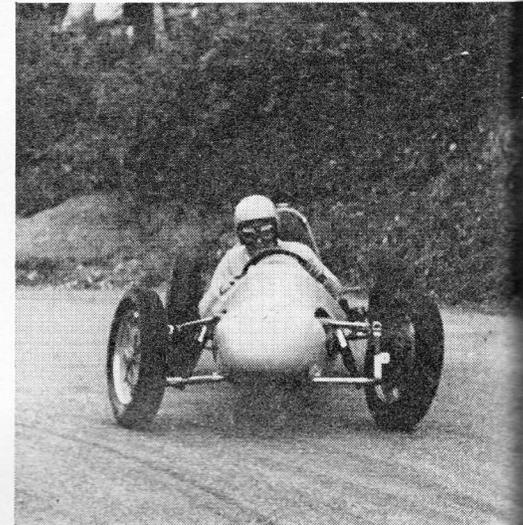
Peter Sutcliffe drove an exceedingly well-judged race to walk away with the G.T. event. Peter put his lightweight E-type into an early lead and slowly but surely pulled away from the only opposition, Roger Mac in the ex-Protheroe E-type. Sutcliffe lapped everybody save Mac as he went on his winning way.

The last event of the day was for Mini-Coopers. Ralph Broad's S-type took an early lead with Peter Hawthorne in the ex-Embley Mini not far behind. Hawthorne lost some time with grass cutting at the Esses but still finished in second place and had the satisfaction of fastest lap in a time of 62.4 secs.

PETER WESTBURY brakes for Sawbench in his astonishing Felday-Daimler, with which he shattered the course record. During an unofficial demonstration run in the Ferguson he further reduced the record for the hill.

won the championship and £50 so sportingly gave the others a chance of taking the class). Boshier-Jones came out on top here with a time of 44.23 secs. as against Good's 44.34 secs; Marsh was third and very close in 44.66 secs. Howard Bennett tried too hard at the Gate and pranged his Merlyn into the straw bales, but in contrast Mac Daghorn was most impressive and recorded 46.95 secs. in Peter Westbury's Felday.

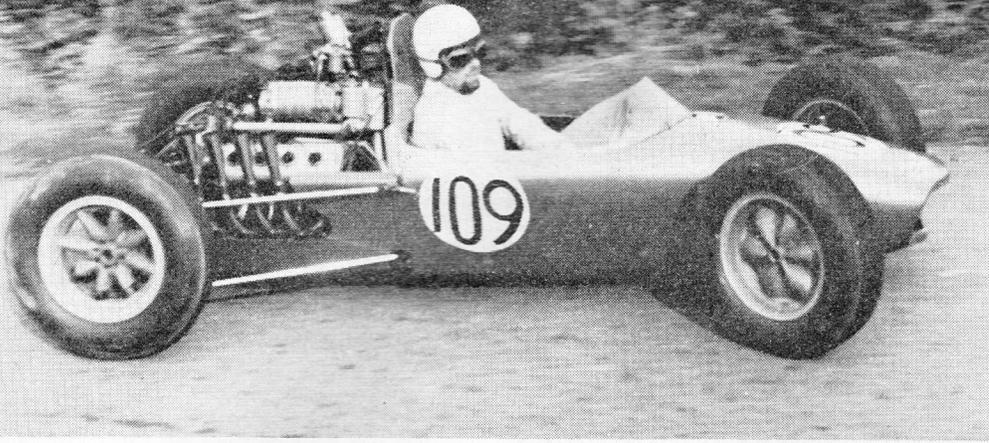
Although the Felday is now officially the holder of the Wiscombe Park Hill-Climb record the sensation of the day was undoubtedly the appearance of the Ferguson and its almost unbelievably quick time of 43.30 secs. in Peter Westbury's hands. During the meeting a lot of drivers were very busy scratching their heads and next year the result of the Ferguson's appearance at Wiscombe may well prove the start of a whole new field of hill-climb design.



ENJOYING HIMSELF immensely, Ian McLaughlin takes his Cooper-J.A.P. sideways up the hill.

RESULTS

B.T.D.: P. Westbury (Felday-Daimler), 43.54 s.
Saloon Cars up to 1,300 c.c.: 1, D. Richmond (Austin-Cooper S), 51.77 s.; 2, A. Kynoch (Austin-Cooper), 54.17 s.; 3, D. C. Wynne (Morris-Cooper), 54.37 s. **1,301 to 2,000 c.c.:** 1, W. J. Camp (1.5 Ford Anglia), 59.43 s. **Sports & G.T. up to 1,100 c.c.:** 1, A. F. Lefevre (M.G. Midget), 51.10 s.; 2, M. F. Denman (Marden-B.M.C.), 54.35 s.; 3, F. A. Hackforth (Austin-Healey Sprite), 55.40 s. **1,101 to 1,600 c.c.:** 1, E. W. Preston (T.V.R.-M.G.A.), 52.17 s.; 2, H. Pollard (Lotus Elite), 54.79 s.; 3, Miss C. Elton (M.G.A 1600), 58.85 s. **1,601 to 2,000 c.c.:** 1, I. D. Swift (Morgan Plus 4), 50.73 s.; 2, J. D. Palmer (Morgan Plus 4) and S. Perry (Frazer-Nash Le Mans Rep.), 54.07 s. **Over 2,000 c.c.:** 1, R. Fry (Ferrari 250GT), 49.37 s.; 2, P. Farquharson (Cadillac-Allard), 49.86 s.; 3, T. G. Cunane (A.C. Ace-Ford), 52.33 s. **Vintage & P.V.T.:** 1, A. Blight (Talbot 105), 46.70 s. (act. 57.71 s.); 2, F. Bruce-White (All'cock), 48.14 s. (act. 56.64 s.); 3, A. J. Gibson (Frazer-Nash), 48.77 s. (act. 51.02 s.). **Sports Racing Cars, 750 Formula:** 1, D. Hollister (Austin spl.), 57.39 s.; 2, S. M. Stinton (Austin spl), 66.45 s.; 3, S. C. Marsh (Austin spl.), 68.58 s. **1172 Formula:** 1, B. A. M. Small (Milmor Mk. 5), 49.95 s.; 2, R. Littler (Lotus 7), 53.06 s.; 3, S. Gray (Grayford), 57.60 s. **Unlimited:** 1, A. Deacon (Lister-Jaguar), 47.85 s.; 2, M. J. Crabtree (Lotus-Climax 7), 49.18 s.; 3, P. H. Meldrum (Lotus-Ford 7), 50.49 s. **Racing cars up to 500 c.c.:** 1, L. A. Stone (Cooper-Norton), 50.90 s.; 2, J. Brabin (J.B.S.-J.A.P.), 51.16 s.; 3, Miss I. Robinson (Cooper-Norton), 51.88 s. **Over 500 c.c.:** 1, P. Westbury (Felday-Daimler), 43.54 s.; 2, P. Boshier-Jones (Lotus-Climax 22), 44.11 s.; 3, D. R. Good (Cooper-Daimler), 44.29 s. **Martini Championship Runs:** 1, P. Boshier-Jones (Lotus-Climax 22), 44.23 s.; 2, D. R. Good (Cooper-Daimler), 44.34 s.; 3, A. E. Marsh (Marsh-Climax), 44.66 s. **Fastest Lady:** Miss P. Burt (Cooper-Climax), 46.53 s.



Westbury Shatters Wiscombe Record

Peter Westbury Demonstrates Ferguson to Great Effect at Seven-Fifty M.C. Meeting

BY PAUL WATSON

LAST Sunday saw the last of a series of a season's exciting hill-climbs at Wiscombe Park, during which Peter Westbury smashed the hill record twice, finally leaving it at 43.54 secs. The Felday-Daimler driver is the first ever to break into the 43s, lowering David Good's previous record of 44.08 secs. by more than half a second. Good tried hard to stave off Westbury's challenge but was, in turn, beaten by Peter Boshier-Jones's incredible supercharged Lotus 22, which got close to Good's old record with 44.11 secs. As if this wasn't enough at the Seven-Fifty M.C.'s national promotion, Westbury gave a demonstration run in the 2½-litre Ferguson-Climax. I say "demonstrated", but as it turned out Westbury bettered even his Felday time. On his first run he just warmed up and recorded 44.02 secs., then on his second run out came all the stops and up he went in 43.30 secs.

ONLY five cars entered the three saloon car classes, four being in the 1,300 c.c. class. Great things were expected of Daniel Richmond's Downton Mini-Cooper S, and he lived up to expectations by recording an almost unbelievable 51.77 secs., astonishing for a saloon car, let alone one of only 1,285 c.c. Alec Kynoch was second in 54.17 secs. with his 997 c.c. version, a time just good enough to head-off David Wynne's similar car.

The sports and G.T. classes opened with the 1100s, and here again one driver stood out head and shoulders above the rest, in this case Amie Lefevre's indecently fast 1,098 c.c. M.G. Midget which recorded 51.10 secs. to beat M. F. Denman's B.M.C.-engined Marden by more than three seconds. In the 1,600 c.c. division E. W. Preston's familiar red T.V.R. had things all its own way (52.17 secs.) and not even Hugh Pollard's Elite could get within two seconds. The 2-litre section was an all Moggy affair dominated not surprisingly by Ian Swift's dare I say swift car.

The unlimited sports and G.T. class was a terrific tear-up between Peter Farquharson's 5.4 Chrysler-engined Allard "Butch" and Ron Fry's immaculate 250GT Ferrari. The former led at the completion of the first attempts, but Ron really got down to it second time up and took the class with a time of 49.37 secs.

The Vintage and P.V.T. class is always popular at Wiscombe, and Sunday was no exception with no fewer than twenty of these lovely old cars gracing the Devonshire hill. Amongst the 20 were the two E.R.A.s of Martin Morris and Alan Cottam and they spent the entire afternoon battling for best time on scratch. The duel was eventually resolved with Morris fastest in 49.11 secs. as against the ex-Seaman car's best of 49.97 secs. Cottam very sportingly gave David Good a drive in the car the former Hill-Climb Champion once owned; David soon got back into the swing to the tune of 51.21 secs.

The two club Formulae came next—750 and 1172. The former was very poorly supported, with Hollister's special touring up to an incredibly easy win. The 1172 section was however much better supported, and here Bryan Small put up a stupendous time of 49.95 secs. to completely shatter the opposition.

The final class preceding the racing cars was for any capacity of sports-racing cars and produced a wonderful selection of cars ranging from the inevitable Lotus 7s to

Alan Deacon's ex-Bekaert/de Selincourt 3.8 Lister-Jaguar and Ian Cobb's R.G.S.-Atalanta powered by a C-type Jaguar engine. Deacon fairly boomed up in the hairy old Lister and scattered the opposition with a time of 47.85 secs.—not a bad time for a first attempt at hill-climbing. Mike Crabtree's Lotus-Climax 7 came home second in 49.18 secs., and another Lotus 7 third, Peter Meldrum's Ford-engined car (50.49 secs.).

The 500 c.c. racing car class was unusually well supported with a total of eight cars; Stone's smart green Cooper-Norton narrowly defeated Brabin's J.B.S., while the unlucky son of Tom Elton, Spencer, inverted his Cooper between the Esses and Sawbench.

The final class for racing cars over 500 c.c. was a really exciting affair, on his first run Peter Westbury lopped a fraction off David Good's record, leaving it at 44.06 secs. Tony Marsh tried hard with the Marsh-Climax but lack of horsepower told and he could not better 45.41 secs. When David Good came to the line there was an air of tense excitement hanging over the hill—obviously he was the only driver who could out Westbury from first spot. There followed a perfectly judged run resulting in a time of 44.29 secs., a very fast climb but just not quick enough to catch the new Hill-Climb Champion and his Felday-Daimler.

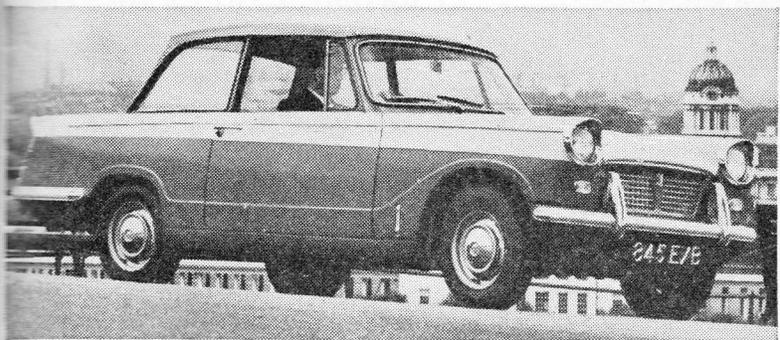
The second runs were even more sensational than the first. Westbury, not content with the new hill record, now went even further and took another half second off the record, leaving it at 43.54 secs. Rather than give up Marsh fought gamely back resulting in an improvement to 44.97 secs., but Ian McLaughlin did even better and slipped past Marsh with a time of 44.86 secs. On his second effort Good tried just a bit too hard and spun at Sawbench. This left Peter safely with the class, although Peter Boshier-Jones was trying all he knew to get to grips, finally improving from 44.79 secs. to 44.11 secs. Mac Daghorn was his usual impressive self and, in spite of a broken cam-follower on his 1,100 c.c. Cooper-J.A.P., managed 46.17 secs. Patsy Burt had her 2-litre Cooper-Climax going very nicely and recorded a snappy 46.53 secs., which must be a new ladies' record.

The Martini Championship brought the meeting to a close, and was confined to the fastest ten drivers at the meeting. Peter Westbury rested on his laurels and just toured up in 45.77 secs., leaving David Good and Peter Boshier-Jones to fight it out among themselves (he had already

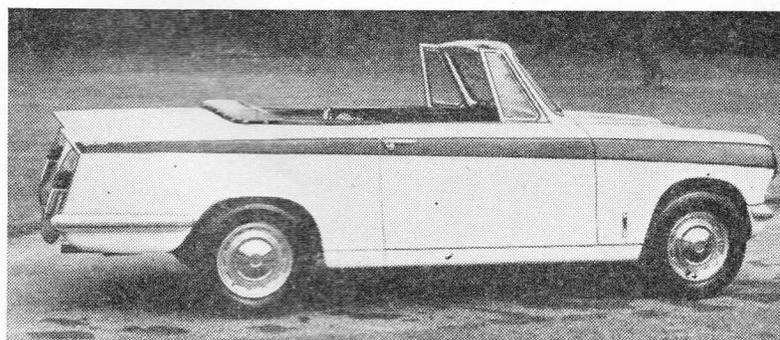
Pick of the Motor Show



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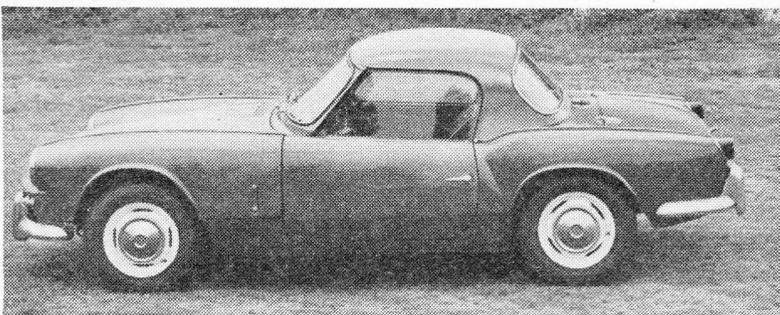
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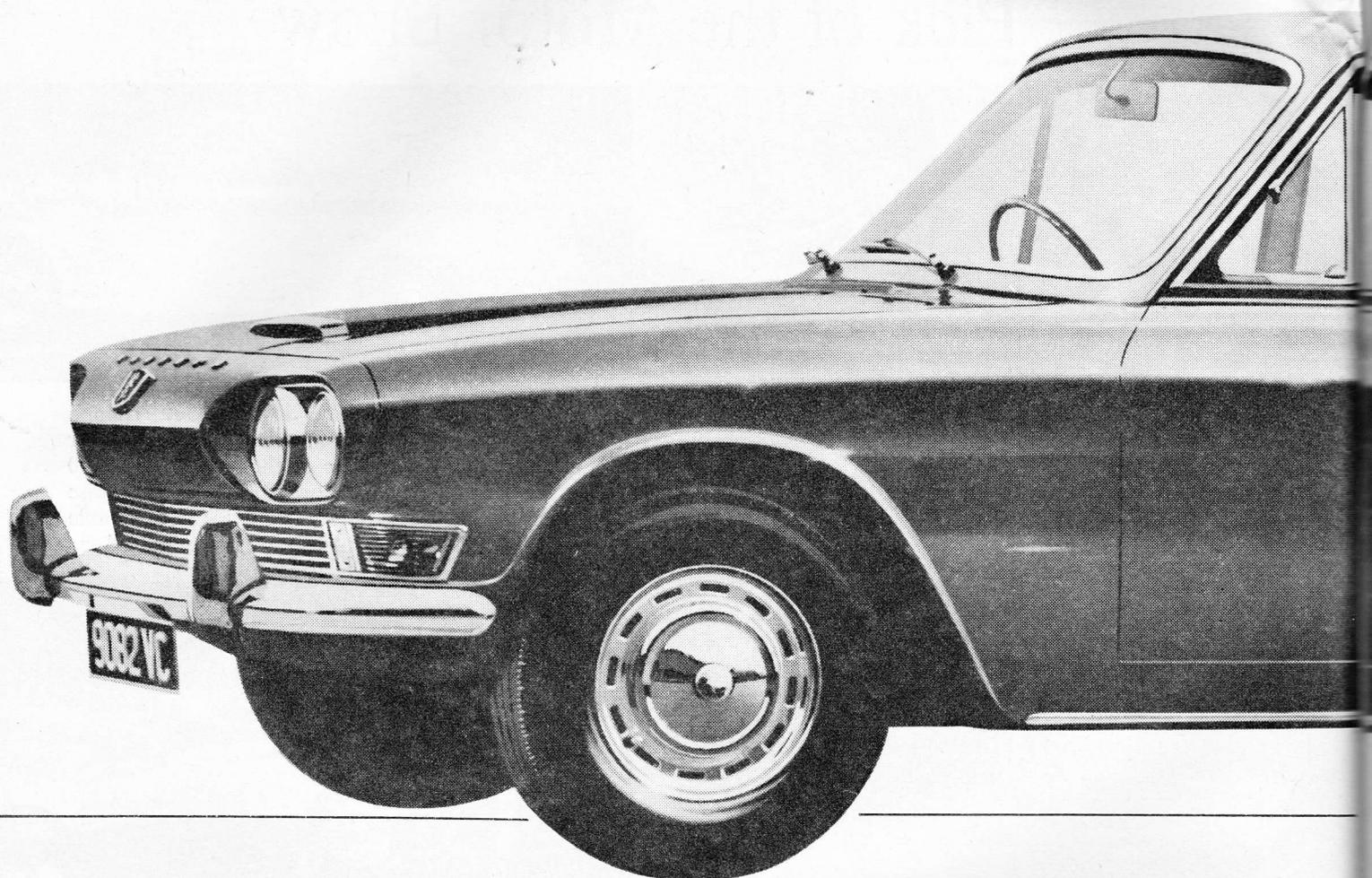


BEST LIGHT SPORTS CAR Triumph Spitfire. The only sports car at an economy price with all 'mod cons'. Winding windows. Front-wheel disc brakes. All-round independent suspension. The 1147 cc engine delivering a whippy 63 bhp completes the prettiest package on the road for £641 tax paid. Hardtop now available.



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First, it is built with a thoroughness and care that will put a premium on the value of a 1964 Triumph 2000 in 1974.

Secondly, it costs only £1,095 tax paid. But for sheer refinement, it is in a class costing far more. The Triumph 2000 is no larger overall than its competitors, but has a sumptuousness of appointment and a quality of finish you associate with expensive *grand luxe* cars.

The Triumph 2000 has been built with one thought in mind. To make motoring the civilised pleasure it should be for the driver and for his passengers. This simple aim has influenced every detail of the design of the car. To the right are 27 design features of the Triumph 2000. Each one plays a part in substantiating the claim that the Triumph 2000 is a completely new class of motor car.

27 design features for your greater enjoyment of motoring

1. **Four-eye Vision** Twin sealed-beam headlamps for safer night driving under all traffic conditions.
2. **Tapered Bonnet** Beautiful and wise—you see the road to within six feet of the car.
3. **6-cylinder Silkiness** The Triumph 2000 is not the cheapest 6-cylinder car, but it is unquestionably one of the smoothest, and that's what you pay for (you can pay much more and still only get a 4-cylinder engine).
4. **Tight Reins** The Triumph 2000 has rack-and-pinion steering—there is no more positive way of changing direction.
5. **Beautiful New Clutch** The new diaphragm spring clutch (less pedal pressure, fewer working parts) gives a smooth take-off that the 6-cylinder engine fully merits.



- 6. Deep Windscreen** Zone-toughened for safety. Your vision can sweep from ground level to the rooftops at a glance.
- 7. Low-profile Roofline** The Triumph 2000 stands only 4 ft 8 in high. This creates both beauty and the ideal shape for fast driving.
- 8. No-loss Cooling System** The radiator has a separate chamber to collect any overflow and return it to the system.
- 9. Child-proof Locks** Fitted to all doors.
- 10. Walnut Facia** Elegant, restrained and sensible (padded on the upper edge).
- 11. Instruments** Include such refinements as temperature gauge and ammeter. Warning lights include choke and low fuel. All the instruments are deeply recessed.
- 12. Piano Key Controls** These completely new switches are handsome and simple. You always get the switch you want, first go, with no fumbling and no looking down.
- 13. Back - and - front Heater** Fresh-air warmth reaches both the front and rear of the car through separate ducts. A 2-speed booster motor is fitted.
- 14. Reclining Seats** Both front seats adjust to any position from near-horizontal to vertical. For the driver, tailor-made comfort. For the passenger, a sleeping berth.
- 15. Separate Front Seats** Three people *cannot* sit in the twin front seats of the Triumph 2000. But for two people, it's really spacious and comfortable.
- 16. Elbow Room** The rear seat is big

enough for three man-size men. With two in the back, the centre armrest is amply wide enough for an elbow each.

17. Wood Where Wood Belongs Each door has a window-sill of polished walnut—elegant and practical. Wood stays cool in summer, looks good always.

18. Tread Plates Polished aluminium tread strips are fitted to the door sills. Useful as well as decorative, they protect the paintwork at its most vulnerable part.

19. Super-soft Upholstery The luxuriously buoyant material makes the softest seating you ever found in a car. (Wears longer, too—because it is never under strain.)

20. Look Back in Ease The exceptional depth of the rear window gives excellent rearward vision. The swept-back lip to the roofline is designed to carry rain clear of the rear window.

21. Safety, Front and Rear The Triumph 2000 has safety-belt anchorages for both the front and the rear passengers.

22. Discs to the Fore Servo-assisted disc

brakes on the front wheels give the Triumph 2000 stopping power to match its performance.

23. Fully Independent Suspension, all-round This refinement puts the Triumph 2000 in an almost unique class among quality cars. Semi-trailing arms at the rear give the car outstanding handling characteristics.

24. Carpet to Boot Sumptuous tailored carpets line the 13-cu-ft boot entirely. The spring-loaded door props itself up.

25. Sideways Flashers Neat direction indicators on the door pillars relay your intentions to motorists and pedestrians on either side of your car.

26. Backward Glance Few cars today give you the luxury of a built-in reversing lamp. The Triumph 2000 fits not one but two of them!

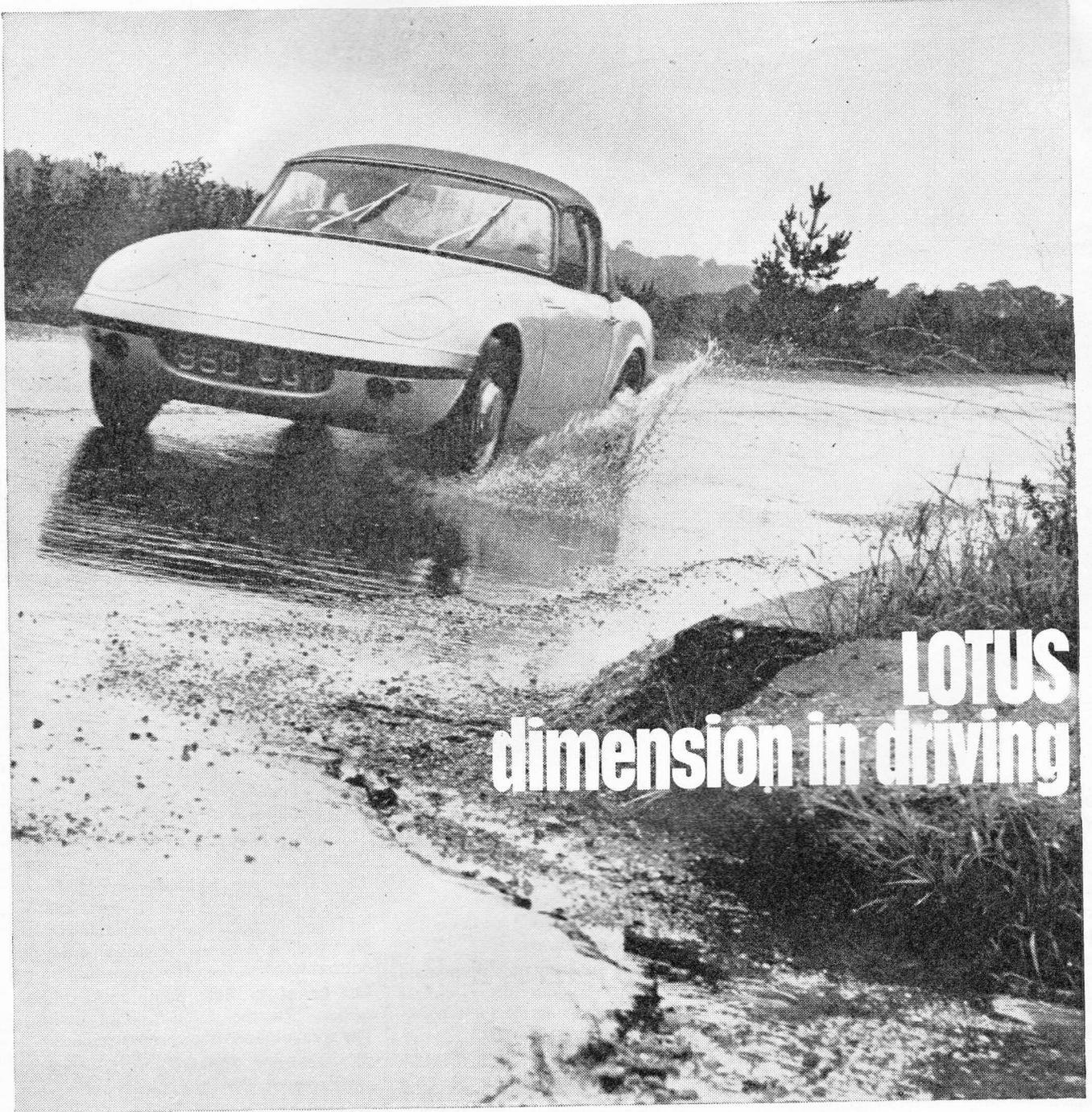
27. Fleet - of - footnote The enthusiastic motorist will feel that a car that handles as beautifully as the new Triumph 2000 deserves overdrive and Dunlop SP tyres. They're both optional extras.

WHEN AND WHERE? You can see the masterly TRIUMPH 2000 at the Motor Show. Early in the new year you

will be able to see it at every Standard-Triumph dealer in Britain. Ask your dealer to give you his first news of it.



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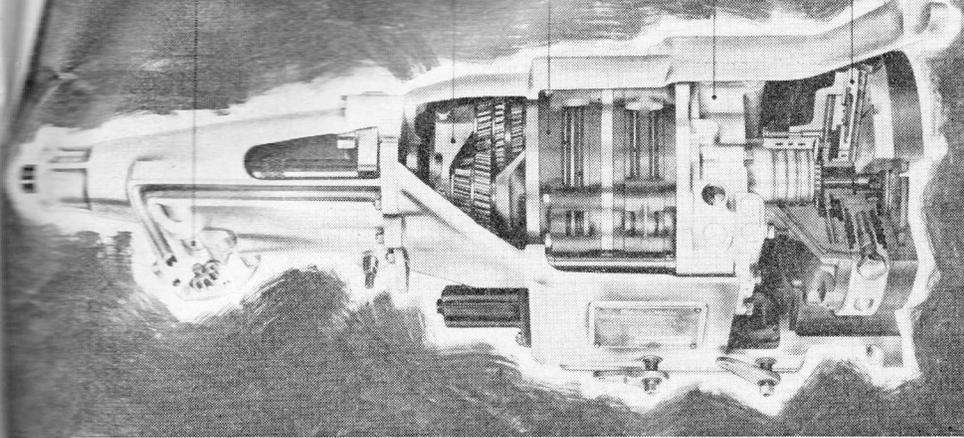


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Lotus cars have won more races than any other marque-ever

IPS LOT16



HOBBS MECH-A-MATIC

The Ideal Form of Automatic Transmission

Most of us at one time or another have wished that the car we were driving was fitted with automatic transmission, for even the most sporting instincts are dampened in the rush-hour crawl or summer coastal traffic. However, the thought of having no gears to play with when the situation isn't so depressing hardly bears thinking about; consequently we nearly all use manual gearboxes.

If, however, we could have a gearbox which could be used manually if desired although an automatic, that, of course, would be the answer.

With this idea in mind Hobbs Transmissions have for some time been developing gearboxes which, although fully automatic in operation, can be overridden and used manually. This unit is called the Westinghouse Hobbs Mech-a-Matic transmission.

At the moment this item is only available for the Ford Cortina and Corsair range, but will probably be available for many other English and Continental cars before too long. The development of the Mech-a-Matic transmission has proved it to be reliable and free from serious worries.

A very convincing demonstration of reliability and efficiency of the unit was given by David Hobbs who, with a Lotus Elite fitted with this transmission, gained outstanding successes in the 1961 racing season. David scored 15 victories and won the 1,600 c.c. sports car class at the 1,000 Kilometres Race at the Nürburgring. The Nürburgring is probably the most difficult circuit in the world and its 14 miles needs above all a suitable gearbox if even a small measure of success is to be expected.

The car on which we tried the Hobbs transmission was a 1500 Ford Cortina, which looked just like an ordinary Cortina except there were only two pedals, as with a conventional automatic. The gearbox was fitted in place of the standard unit without any bodywork modifications. The only other difference was the short businesslike lever which emerged from the floor instead of the normal gear shift.

The Hobbs transmission consists basically of a planetary gear train arranged with two input clutches and three reaction brakes, to provide four forward speeds and reverse. The clutches and brakes are actuated hydraulically. The two clutches form a self-contained unit which is bolted direct to the flywheel.

The brakes form another self-contained unit which is mounted in the main gearbox casing.

The clutches and brakes are operated by oil pressure which is supplied by an engine-driven pump, pressure and delivery being controlled by valves which are housed together with the pump in the hydraulic unit.

A second pump is driven off the output shaft and is thus sensitive to road speed, via a valve which is actuated by the throttle pedal. This provides a governing device, which enables fully automatic gear changing to take place.

To start the car, the centrally placed lever is moved into the N or neutral position, and once started the lever is then moved into A or automatic. The speed at which the gear change takes place is controlled by a combination of road speed and throttle opening. In effect, the more the throttle is opened, the higher the gear change speed. So, if speed is the essence and full throttle is employed, the up changes will take place at maximum r.p.m. If, however, a more leisurely gait is called for, the gear changes take place when suitable road speed has been attained. At any time, movement of the accelerator pedal will select the right gear ratio for maximum performance.

When using the gearbox fully automatically, if the vehicle comes to rest, the drive becomes disengaged, and it was noticeable that there was no tendency for the car to creep forward. A very good feature of the car was that, without help from the driver, on arriving at a corner the change down occurs as soon as the road speed is suitably reduced by braking, so at all times the optimum gear is available.

The most important feature of the gearbox, to my mind, is that it can genuinely be used manually, and any of the gears may be held at will. In the normal course of fast driving, second and third gear are frequently used although the car never comes to rest; therefore, to be able to hold second or third gear at will is a great advantage.

The lever is marked with the figures R, N, 1, 2, 3 and A; if the lever is left in 1 the car will not change out of first gear, but if it comes to rest the gear will be disengaged. If the lever is left in 2 or 3 the car will change down if necessary, but will not change above the gear which is being held.

When motoring briskly, to be able to

slip the car into third gear proved invaluable, and second was used repeatedly on roundabouts and other obstructions which cause the road speed to drop to between 30 and 40 m.p.h. As the change down could be accomplished at maximum r.p.m. one had the advantage of engine braking as with a conventional gearbox; in fact with engine braking as well as ordinary braking the advantages of heel-toe are obtained.

If one wishes to hold first, second and third gears, so as to use maximum r.p.m., the throttle is simply left wide open and the lever is moved as the permitted maximum speed in every gear comes up.

If the lever is pushed into position 1 when the car is travelling at an excessive

Tested by

PATRICK

McNALLY

speed, the gearbox simply changes down through the gears, slowing the car at the same time until it is going slowly enough for first gear to be engaged. This rules out the frightening possibility of first gear actually engaging at an impossible speed.

Reverse is engaged by moving the lever to position R; the take up in reverse is exceedingly smooth and makes parking an easy matter. Reverse may be selected when the car is moving forward, but it will not actually engage until the car comes to a halt. It is possible to rock the car forwards and backwards by moving the lever from R to 1—useful in driving tests, perhaps.

Most important of all is the performance of the car, which is improved substantially, and the actual acceleration times were found to be better than those of a standard 1500 Cortina. The maximum speed was unaffected.

Normally with automatic transmission there is a considerable power loss which spoils the performance of the car and lowers the maximum speed. In fact one manufacturer allows for this by specifying a more powerful engine when automatic transmission is fitted. The power loss with the Hobbs transmission is very little more than with a manual box—a feature very much in its favour.

I have always maintained that to have an automatic gearbox which could be used manually efficiently is the ideal, and I notice with interest that Stirling Moss's dream car is fitted with such a unit (Hobbs, of course).

Westinghouse Hobbs Automatic conversions are available for the Ford Cortina 1500, and also for other Cortina, Corsair and Capri models. The retail price in each case is £85. Conversions are carried out only on new cars, and are supplied through Ford Main dealers. Further inquiries to Westinghouse Hobbs Ltd., P.O. Box No. 7, Walkden, Manchester.

P.S. by John Bolster.

I ALSO had an opportunity to try the Cortina as fitted with the Hobbs box. There is no doubt whatever that a car so equipped can "see off" a standard model, irrespective of driving skill. As there are no hydraulic losses, the fuel consumption does not suffer. It is possible to rev-up in neutral and then simply insert first speed, if a start with "bags of wheelspin, old boy" is desired. This box really does combine the best of the automatic and manual worlds.

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Eating Out at the Motor Show

Suggestions by

SIR JAMES SCOTT-DOUGLAS, Bart.

PART ONE

WHERE are the good places to eat during the Show? This is a question that those of us living in London hear with great frequency during this busy period of the year. The answer is a tricky one. London's pubs and restaurants have increased and improved so vastly during the last few years that one now has as good a choice as the most demanding taste might require.

One thing is absolutely certain. Don't be fooled by the phoney would-be gourmet whose knowledge of *haute cuisine* probably extends to a short inclusive trip to Paris for a week-end. He will try to say that it is not possible to get a decent meal in London. This is absolute nonsense. You can eat as well, and generally considerably cheaper, as in any other country in the world. I know because I have accumulated my rather exaggerated figure by eating in good, bad and indifferent restaurants in most of the more civilized countries of the world.

I cannot hope to include every good place in London in this article, so I have just chosen a few places that I know well myself and use frequently. They are not too expensive, most of them averaging about 30s. per head including wine, but they all have some good reason for being mentioned here. Perhaps it is a special dish or a particularly good wine list or just an unusually warm welcome and attention to your needs by the patron and staff.

Whichever it may be, they are all worth a visit, and being popular places they should all be telephoned for reservations. I hope that you will get as much pleasure out of trying them as I have over the years.

I have long had a heart-felt admiration for 'Joe Lyons', to my mind the greatest catering company in the world bar none. They take everything in their stride from Royal garden parties and suchlike down to Wimpy Bars.

One of their places which appeals greatly to the good trencherman like myself is the *Carvery*. You will find these in the Regent Palace Hotel, amongst other places; also, I think, the Strand Corner House.

Here, as the name implies, you carve for yourself from a fine choice of well-done and under-done ribs of best beef, leg of pork or leg of lamb. Also there is a good selection of cold joints if you feel inclined. Don't worry if you are not too adept with the carving knife . . . there is always a very understanding chef there to help you.

Apart from the quality of the meat, which is high (my butcher and I eat there together quite frequently), the tradition of the place is very definitely based on that good old English saying: "Cut and Come Again." The price is only about 16s. 6d. per head including coffee. There is also an adequate wine list with a good selection of fairly mundane wines of excellent quality and reasonable price.

I come now, from a very reasonable lunch-time place for the good meat-eater, to another which is open from 6 p.m. throughout the night—the *Steak Encore*, which is tucked away amongst a veritable warren of mass catering establishments on the east side of Leicester Square.

Here, for 25s. per person, you have a choice of a good menu, based with the main dishes as grilles, although there are several "made dishes" available, and as much free red, white or rosé Vin de Maison as you want: the wine during the licensed hours only, unfortunately. Don't expect to get a fine Chateau bottled claret at this price but the wine is a good "vin ordinaire", and is extremely drinkable.

Aptly enough, the cry of the House is "If you have enjoyed your steak and you want another, just say Encore!" And in my experience the steaks and chops are very good and, indeed, I do quite frequently say "Encore".

Let's change from a couple of excellent but slightly budget-minded places to one that is, frankly, expensive, fabulous, exotic and slightly crazy—*Trader Vic's*, downstairs in the new London Hilton. It is run as a concession by the Trader Vic's Company who have about thirteen or fourteen of this type of place dotted around California, Cuba, Chicago and other Stateside locations. They specialize in Polynesian, Chinese and other oriental cooking mixed with many

American favourites such as Club Sandwiches, Hamburgers, etc., etc.

The whole decoration of the place is frankly breathtaking. Outrigger canoes, odd Polynesian masks and many other "fun" bits and pieces. The whole gives the impression that you are in a very luxurious air-conditioned beach hut. Now this, I think, is quite an achievement in itself in the basement of twenty-five storeys of glass and concrete in Park Lane. Wonders will never cease!

But the drinks and the food are the thing. The bar is staffed with boys who have been with Trader Vic for some time, as they need to be, to grasp some of the strange and exotic potions that they offer in addition to a full range of the ordinary stuff.

The food is most unusual, with such delicacies as fresh Abalone on the menu as well as delicious Limestone Lettuce from Indiana which is served with an incomparable dressing made with fresh limes. Amongst all this exotica, they serve one of the best Contre-filets of Scotch Beef (cooked in a Chinese oven, yet) that I have ever tasted. But enough from me—the people to really explain the food and the drinks to you are the manager, Helmut Petrak, and his assistant, Maurice, who are both extremely charming and enthusiastic characters who take a real delight in their job.

Italy having long been something of a Mecca for all motor racing enthusiasts, most
(Continued on page 545)



SIR JAMES, after finishing third in an *Ecurie Ecosse XK 120 Jaguar* at Rheims in 1952, drank three bottles of Coca-Cola on the trot—and then asked for more!

CORRESPONDENCE

In the Dark

"I MUST protest" still rings in my ears following the 1962 AUTOSPORT "Three Hours" Race, and to this day certain class placings are, to say the least, highly suspect. Many a rumble from the Editorial chairs and demands for full and accurate results. Now what brought all this about? 32 cars in seven classes on the 2.7-mile circuit passing the timekeepers' office between 110 and 140 m.p.h., refuelling stops, pit stops and what have you; all this took place for a long period of darkness, the cars being visible for about 1½ secs. each lap.

The problem presented a challenge to timekeepers and spotters, which called for every ounce of concentration. The maximum electricity was being extracted from two generators to flood the pit area and offices. With headlights blazing straight into the timekeepers' eyes as they came up the slight incline toward the start area and cars passing two and three abreast, the ordered life of those stalwarts in the glass box became a nightmare. Timekeepers are almost superhuman, but this was too much. The results were hilarious at first and it was not until later, after poring over individual lap charts, spotters' charts and the time charts, that some sense could be made of the class placings.

At a meeting of this importance (where bonuses may be paid) the results must be beyond question, and it was with these problems in mind that the S.M.R.C. decided, very reluctantly, to abandon the dark section of the "Three Hours" and told you so. "A feeble excuse"—I don't think so and nor would anyone else who cared to study the facts. For don't forget it was the S.M.R.C.'s idea to run this race partly in the dark and we have nurtured the "Three Hours" since it came to us in 1957. As you have reminded your readers, AUTOSPORT does not organize motor races and this may, therefore, be a moment to remind you that it is the S.M.R.C. who have built this race up to its present standard and have financed every event without any outside support.

The tone of your Editorial saddens me. Never mind. Of course, we could overcome most problems, but at what cost? A timekeepers' office at the Hairpin linked by telephone to the existing one? Floodlighting the Hairpin where cars go through at the slowest speed on the circuit, and a really massive floodlighting operation in the pit area? Even possibly a new timekeepers' box? No, let's be realistic. It was great fun while it lasted, but the class of entry, the complexity of the classes and the speeds of the cars have made the race in its 1962 form a rum tricky job.

I would in passing also like to add that many spectators complained in 1962 that they were completely unable to follow the race once it became dark (and subsequently took the road home).

What about Le Mans? Remember they have had six hours of daylight racing before it is dark and the race pattern is set; the circuit is three times as long and, furthermore, if they do make a mistake there is plenty of time (and daylight) on Sunday for reappraisal!

If the Championship were to revert to, say, three classes of G.T. cars the problems would be much simpler, but would this provide sufficient attraction to spectators? From past "Three Hours" experience the answer is a definite *no*. Sorry chaps.

By the way, what would happen during the dark if it were to rain hard, or mist came down to add to the complexities already with us? We would have to draw the results out of a hat!

SNETTERTON M.R.C., ATTLEBOROUGH, NORFOLK. OLIVER SEAR,
Secretary.

Future of Saloon Car Racing

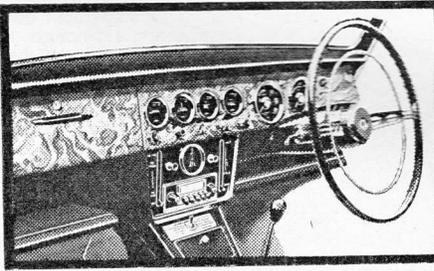
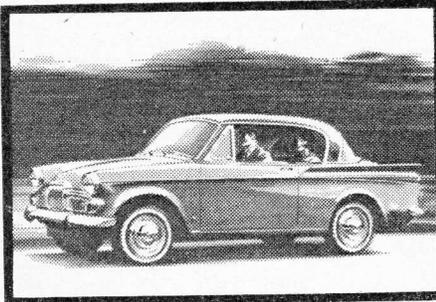
I AM glad to see that at last a motoring magazine has had the initiative to advocate a change in the present regulations for international saloon car racing. However, I feel that whatever may be the drivers' views, the present Group 2 set-up will be continued next year, because the "trade" is just not interested in supporting anything else. I believe their attitude is that, when Minis and A40s start beating Jaguars, saloon car racing becomes a spectacle and is no longer motor racing.

HAVERSTOCK HILL, LONDON, N.W.3.

JOHN STANTON.

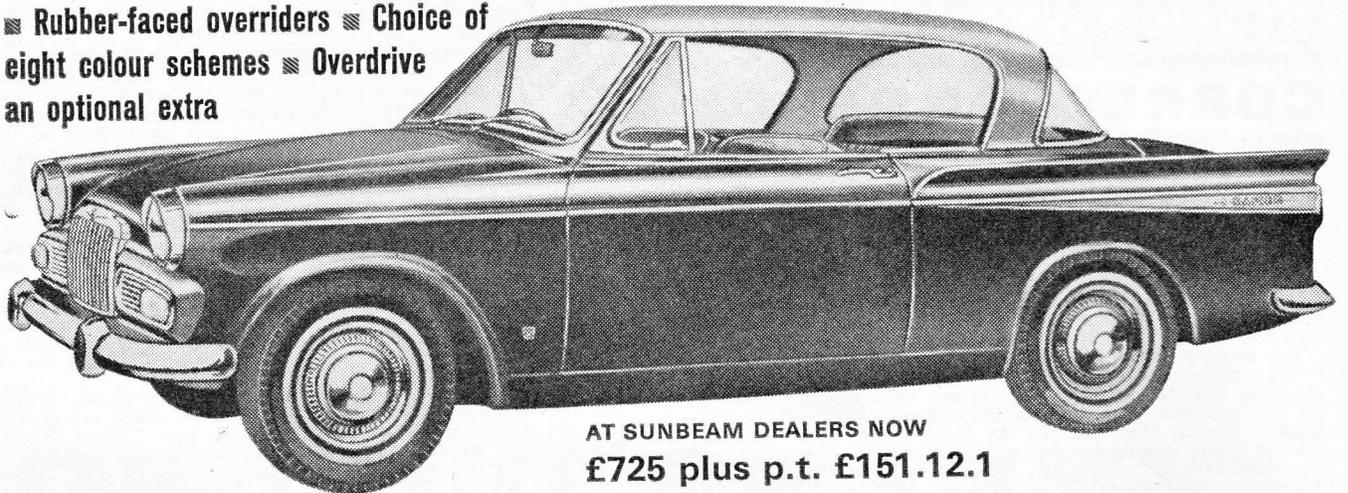
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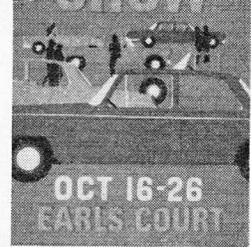
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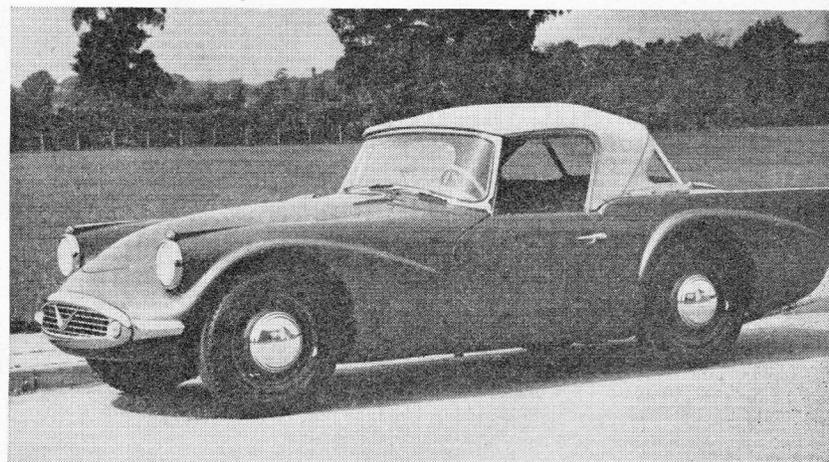


BRISTOL 408

THE NEW BRISTOL 408 is an entirely re-styled version of last year's 407, but retains all the performance of that model. Tested by AUTOSPORT, the big Bristol achieved some outstanding performance figures and proved to handle particularly well. This is understandable when the 5-litre V8 engine, developing 250 b.h.p., is taken into consideration. The finish is quite exceptional, the car being built to appeal to the most discriminating type of owner to whom price is a secondary consideration. Although the body is a 2-door coupé, the rear seat gives full saloon accommodation.

FIERY THIRTEEN

AUTOSPORT Parades a Selection of This Country's High Performance Cars at the Time of The Motor Show



THE DAIMLER SP250 has a 2½-litre V8 engine which is smooth and silent as well as developing a great deal of power right up the revolution range. The chassis is entirely conventional, passing beneath the rear axle, which is located by flat semi-elliptic springs, and the port end is on wishbones and helical springs. The body is of glassfibre construction, with winding windows in the doors. The car is capable of a timed speed well in excess of 120 m.p.h.

DAIMLER SP250

THE AUSTIN-HEALEY 3000 is in many ways a "traditional" sports car. Having a separate box-section chassis frame and a six-cylinder engine that has had many years of development in various B.M.C. models, it is yet a most impressive performer with an enviable competition record. This is a car for he-men who value speed and acceleration above comfort and silence.

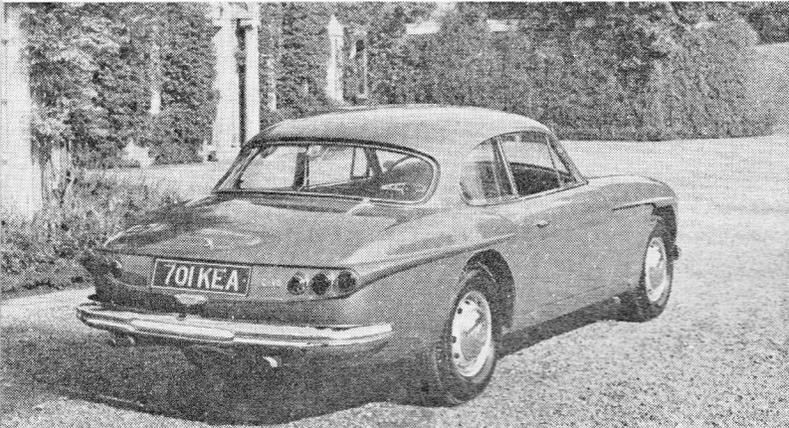
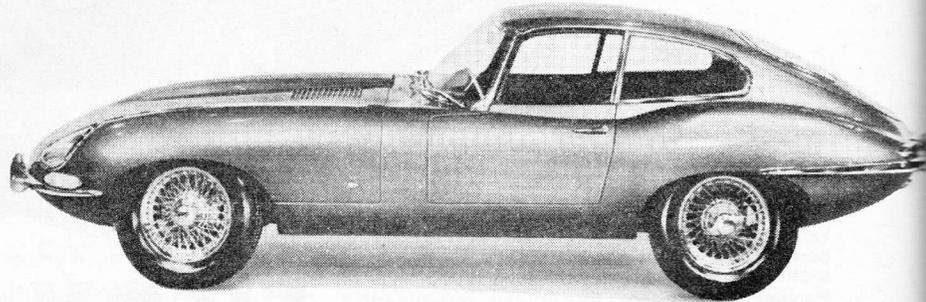
AUSTIN-HEALEY 3000

A.C. COBRA

THE A.C. COBRA is one of the most potent sports cars yet produced. The original A.C. chassis was built to accommodate a 100 b.h.p. 2-litre engine. It now copes with 300 b.h.p. and 4½ litres, and does it quite effectively, as repeated American victories prove. The Ford V8 engine is in unit with a four-speed, all synchromesh gearbox which has delightfully close ratios. The tubular chassis frame is of ladder type, with independent suspension all round by transverse springs and wishbones. The chassis-mounted hypoid unit contains a limited-slip differential. Although some components have been "beefed-up" to take the extra power, the Cobra is only slightly heavier than the 2-litre model. Every car produced—some 10 to 15 a week are currently made—goes to the U.S.A. at the moment.

JAGUAR E-TYPE

THE JAGUAR E-TYPE is a fabulous motor car. For a start, it has as much performance as several famous sports models costing more than twice its price. There is more to it than that, however, for the machine is quiet and extremely flexible, with perfect traffic manners. It is also quite remarkably economical to run, bettering 20 m.p.g. when driven quite briskly. The independent four-wheel suspension gives an excellent compromise between the extreme softness of an American saloon and the controllability of a sports-racing car.



JENSEN C-V8

THE JENSEN C-V8 is yet another British car with a big American V8 engine. In this case, no less than 6 litres of highly efficient Chrysler propels a medium-sized saloon car. The machine has not yet been submitted to AUTOSPORT for road test, but it is understood that very satisfactory performance figures have been recorded. New for Earls Court are the Armstrong Selectaride driver-controlled dampers and the Jensen is very lavishly equipped, including a very powerful heating and ventilation system. The specification of the chassis is entirely orthodox.



RELIANT SABRE

THE RELIANT SABRE is powered by a Ford Zephyr engine, for which tuning equipment is available. The machine benefits by having the excellent Ford gearbox, for which an overdrive is an optional extra. A central remote-control gear lever is fitted. The steering is of rack and pinion type, the suspension being by helical springs all round, independent in front and with a conventional rear axle. With a wheelbase of 7 ft. 6 in. and a track of 4 ft., this is a small, compact car with plenty of power. Photo shows the Israeli version of the car, known as the Sabra.



T.V.R. GRANTURA

THE T.V.R. MARK 3 1800 is the latest version of the little G.T. coupé from Blackpool. The chassis frame is multi-tubular with wishbone and helical spring suspension all round. Thus, the design really is up to date. A glassfibre body of unusual shape, but giving plenty of room for two, completes the trim little machine. The engine and gearbox are by B.M.C. and so no problems of spares or service arise.

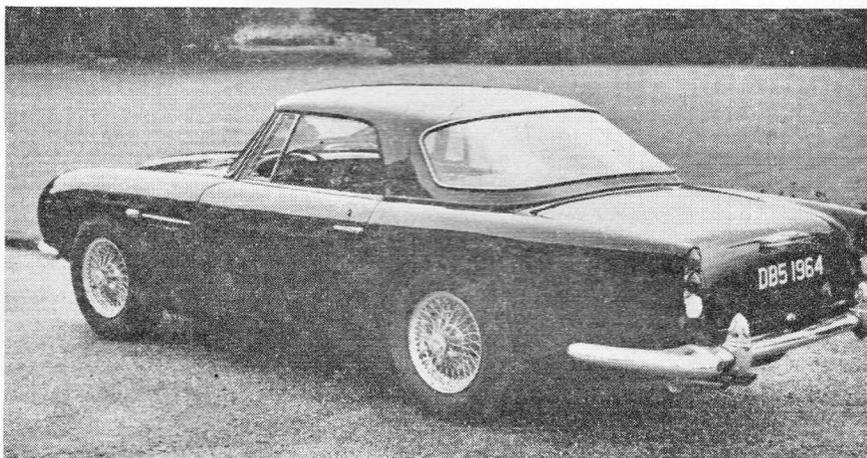


LOTUS FORD CORTINA

THE FORD CORTINA G.T. has had a wonderful season on the circuits. The Lotus Developed Cortina, which has recently been homologated, is an even more potent version of the high-performance Ford. The engine has twin overhead camshafts instead of pushrods and the chassis shows the Chapman touch in its helically sprung and positively located rear axle. Still remaining a thoroughly civilized 4-seater saloon, the machine with the green flashes has bucket seats and interior furnishing that are appropriate to the serious competition car. In its first appearances, the Cortina, Lotus-style, has proved able to eat 3.8-litre vehicles. On the road, therefore, it should be the greatest possible fun.

MORGAN PLUS 4 PLUS

THE MORGAN has independent front suspension which was designed in 1912. It can now be ordered with aerodynamic closed coachwork that was designed in 1963. There's nothing quite like a Morgan for the man who wants speed, reliability and superb handling without signing an Onassis-sized cheque. With 2.2 litres of Triumph TR4 engine to pull it, this light and functional machine just has to go. As the glass-fibre coupé body of the Plus Four Plus actually saves a little weight and gives an extra 10 m.p.h. compared with the sports 2-seater, it will be desired even by the most hairy-chested Morgan admirers.



ASTON MARTIN DB5

THE ASTON MARTIN DB5 is a 4-litre car that is a direct lineal descendant of previous models from the same factory. As before, the power unit is a big light-alloy 6-cylinder with twin overhead camshafts. A 4-speed all-synchromesh gearbox can be replaced with a 5-speed component or, principally for export no doubt, an automatic device can be specified. The DB5 is one of those very special 150 m.p.h. ultra-high-performance cars.



THE LOTUS ELAN is a sports car of the future. As Colin Chapman designed it, its superb roadholding can be taken for granted. What is so remarkable is the complete insulation from the body of all road noises. Indeed, the Elan is a very refined car. The basis of the vehicle is a rectangular steel backbone frame on which the glass-fibre body rests like a saddle. The suspension of all four wheels is independent and the power unit is the 5-bearing Ford fitted with the Lotus twin overhead camshaft cylinder head.

LOTUS ELAN

THE M.G.B is the kind of car that Britain can make particularly well. Employing components which, in their basic form, are common to a range of bread-and-butter cars, the M.G.B is nevertheless a 110 m.p.h. sports car of very attractive appearance.

M.G.B



GRAHAM HILL, the winner of the 1963 Grand Prix of the U.S.A., lines up in pole position on the dummy grid, which was a feature of the race. It was here that Clark's car developed trouble, the Scotsman's Lotus being unable to move forward on to the proper starting grid when the time came.

Watkins Glen Flashback

By GREGOR GRANT

CAMERON ARGETSINGER and his associates must have felt pretty proud at the success of the Grand Prix of the U.S.A. When the Riverside race met financial disaster, owing to the complete lack of co-operation by the Californian newspapers and radio stations, many people felt that Formula 1 racing was destined for failure in America.

However, the enterprising Argetsinger whipped up about \$90,000 to stage the race in 1961. Last year, despite atrocious weather, the backers were satisfied. This year's event attracted some 60,000 spectators, and was a complete success from every standpoint, including the all-important item of finance. The race will again be staged at Watkins Glen in 1964, and for many more years, the majority of enthusiasts hope.

Organization was much better than in earlier events, but one feels that more consideration should be given to spectators, by the provision of more temporary stands, or bleachers as they say over there. Also, the catering was far from satisfactory, no food being available long before the race finished. Programmes at the circuit were difficult to come by.

It was good to hear Stirling Moss on the P.A. giving so much useful information. Incidentally, his race forecast was most accurate. He picked as possible winners, Hill, Surtees, Ginther, Brabham, Gurney or Clark. The first five battled for the lead for many laps, but poor Jim was left at the start and had little or no

hope of overtaking the eventual winner. Ferrari were, of course, a trifle cast-down. Bandini was much slower than anticipated, being doubled no fewer than three times by Surtees and Hill. Surtees's engine failure was entirely unexpected, as the car sounded as if it would go for ever.

The race served once again to emphasize the great skill and sheer consistency of Graham Hill. Even with roadholding problems aggravated by a detached anti-roll bar, the Londoner went relentlessly on his way, never giving Surtees the opportunity to relax. B.R.M. certainly had a successful outing and Louis and Jean Stanley were delighted to stage a post-race dinner party at the Glen Motel.

Had Hill fallen by the wayside, Ginther was ready to take command of the situation. Altogether a striking demonstration of team power, allied to splendid preparation.

A.T.S. had a disastrous day, with Baghetti failing to complete a lap, and Phil Hill going out after four tours. John Cooper also had his troubles, both his entries failing to finish, and Bonnier's Walker car being delayed with damper trouble. Reg Parnell also went home empty-handed, but extremely pleased with the showing of Masten Gregory and Rodger Ward. Colin Chapman had many anxious moments, after both Rodriguez and Taylor had abandoned, and Jim Clark was left to uphold the honour

of Cheshunt. Right well he did this, for driving an epic race he set up a new circuit record at 111.14 m.p.h.

The slide-rule experts maintain that, taking off the time lost at the start, the "Flying Scotsman" would have won. Still, there are no "ifs" in motor racing, and one must leave that as pure conjecture. Clark's total time for 109 laps was 2 hrs. 20 mins. 8.4 secs., and Graham's for 110 laps, 2 hrs. 19 mins. 22.1 secs. As Jim lost about 1 min. 40 secs. at the start—work it out!

Jack Brabham had his usual spot of ill-luck. Dan Gurney was always a possible winner till a wishbone broke and Jack himself suffered from mysterious misfiring which seems to have plagued the Brabhams all season, and was thought to have been cured. Before the misfiring set in, Brabham was timed at 145 m.p.h. on the straight leading to Stirling Corner.

Watkins Glen always has its share of parties, beginning with the official reception at the M. and N. Club, with New York State champagne as the staple refreshment. Then comes the wonderful affair given by Cameron and Jean Argetsinger at their home, which, this year, was by ticket only, to keep out gate-crashers. During the afternoon, Fords staged a reception to launch yet another of their projects—the Mustang II.

I received great assistance in the Press Box from that timekeeper and lap-scorer extraordinary, Bill (Bridgehampton) Baldwin, and from Frank Blunk of the *New York Times* who shared with me his private "office". The press service itself was remarkably good.

I drove from New York to Watkins Glen and back in a 1964, two-door Ford Galaxie, of which more anon.

I've just had seven busy days on both sides of the Atlantic. Some of them good days, some of them bad, and I'm not referring to the weather.

On the Wednesday before the American Grand Prix I was down at Goodwood giving my new 2½-litre Cooper-Climax its "shake-down" tests. For the past two months I've been quietly working with Coopers on this first car for the races in Australasia.

It is based on the present Formula 1 Cooper, the major differences being that it is smaller, lighter, a little more torsionally rigid by virtue of a stressed steel skin, and it has a very high pitch centre at the rear. The rear suspension utilizes a top radius rod.

The preliminary runs were promising and I left my New Zealand mechanic, Wally Willmott, to add the finishing touches and make a few modifications while I went off to America.

The evening before I left I signed a contract with the New Zealand International Grand Prix Association, to enter a team of two of these Coopers, the second one to be driven by Timmy Mayer, for four races in New Zealand and four in Australia.

John Cooper, Tony Maggs and I met up with the Lotus Team at London Airport and we took our economy class seats on the Boeing flight to New York. I think our 707 must have been down on power. We were only cruising at 450 m.p.h. instead of the usual 600! According to the navigator, the wind was slowing us and we had detoured half-way to the North Pole trying to dodge it. Apparently the hurricane "Flora" which has been blowing about the Caribbean had something to do with it.

Once again the Ford Motor Company had a huge fleet of cars on hand at Idle-

mechanics were delighted with this arrangement. There was no loading and unloading of transporters or towing to and fro from the track to garages in town.

The garage itself was only a few hundred yards from the pits. I have a feeling that the mechanics may have enjoyed the United States G.P. Their personal cars for the weekend were parked outside the garage—a long line of 1964 Thunderbirds and Galaxies! If the mechanics had a "Grand Prix of the Year" award, Watkins Glen would be sure to get it!

The first practice was after lunch (coke and hamburgers) on Friday, and within half an hour the B.R.M.s, Brabhams, our Coopers, and a few others were back in the circuit garage for a gear ratio change. Either we had all lost our data from the race last year, or we've found a lot more power—or maybe the wind was behind us down the straight!

Towards the end of practice my car made an unusual noise going into one of the corners and remembering how expensive V8s are these days, I stopped right away. That night the mechanics had a look through the transmission and couldn't find anything wrong, but when the car was started for the next day's practice the oil pressure was a long time in coming, and when it disappeared completely after a couple of slow laps, we had no option but to change engines.

This left me with the whole afternoon to watch the second session when everyone was starting to try. At Watkins Glen there is a tight hairpin just before the pits and this was a good spot to get really close and watch the different techniques.

Graham Hill, for instance, finished his braking relatively early and had the power on and the car a bit sideways well



**BRUCE
McLAREN:**

From the Cockpit

decided to try a dummy grid arrangement that the Grand Prix Drivers' Association had suggested to them. The idea was that the cars should be formed up on a grid some yards behind the main starting grid. Engines should be started sometime between one and two minutes before the off, and with one minute to go the cars could roll forward under their own power into the appropriate starting positions. This meant that a driver whose car failed to start wouldn't have to sit in trepidation as the flag went down, waiting for someone to clout him in the tail.

Unfortunately, however, the two grids weren't far enough apart. The front row of the dummy grid was on about the third or fourth row position of the grid proper, and when Jimmy Clark's Lotus refused to start, our process of moving up left him still in the middle of the group of cars. Chaos reigned for a moment. I don't really know what happened because I was watching the man with the flag.

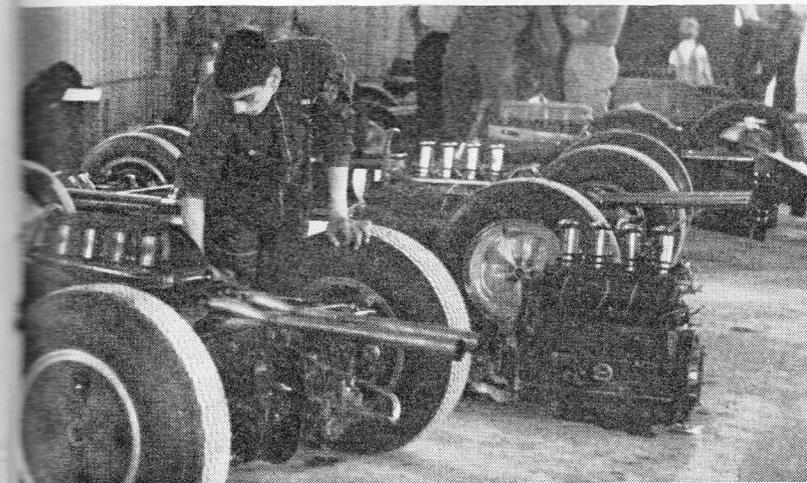
Having missed the second day's practice I was well down the grid, and I hoped to make up a few places by a good start. I managed this, only to get tangled up with a few other cars as we started into the climbing right-hander after the pits. Then after a few laps I found that my engine, which we hadn't had time to test properly, was cutting out going out of each corner.

While Surtees, Gurney and Graham Hill dived for the lead, followed by Richie Ginther and Jack Brabham, Pedro Rodriguez in one of the Team Lotus monocoques, Tony Maggs in the other works Cooper, and I had a private race for sixth place. But retirements were the order of the day. Tony and Pedro went out with engine troubles, Dan's Brabham dropped out with chassis bothers, and I stopped when the fuel pressure got too low to keep the engine going.

Jimmy lost a lap in the pits, but really "got with it" and finished third behind Graham and Richie, who celebrated another B.R.M. 1-2, after Surtees's Ferrari pitted with a broken engine.

Out of the 21-car field, only eight finished, and some of these had made pit stops. It will be interesting to see how the lack of oxygen at 7,000 ft. at Mexico City is going to affect the list of finishers in the Grand Prix there at the end of this month.

At 7 o'clock the following Wednesday morning I was back at London Airport, and by 11 o'clock I was in the cockpit of my 2½-litre Cooper at Goodwood again. After another day of concentrated testing I am pleased to be able to report that performance is going according to plan—and maybe even a little better!



MECHANIC works on a Team Lotus car in the large building erected by the organizers in which all the cars could be attended to. This was a very good idea that could be copied by many European Grand Prix promoters and it would save the various teams having to find local garages. At Watkins Glen several teams changed the engines of their cars before the race.

wild for the use of the Grand Prix teams. It is only about 250 miles to Watkins Glen and with the throughways and super-highways I ought to be able to carry on and say that it was only a three-hour run, but as the traffic officer drawled in my window, "The speed limit hereabouts is 65 m.p.h.—not 80!" It was only the fact that he knew someone who owned a "Cooper sporty car" as he put it, that prevented us being hauled off to the judge. After that we adhered a little more rigidly to the limit.

At the circuit, the Ford Motor Company's extremely cordial patronage was apparent again. All the G.P. cars, with the exception of Ferraris, were housed in one large and well-lit prefabricated garage in the middle of the circuit. The

before the apex of the corner. Jimmy, on the other hand, was braking hard right to the apex with the right front wheel just on the point of locking as he started to turn, and then getting the power on. One method was as quick as the other!

In a situation like this, it's more a question of how well the engine pulls low down, and how either low or second gear happens to work out for that corner. In the Cooper I tried low gear initially using Graham's method, but this meant a gearchange while still sliding sideways under power away from the corner, which was a bit tricky, so it was better to use second gear, braké late as Jimmy was, and use the power to accelerate away from the corner.

For the start of the race the organizers

A MOTORING journalist uses many forms of transport during the course of his job, and the summer that has just past was no exception. Long trips on the Continent were made using an E-type Jaguar, and, in complete contrast, a Hillman Imp. As a complete change, a 250 c.c. Honda Dream motor-cycle was borrowed from Tommy Atkins, and trundled round the roads of Southern England. To one who has not ridden a motor-cycle seriously for many years, the Honda was a revelation. During the past couple of decades, immense strides have been made in two-wheeler design and construction, producing the kind of performance with 250 c.c. which one formerly associated with "five-hundreds", or even the lusty big twins of the George Brough and Michael McEvoy era, later to be surpassed by the remarkable Vincents from Stevenage.

When one examines the Honda closely, it is obvious that any Japanese threat to enter motor racing must be taken seriously. As an engineering job, it is

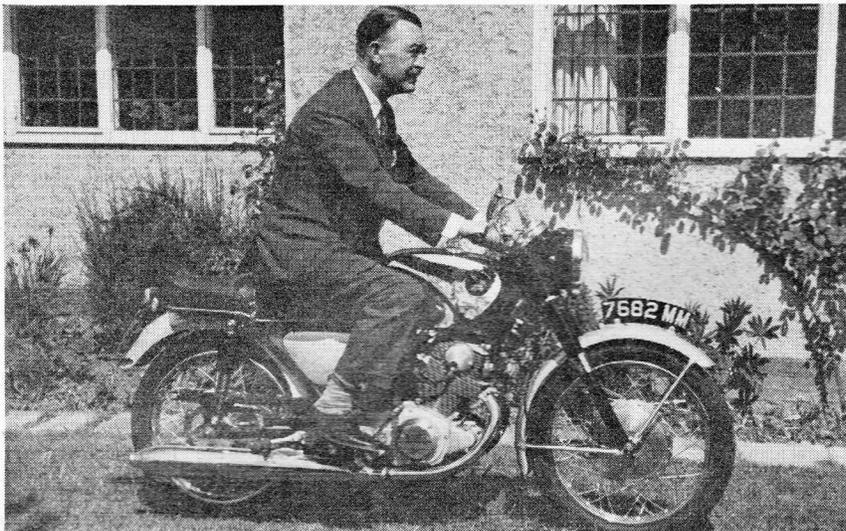


FAST TOURER. The E-type Jaguar will do 100 m.p.h. all day on motor roads and is a superb example of a modern Grand Touring machine.

ASSORTED TRIO

E-type Jaguar : Hillman Imp : Honda Dream

By GREGOR GRANT



RARIN' TO GO! The Editor on the 250 c.c. Honda Dream.

superb, and the detail workmanship is matched only by the finish. The vertical twin engine has two overhead camshafts, and separate carburettors; it is wonderfully smooth in operation, even at maximum r.p.m. of over six thou. With memories of kicking till my leg hurt, or pushing till my back felt like breaking, it was comforting to discover that the Honda had an electric starter—moreover, one which worked on the slightest pressure on the button. The gearbox was beyond criticism, but I believe that to be true of the majority of modern motor-cycles. Suspension was outstandingly good and the little machine rode over bumps as if they never existed.

It was amazingly flexible for a "250", but the chief delight was its ability to maintain effortless and fairly high cruising speeds. Maximum on M1 I found to be slightly over 90 m.p.h., keeping to the r.p.m. limit suggested by Tommy Atkins.

Fortunately, during the time the machine was in my hands the weather

remained favourable and I never needed to dress up like a deep-sea diver. It also possessed a virtue, in that not a trace of oil appeared around engine or gearbox. The brakes were extremely smooth and very, very powerful. Altogether an invigorating experience and on that suggests that a well-constructed modern two-wheeler offers a form of relaxation which would be difficult to emulate. Tommy Atkins, whose stable includes one of the fastest E-type Jaguars in existence, a super-tuned "3.8", and a beautifully maintained Mercedes-Benz 300SL, finds real enjoyment in taking out the Honda, merely for the pleasure of appreciating the heights to which motor-cycle engineering has attained today.

Like the Honda, the E-type Jaguar is a fine example of engineering, and yet another tribute to the genius of Sir William Lyons, in producing so much for comparatively little. Jaguars have always provided an enigma to rival manufacturers in being able to sell cars

at a price tag that is nothing short of incredible for the performance available. Nevertheless, it has been suggested that the E-type could have been a trifle more expensive, the extra cost being incorporated in a revised transmission.

The gearbox is the most criticized component on the E-type. Quite candidly, whilst the E-type has kept in line with the latest in automobile design and construction, the transmission leaves something to be desired. Although it is not nearly so inefficient as some would have us believe, the lack of synchromesh on bottom ratio, and the relatively stiff movement of the lever, makes the car a trifle more difficult to drive properly than it should be. However, this does not in the least detract from the fascination of the E-type on the whole.

As a fast tourer, with a very high performance potential, the E-type Jaguar was one of the most delightful cars I have ever driven over long distances. It ate up the kilometres with effortless ease and I always seemed to arrive at my destination well ahead of schedule. It did not have any vices; the 2-o.h.c., six-cylinder engine was like silk; the suspension was extremely effective and free from any fore-and-aft pitching on the worst of Belgian pot-holed roads; the brakes did their work without fading, snatching or juddering; the steering was light and entirely responsive.

As this was a coupé there were no luggage problems, an immense amount of baggage space being available behind the seats, with access through the hinged rear panel.

One of the best features of the "E" is the lack of fatigue even after many hours at the wheel. This is due in no small measure to the sheer pleasure of driving, and the excellent roadholding. Naturally, as with all very fast cars, concentration is required, but this is entirely without anxiety. The Jaguar goes precisely where one points it, and the powerful engine gives the driver a feeling of confidence—particularly when overtaking.

This car can be cruised indefinitely on motor roads at well over 100 m.p.h. At these speeds, petrol consumption was remarkably good for 3.8 litres, averaging rather more than 16 m.p.g. Tooling

around the 80 m.p.h. mark, 20 m.p.g. can be exceeded.

With the limited spin differential, full power could be used without any undue wheelspin, whilst there was no sign whatever of axle tramp—a tribute to the efficiency of the independent rear suspension. Acceleration is most impressive, and I found that from standstill to 100 m.p.h. could be reached in around 16 secs., holding on to third gear. This is a splendid overtaking ratio, having a safe maximum of over 105 m.p.h. Maximum, in top gear, was found to be about 145 m.p.h. with the 3.3 axle, and 6,000 r.p.m. coming up on the tachometer.

Night driving was not too happy, for the headlamps did not seem to possess the range necessary for such a rapid piece of machinery. Perhaps the Perspex covers tend to restrict the beam; this might be why so many owners fit additional road lamps.

Taking it by and large, the E-type Jaguar is a Grand Touring machine of great charm. One has to produce a great deal more folding money to acquire anything to approach it in the specialized

market for cars of this type. Which brings us back to the eternal question: "How on earth do Jaguars do it for the money?"

Now I come to an entirely different mode of transport, the Scottish-built Hillman Imp. This was taken to Zandvoort for the Dutch G.P., and then on to Rheims for the French G.P.

As is known, the Imp has a rear-located o.h.c. engine, originated by Coventry Climax, and developed by Rootes. With only 875 c.c., it seemed to be asking rather much to load the little car with four people and all their luggage. We need not have worried. The Imp went like a train and the only attention it required was to check oil and water and tyre pressures.

Economy was nothing short of miraculous. As George Phillips remarked: "It must make its own!" Average consumption worked out at 45 m.p.g., and this included cruising at 70 m.p.h. whenever conditions permitted.

Naturally, a roof-rack had to be fitted to take the extra baggage, but the additional weight did not appear to affect

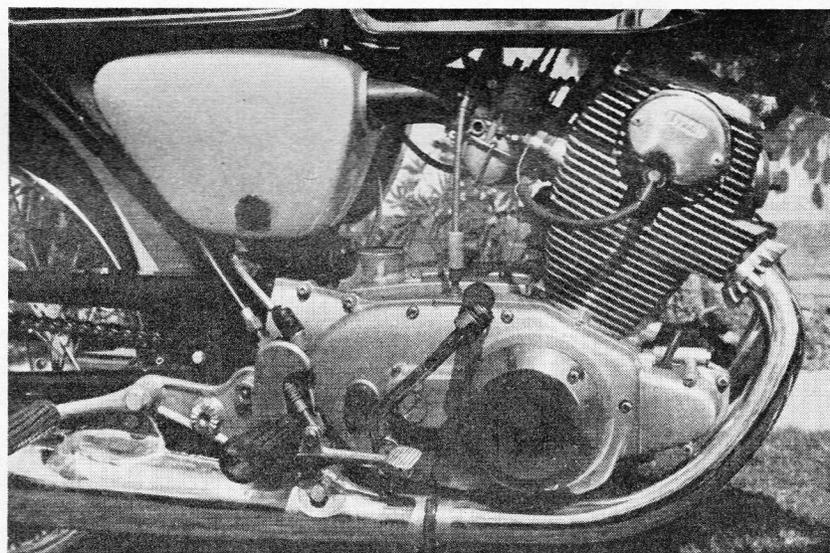
suspension or roadholding in the least. The gearbox was a delight to use and I should say it is impossible to make a ham-handed change.

Perhaps the power available is not quite enough on steep hills, but this is counteracted by the willingness of that exquisitely built engine to rev in the lower gear ratios without seeming to be working hard at all.

The Hillman Imp deserves to find itself a big market. Possibly there is some prejudice concerning rear-engined small-capacity cars in this country, but I can assure readers that this little machine handles admirably, and that there is no suggestion of oversteer or any form of "tail-happiness".

So there we have it: three entirely different vehicles, a G.T. car *par excellence*, a top-line small-capacity machine, and a splendidly engineered motor-cycle which convinces one that the Japanese have long abandoned imitative practices and are now engineer-designers in their own right.

One last thought: what a grand stable this trio would make!



HILLMAN IMP (left). Complete with four persons and stacks of baggage, the little Imp did over 45 m.p.g. on a long Continental trip. EXQUISITE (right). The power unit of the 250 c.c. Honda is a double-o.h.c. twin. It is in unit with the gearbox and boasts an electric starter.

EATING OUT AT THE MOTOR SHOW —continued

of us have been imbued with a near-passion for Italian foods. It seems that there are nearly as many trattoria in London today as in any major Italian city. What's more, a good many of them are quite as good as their equivalents in the mother country.

Both for lunch and dinner there is one outstanding spot called, grandiloquently, *Trattoria Il Porcellino di Firenze*. In point of fact it is nowhere near Florence, being situated about two hundred yards south of South Kensington tube station on the Fulham Road, and its telephone number is KNightsbridge 8413. Very convenient during the show, only two stops from Earls Court.

Italian waiters will persuade you to go down below into their intimate and cosy little Polo Bar where they have all the old favourite Italian apéritives and also, rather surprisingly, make the best very dry vodka dry Martini that I have ever known anybody (with the exception of myself) produce. This is the ultimate of compliments, since everybody who likes a dry Martini is firmly convinced that they alone have the secret of making them!

You can, with confidence, order a Lasagne or Canelloni or, perhaps, "Tonno e Fagioli" (tunny with beans and onion—glorious!) without fear of not being able to

face a "Saltimbocca alla Romana" or their special and delicious way of doing a trout.

There is a very good selection of Italian and French wines, both in the lists and on the shelves of the restaurant, for you to choose from. If you are not too well informed about Italian wine and are rather bored of the everlasting Chianti, why not try a Valpolicella? But insist on one shipped by the firm of Bolla. The bill, for an excellent meal with wine, seldom exceeds £3 for two.

The Porcellino is open till midnight on weekdays and 11.30 on Sundays, and the evenings are the greatest fun. There is always a guitarist or accordionist and the waiters show that, like most Italians, they are all mad about singing.

Not far away in a most attractive Kensington backwater called Launceston Place is another enchanting example of the best in Italian cooking, the *Casa Porelli* (WESTern 6912).

The chef-patron, Gerry Porelli, has brought fine cooking and warm atmosphere into his small restaurant in gastronomically arid Kensington. In a small place which somewhat resembles a teashop, until you are aware of the delicious smell of food being prepared in true *cuccina-casalinga* fashion, this elegant grey-haired Scotophile has collected for himself an interesting and discerning clientele of actors, writers, artists, barristers and such plain ordinary people as myself who come for the fine and faultlessly prepared and served meals that one

enjoys at a price which does not upset one's happily adjusted digestion.

Gastronomically, let's follow the example of Marco Polo and travel from Italy to China. Chinese food has suddenly sprung into fantastic popularity throughout the country and I want to mention two Chinese restaurants among the many in London that are worth a visit.

The first, *Fu Tong's* (WESTern 1293/8448), is in Kensington High Street opposite the entrance to Kensington Palace. This most elegantly decorated restaurant is, to my mind, the most pleasant of its type. Open daily, including Sundays, from midday till 11.30, it is fully licensed and serves the finest of Chinese dishes. One sits in pleasantly lit alcoves which give an encouraging atmosphere of privacy; the food is immaculately served complete with those Swiss metal pre-heated trays to keep it warm. In short, everything is just right to engender that splendid warmth of well-being which the hustle of present-day life so seldom lets one enjoy.

It is possible to eat very well for about 30s. each without wine. For myself, I prefer to take one of the delicious aromatic teas throughout a Chinese meal because there is more opportunity to savour the rather delicate flavours; but, of course, *chacun à son goût*.

The other one? *Choy's* in the King's Road, Chelsea, opposite an excellent pub called the *Chelsea Potter*.

(To be continued)

JOURNÉE D'ESSAIS

The Annual Treat for Journalists
—the French Motor Show Test Day

By JOHN BOLSTER



ALPINE BERLINETTE is a very attractive rear-engined French car of sporting performance (above). However, John Bolster found it slightly tail-happy—and spun twice!



PANHARD 24 has a distinctive appearance (left). The twin-cylinder car is capable of a sustained 90 m.p.h.

THE annual test day at Montlhéry is a most valuable event. The great length of the circuit, which embodies every sort of corner, surface, and gradient, ensures that the cars are never crowded together. In addition, the excellent organization makes the work of the test driver pleasant and safe, while no time need be wasted on formalities.

I knew from experience that to test all the cars of the French motor industry is an arduous undertaking, particularly on such a circuit. Accordingly, I retired early the night before and arrived at the beginning of the day feeling fit to tackle the great variety of machines that our hosts had provided. At the start the roads were wet, but they dried under a warm sun, only to be soaked by a storm in the afternoon—of this more anon!

I “played myself in” on the Renault R8 with automatic transmission. This system wastes no power, the maximum speed and fuel consumption being equal to those of a car with manual change. The three-speed fully synchronized box is used in conjunction with a magnetic powder coupling. Fully automatic operation may be chosen, or first or second speeds may be selected by push-buttons. As the changes take place, a second throttle “cuts” the engine to avoid a jerk.

The R8 handled very well and its enormous disc brakes were not stressed at all. Very great praise must be given to the comfort of the seats, a department in which small French cars tend to be superior to their British counterparts. With an engine of less than 1-litre, it seems best not to accept the power losses of a fluid drive, and as this Renault is to be available on the British market, it should become very popular for London work.

Also from Renault, the very attractive

Caravelle had a delightfully “long” driving position, though the gear lever was too far forward, and tended to rattle at maximum revs. The new 1,108 c.c. engine gives more acceleration in the medium speed ranges and four synchronized gears are now provided. This pretty car has a rather harder ride than the R8 saloon but is not really a sports model.

The Peugeot 404 cabriolet, with fuel injection engine, came next. The new five-bearing crankshaft renders the unit phenomenally smooth and quiet, and though the acceleration is not spectacular, high-speed cruising is delightfully easy. The steering is remarkably light, the handling having been improved since last year. The car still rolls on fast corners, but the roll-oversteer has gone, a pronounced understeering characteristic being at all times apparent. The drum-type brakes smelt hot but did not fade, the only disappointing feature being the noisy flapping of the hood at high cruising speeds.

JOHN BOLSTER seems to be pleased with the Renault Caravelle, featuring a 1,108 c.c. engine. The car is certainly very attractive, but is not really a sports model.



The new Panhard 24 coupé is a car of exciting and highly individual appearance. The body is most attractive, both inside and out, the seats being very luxurious and giving good lateral location. An excellent and easily controlled heating system looks after both the front and back passengers. I found that the car was remarkably quiet and smooth at a sustained 80 m.p.h., the air-cooled twin-cylinder engine only becoming noticeable when accelerating from low speeds. A new central gear lever is an enormous improvement over the old steering-column device. The handling feels odd at first, and I think I would need half an hour at the wheel before I could drive near the limit, but the Le Mans-type brakes are extremely powerful, though they vibrate when applied really hard.

Certainly the surprise of the day was the Simca 1500. This entirely conventional car handles very well indeed and the brisk acceleration is impressive. The five-bearing engine is smooth and quiet, the whole performance of the car being remarkable for the very moderate price. The four-speed gearbox has fairly wide ratios and though it is well synchronized, the steering column lever is somewhat flexible. Very stable, with just a slight understeer, the Simca 1500 has fairly firm suspension, its character endearing it to the “press-on” type of driver.

Also by Simca, the little 1000 Coupé, with a beautiful Bertone body, is a fairly expensive luxury model. The engine is very smooth, as are all the French five-

bearing units, and the fully synchronized gearbox approaches perfection. I attained 7,000 r.p.m. in the gears and 6,200 r.p.m. in top with no effort at all, though the latter reading is equivalent to a theoretical speed of 94.5 m.p.h. The handling is less "rear-engined" than that of the 1000 saloon, the car being great fun on corners, and the four disc brakes give great confidence at all times.

The Facel III is the smaller Facel Vega, which now has the Volvo engine and gearbox. The steering and road-holding are excellent, though bought at the expense of a hard, choppy ride. An admirable gearchange and powerful brakes are good features, a Laycock-de Normanville overdrive being useful for quiet cruising. The engine is willing though not particularly smooth, becoming somewhat rough at maximum revolutions. An optimistic speedometer did not deceive me, about 100 m.p.h. being the most that the stop watch would admit.

I was allowed to drive the René

Bonnet Djet II with Gerard Laureau as my passenger. This is the competition car in which the Renault 1,100 c.c. engine with hemispherical combustion chambers is centrally mounted, in the Grand Prix manner. Unfortunately, the Djet was too new, the controls being sticky and the engine not fully run in. I formed the impression that the handling is not at all tail-heavy, the machine feeling well balanced. A frightful moment when the accelerator stuck down persuaded me that further testing was inadvisable.

Beautifully made and of most attractive appearance, the little Alpine Berlinette is a rear-engined coupé with Renault propulsion. The one which I drove had a fairly standard power unit and stock gear ratios, but its light weight and streamlined form gave it a lively performance. I enjoyed driving the Alpine, as I always do, but this particular car tended to be somewhat tail-happy. In a shower of rain, I spun round twice on

the long *Biscornes* curve, but did not leave the road and continued with only a very red face to show for my disgraceful exhibition. In fairness to the Alpine, it must be emphasized that the circuit became extremely slippery, both a Peugeot and a Facel diving into deep ditches at about the same time.

Finally I took out a couple of DS19 Citroëns, to compare the well-known semi-automatic gearbox with the new manually changed type. Not unexpectedly I preferred the do-it-yourself version, but both cars gave that wonderfully effortless ride that is such a speciality of the big Citroën.

Once again, the Journée d'Essais was a great success. If one takes it seriously and drives hard all day, it is a pretty exhausting experience, but one acquires a knowledge of French cars in the shortest possible time. Our thanks are due to l'Association Française de la Presse de l'Automobile and to the manufacturers who provided the cars.

with an aerodynamic body, for the handsome radiator looked absurd in a far-forward position.

A rare vintage car was a 1930 Rochet-Schneider, with a conventional saloon body and enormous ribbed brake drums. It was nice to see a big 3,831 c.c. Peugeot of the sleeve-valve era, and a supercharged 3.3-litre Bugatti "Galibier" saloon. A straight-eight Delage was shown with two of its relations, a 6-cylinder drophead with typical exposed hood irons, by Figoni of Paris, and a highly dramatic 2-seater convertible on the less practical but more exotic Type-145, 12-cylinder. Post-vintage Americans were a 12-cylinder Packard limousine, a 265 b.h.p. Duesenberg, and a Cord with retractable lamps and outside exhaust pipes. A cream Rolls-Royce PIII represented Britain.

General Pershing's Kaiser-war Packard 12-cylinder touring car looked remarkably original on its narrow beaded-edge tyres. Edwardians included an absolutely superb Berliet and a Panhard et Levassor, both 1910 limousines, a 1910 sleeve-valve Mercedes with a very typical Vee radiator, and an unmistakable 1908 Delaunay-Belleville with a bonnet like the boiler of a locomotive. Very English was a chauffeur-driven sleeve-valve Daimler.

Of real veterans, there was the well-known Bollée from the Le Mans

HISTORIC CARS at the PARIS SALON

By JOHN BOLSTER

museum, with two vertical circular radiators and a horizontal twin-cylinder engine. The 1892 Peugeot was of the type with a V-twin Daimler engine at the rear, and having been built for the Bey of Tunis was fabulously decorated. This car was in wonderfully original shape, but some of the exhibits were scarcely in motor show condition. The emphasis on heavy closed cars perhaps tended to make this a dull show, but it was worth the trip to Paris to see that magnificent open sports Renault of 110 mm. x 160 mm. (9,112 c.c.).

RENAULT of 1924. It is a 9-litre open sports four-seater called 40 c.v. in France and 45 h.p. in England.

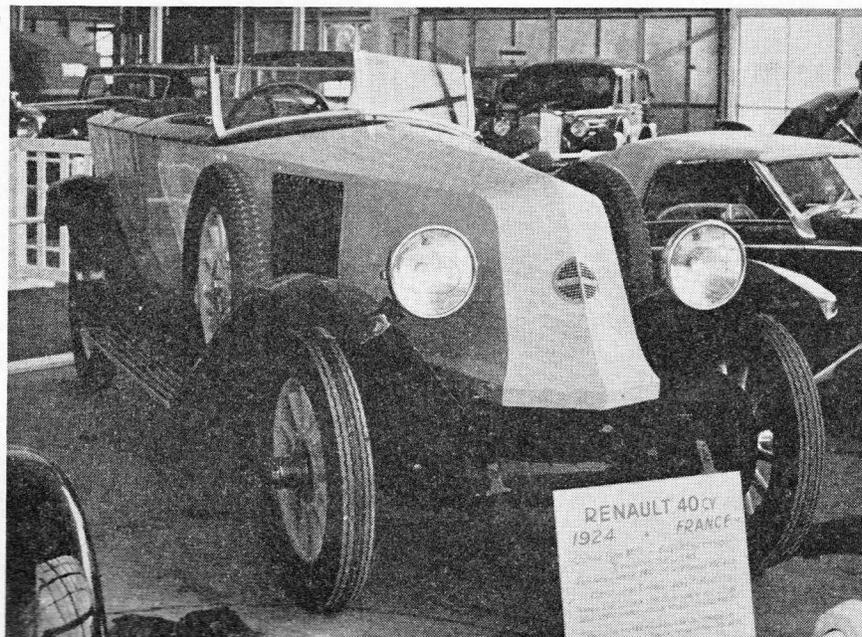


1892 PEUGEOT with rear-mounted V-twin Daimler engine. It was once the property of the Bey of Tunis.

LAST year, a simply fabulous display of rare and dramatic racing cars enlivened the Paris Salon. For 1963, a much more modest collection of production cars was assembled.

Easily the best exhibit was a 45 h.p. Renault in absolutely original condition. The 9-litre 6-cylinder Renault was built for many years with a side-valve engine, enormous servo-operated brakes, and an alarming inclination to go straight on at sharp corners. The one at the Salon was a 1924 model, the open sports 4-seater body having wooden decking, a vee screen, and a pointed tail. The high-pressure tyres were on wooden-spoked wheels, and of course the radiator was behind the bonnet.

A Silver Ghost Rolls had a 2-seater wooden body that was unfortunately not genuine. An Isotta-Fraschini looked magnificent, as they always did, likewise a 12-cylinder Hispano-Suiza short-chassis coupé and a superb coupé de ville on the smaller 6-cylinder chassis. Frankly ugly was a late 3-litre Voisin



CLUB NEWS

By ROBERT GRANT

THE Chiltern C.C. are promoting the 19th Annual Chiltern Hills Trophy at the Warren Sand Pit, Denham, on 20th October. This is a B.T.R.D.A. Gold Star and R.A.C. Trials Championship event. The event is restricted and the invited clubs are the Kentish Border C.C., London M.C., Maidstone and Mid-Kent M.C., Seven-Fifty M.C., Sheffield and Hallamshire M.C. and the Southsea M.C. Further details are available from G. Edwards, 314 Desborough Avenue, High Wycombe, Bucks. . . . The Southern C.C. are promoting the Scorpio rally, which is a restricted event, on 2nd-3rd November. Invited clubs are the B.A.R.C., Sevenoaks and D.M.C., Horsham and D.M.C. and L.C.C., East Surrey M.C., Farnborough and D.M.C., Sussex C.C., A.P.O.C. and the Guildford M.C. The event will be 175 miles on O.S. maps 169 and 181, with navigation by map references only. Entries close on 28th October and are available from Mrs. M. V. Warner, 2 Selbourne Road, New Malden, Surrey. . . . Co-promoting with the **Chorley A.C., St. Helens and Wigan C.C. and West Lancs M.C., the Southport M.C.** will be staging the Autumn Trophy Rally on Sunday evening, 20th October. Intending competitors should contact either Derek Norton, 102 Redgate, Ormskirk, or Mrs. Anthea Bradbury, 126 Brooklands Avenue, Liverpool 22, as soon as possible. . . . The **Huddersfield M.C.** will promote the 12th Annual Dusk 'Til Dawn rally on 26th-27th October. It is a restricted event and is a qualifier for the *Motoring News* Rally Championship and the B.T.R.D.A. Silver Star. Invited clubs are the Airedale and Pennine M.C.C., B.A.R.C., B.T.R.D.A., Cavendish C.C., De Lacy M.C., Eiland M.C., Halifax M.C., Ilkley and D.M.C., Knowlton C.C. and the Sheffield and Hallamshire M.C. The organizers will be making use of two specially selected areas to stage longer-than-average sections, which will be timed to the second using automatic timing apparatus. Entries close on 19th October and are available from Mrs. D. M.

COMING ATTRACTIONS

FOREIGN EVENTS

20th October. **PACIFIC GRAND PRIX**, Laguna Seca, California, U.S.A. (S).
27th October. **MEXICAN GRAND PRIX**, Mexico City (F.1).

BRITISH EVENTS

19th October. **Hastings, St. Leonards and East Sussex C.C. Hill-Climb**, New House Farm, Bodiam, Sussex, Starts 1.30 p.m.
19th-20th October. **Vickers (Weybridge) M.C. and Ascot, Staines and D.C.C. Vanguard Rally**, Starts Stockbridge Road Filling Station, Hants, at 1 a.m.
Caernarvonshire and Anglesey M.C. Bradite Trophy Rally, Starts Milburn's Garage, A5, at 11 p.m.
North Staffs M.C. and English Electric (Kingsgrove) M.C. Rally, Starts Potteries area, at 11 p.m.
20th October. **Severn Valley M.C. National Hill-Climb**, Loton Park, near Shrewsbury, Shropshire, at 1 p.m.
Yorkshire S.C.C. Hill-Climb, Castle Howard, near Malton, Yorks.
M.G.C.C. (S.E. Centre) Sprint, Brands Hatch, near Farningham, Kent.
Seven-Fifty M.C. (South Downs Group) Broxhead Trial, Starts Broxhead, Bordon, Hants.
Harrow C.C., Falcon M.C., Sporting VW C., American D.C., Sevenoaks and D.M.C. and Craven M.C. Dryden Cup Trial, Starts Knatts Valley, near Sevenoaks, Kent, at 10 a.m.
Bristol M.C. and L.C.C. and Burnham-on-Sea M.C. Inter-Club Challenge Trial, Starts Page House Farm, near Newbury, Somerset, at 1.30 p.m.
Chiltern C.C. Chiltern Hills Trophy Trial, Starts Warren Sand Pit, near Rickmansworth, Herts, and Denham, Bucks, at 11 a.m.
Southport M.C., Chorley A.C., St. Helens and Wigan C.C. and West Lancs M.C. Autumn Trophy Rally, Starts Wades Motel, Mere Brow, Southport, Lancs, at 7.30 p.m.
Eastern Counties M.C. Inter-Area Driving Tests, Starts Cavendish Car Park, Felxstowe, Suffolk, at 10.30 a.m.

Lincoln, 360 Whitehall Road, Westfield, Wyke, near Bradford. . . . The **Surrey Sporting M.C.** usually try to open the speed season with their Brands Hatch Sprint, but this year the weather was not on their side, and the club is now promoting a similar event on 10th November at the same venue. The following clubs are invited: B.R.S.C.C., B.A.R.C., Seven-Fifty M.C., Jaguar D.C., London M.C. and Club Lotus. Regs. are now available from M. Maiklem, Boars Green Farm, Harps Oak Lane, Mersham, Surrey. There are 13

ADVERTISING M.C.

ADMAN RALLY

THE regulations made no bones about it—the Adman, they said, would be a short, sharp half-nighter designed mainly to blow away summer cobwebs and an event entirely suitable for novices, and the fact that six clean sheets finally emerged should be judged against this background information. The regs. also suggested that here was a chance for those concerned to pick up some A.C.S.M.C. championship points. There being no tie-decider, four of the leading crews in the competition promptly helped themselves to ten points apiece.

Forty-four Expert and 36 Novice crews seemed a fair division as competitors assembled at the start, near Maidenhead, on the very wet night of 5th-6th October. Facilities at the start were barely adequate, but fortunately novice crews were handed their road books half an hour before they were due off and they duly retired to their motor cars to transfer the 120-mile route on to their 158s and 159s. Novices only had need to visit 60 out of the total of 70 controls, so an outright win for a hitherto unrewarded crew was a possibility. But not for long, for the initial pace, following the short run-in to a point west of Marlow, was extremely warm. It was bang-bang-bang as far as control 23, with a high proportion of "ones" and "twos", all manned, but after this pleasant little dice the pressure came off quite suddenly, sections became longer and a shortage of marshals became apparent. Suggestions at the finish that this accounted for the clean sheets were not borne out, for the leading crews were all agreed that they were rarely into their 59 seconds at any of the unmanned controls, and although the route checks were generally unambiguous, they were often on the "wrong" signpost arm necessitating cars coming to a complete halt.

One section, 26 to 27, was, however, marshalled and it was obvious that the organizers were pinning much faith in this very tight one-minuter down the somewhat rough and extremely slippery "white" running north-west from 727959. It was tight all right, but in the absence of a similar section or so to back it up, competitors were let off the hook and instead proceeded to climb Aston Hill, historical motoring-wise, but surfaced since the 1920s.

A liaison section brought competitors on to sheet 158 and the pace continued mild, mainly "sixes" and "sevens", often unmanned. Denis Thorne, last year's winner, was taking every advantage of the permitted early arrival and, although running number nine, was now second car through, the Cortina G.T. navigated by David Pratt. Also going well and in no way overawed by running number two was Miss A. Leaney, on only her second rally. Navigated by Mrs. C. Pattison, her Sprite was likewise picking up time, but most people seemed content to run to standard time. The mathematics are easier that way!

Navigators prepared themselves to crack the whip at control 58, south of Britwell on the eastern edge of 158. The white road two-minuter looked tight and there was an ominous equidistant choice of route for those whose maps were unmarked. Control 59 was sited at the aptly named Sliding Hill, and for those who overshot the cart-track cross-roads, the mud was very slippery indeed. Although the organizers did their best to maintain the advantage they had gained here, by following on with short, sharp sections, the territory just wasn't on

classes catered for including one for pre-1940 sports cars. . . . The **Sutton and Cheam M.C., East Surrey M.C. and the Mid-Thames C.C.** are co-promoting a closed sprint meeting, which will be supported by Veedol (U.K.), Ltd., at Brands Hatch on 17th November. There are 10 classes and vehicles of a commercial type will be permitted to take part and will be classed as closed cars. All entries should be submitted before 25th October to Miss Beryl Jacobs, 12 Somers Road, Reigate, Surrey.

their side and crews slowly but surely worked themselves back inside their minute.

Nothing now remained but the run-out to the finish in Reading. The accommodation available at the finish was totally inadequate for an entry of 80 (there were only 11 seats). This is a problem which is causing a lot of headaches, particularly with half-night rallies which finish in the early hours rather than at the conventional breakfast time.

It is attempt at the almost impossible task of setting up a short "Home Counties" rally sufficiently tight to penalize even the quick boys, yet attractive to the important novices, the Advertising Motor Club had done well and had achieved an acceptable compromise. In doing so they had also managed to steer clear of "native trouble"—with 80 entries and with the rally taking place before midnight this, in itself, was laudable.

But the lack of provision for multiple clean sheets is a matter which should be considered for next year, preferably by making sure that there aren't any, but at least by setting up some form of tie-decider which can ensure a positive result. The apparent lack of outside interference with the Adman reflects the care with which the route must have been chosen.

RON AMBROSE.

RESULTS

Equal first: D. H. Ray/S. Gray (Allardette), R. H. Ambrose/M. H. Addington (Allardette), J. E. Huson/B. J. Jones (Mini-Cooper), J. Head/O. Fowler (Mini-Cooper), D. W. J. Thorne/D. A. Pratt (Ford Cortina) and B. A. Green/D. H. Jewell (Morris 1100), 0 penalties.

BORDER M.R.C. CHARTERHALL RACE MEETING,

6th October

RESULTS

Racing Cars (6 laps). Overall Winner: M. Templeton (Lotus-Ford 22). Up to 1,100 c.c.: 1, W. Forbes (Lotus-Ford 22); 2, J. L. Romanes (Lotus-Ford 23); 3, J. B. Willetts (Lotus-B.M.C. 7). **Over 1,100 c.c.:** 1, M. Templeton (Lotus-Ford 22), 88.45 m.p.h.; 2, J. Russell (Lotus-Climax 18); 3, J. Mackay (Shannon Lotus-Climax 11). **Fastest lap:** Templeton, 1 m. 19.2 s., 90.90 m.p.h. **Grand Touring Cars (6 laps).** Overall Winner: R. F. Morrison (Jaguar E). Up to 1,000 c.c.: 1, J. E. Milne (M.G. Midget); 2, J. G. MacWilliam (M.G. Midget); 3, J. Williamson (Austin-Healey Sprite). **1,001-2,000 c.c.:** W. A. Thompson (Lotus Elite); 2, J. F. Dickin (Lotus-Climax 11 G.T.); 3, G. A. Percival (Ford Anglia). **Over 2,000 c.c.:** 1, R. F. Morrison (Jaguar E), 80.29 m.p.h.; 2, E. Liddell (Jaguar E); 3, P. D. Blyth (Austin-Healey 3000). **Touring Cars (6 laps).** Overall Winner: G. A. Percival (Ford Anglia). Up to 1,000 c.c.: 1, W. A. Borrowman (Austin-Cooper); 2, J. Bridges (Morris-Cooper); 3, I. R. Calder (Morris-Cooper). **Over 1,000 c.c.:** 1, G. A. Percival (Ford Anglia), 74.15 m.p.h.; 2, W. N. Drum, A. Dryden (Vauxhall VX4/90); 3, G. Windrum (Sunbeam Rapier). **Fastest lap:** Percival, 1 m. 35.2 s., 75.60 m.p.h. **Sports Cars (6 laps).** Overall Winner: J. Mackay (Shannon Lotus-Climax 11). Up to 1,100 c.c.: 1, J. L. Romanes (Lotus-Ford 23); 2, J. Nicholson (Lotus-Climax 11); 3, P. N. Harrison (Lotus-B.M.C. 7). **1,101-2,000 c.c.:** J. Mackay (Shannon Lotus-Climax 11), 83.20 m.p.h.; 2, T. E. Sleigh (Lola-Climax); 3, C. B. Dawson (Lotus-Climax 11). **Over 2,000 c.c.:** 1, E. Liddell (Jaguar E); 2, R. F. Morrison (Jaguar E). **Fastest lap:** Mackay, 1 m. 24.2 s., 85.5 m.p.h. **B.M.R.C. Trophy Handicap (12 laps):** 1, Miss A. Taylor (Lotus Elan); 2, J. E. Milne (M.G. Midget); 3, W. Forbes (Lotus-Ford 22).

NORTH STAFFS M.C., STOCKPORT M.C., CHESHIRE VIKINGS M.C. and STAFFORD & D.C.C. 240 RALLY,

5th-6th October

RESULTS

1, R. B. Adams/D. M. Adams, 47 marks lost; 2, W. G. E. Mackintosh/H. Wildsmith, 49; 3, G. Vaudrey/C. Jackson, 93; 4, J. T. Jones/B. Garton, 101; 5, I. Hayston-Reay/Miss C. Chamberlain, 144; 6, L. Ball/A. Asher, 155. **Novice Award:** G. Vaudrey/C. Jackson, 93.



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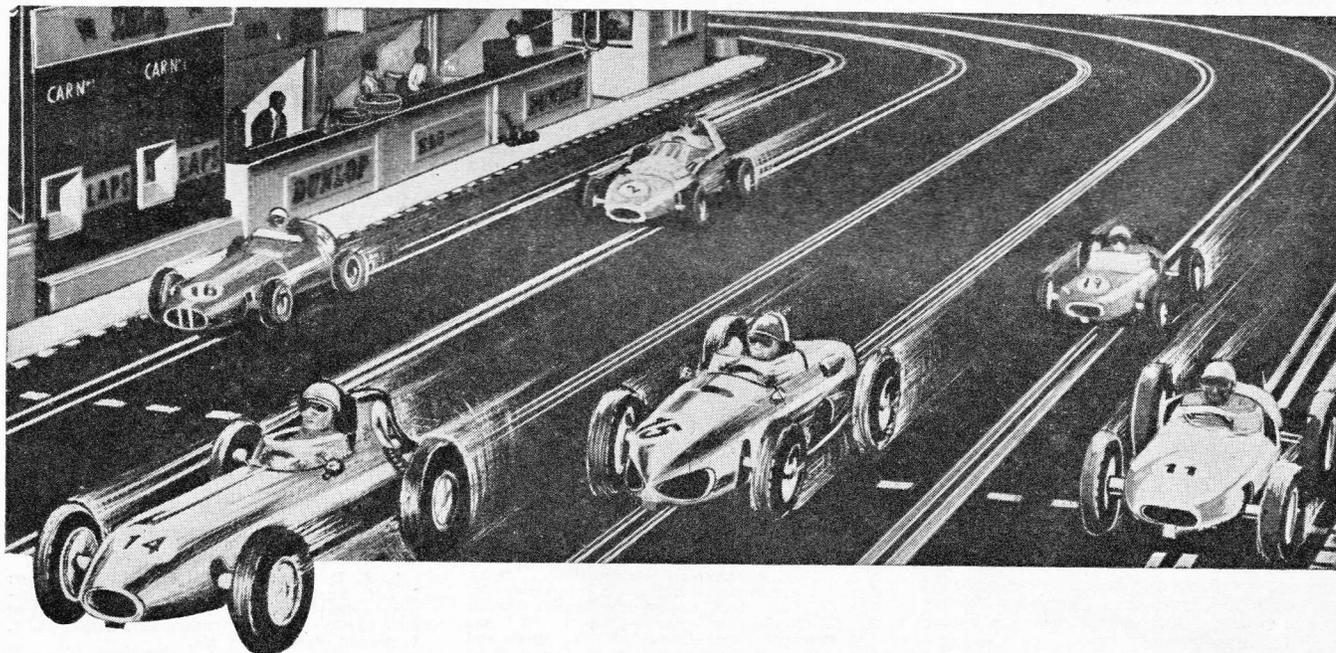
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West Hants and Dorset C.C. NATIONAL BOURNEMOUTH RALLY

ONCE again a potentially excellent route on the Bournemouth Rally was marred by protests concerning an ambiguous direction of approach to a control. A good entry of 53 cars in the national event and 15 cars in the restricted event, which was run over an easier course, assembled at Taunton, where the main topic of conversation was the unthoroughly seeded entry list, in which several very experienced crews were running almost at the back of the field. Opinions differed as to the form the rally would take; however, this was soon discovered as the cars departed on an extremely tight "plot and bash", which should not be at all necessary on a national. Average length of sections was three minutes, which did not allow navigators to get very far ahead with the plotting. These sections were all easily "on" until the long, deep ford on the white road south of Batheaston caused several people to drop time drying out their electrics.

As the rally wended its way up the eastern side of Map 164 patches of mist began to indicate possible conditions ahead, but fortunately it soon dispersed completely.

Having arrived at Control 36, David Seigle-Morris, ably abetted by David Stone, discovered that instead of having route card two stapled to the back of route card one, they had an identical copy of the latter. Porlock Hill being "on" as a special stage, they proceeded directly there, hoping to pick up the route again; the controls concerned, namely 36-47 inclusive, were, of course, all scrubbed, unfortunately, for a concentration of tight controls around the hills of Holnicote Estate just south of Porlock had nearly everybody breathing on their 59 seconds. It was near here that Susan Reeves and John Brown retired due to overheating something.

The old Toll road at Porlock Hill was used uphill at 3.8 miles in 4 mins. 45 secs. The toll-gate keeper was heard to remark that he had seen some of "them that" cars

practising during the week. For those who don't know the road, it is twisting and features hairpins on smooth tarmac—fabulous! The Seigle-Morris/Stone Cortina was fastest by 3 secs. from the Culcheth/Straker Mini-Cooper in 5 mins. 18 secs.

Then came the organizers' big mistake. Controls 48 and 49. Control 48 at 868473 had no approach direction and in trying to reach 48 several cars found 49 and were turned back; in fact, the correct approach direction was from the east, via Porlock. Control 49 was at 851472 appr. N.N.E. in three minutes. Most cars went via Ashley Combe to comply with this approach direction, but the organizers' intention had been to make cars go via the rough white road running just south of the name Worthy Wood. Only nine cars used the official route, thereby being given no "fail". Brian Culcheth/Tony Straker and Tony Cox/John Davenport, who were both still clean, incurred a fail here, putting them completely out of the running for an outright win. In a normal "circus" rally the ambiguity of this approach direction would have caused it to be scrubbed immediately; however, Clerk of the Course Brian Fisher was adamant about keeping it in.

At the petrol halt in Dulverton Tony Cox was still clean and Brian Culcheth had lost one minute while everybody else was on three or more.

Just after petrol an extremely tight series of five controls caused everybody to lose from two minutes (David Seigle-Morris) upwards.

The pace slackened slightly as the rally, now nearing its close, moved towards the coast and Bournemouth, resisting the temptation to use the two airfields west of Taunton, although three different sets of very tricky crossroads caused temporary trouble for several crews. Just about here Tony Cox's Mini-Cooper S started breaking its gearbox, and when the windscreen broke after pursuing a baulker for a couple of

miles Tony dropped some time which was very bad luck after such a fine run.

Back at Bournemouth, results were "being worked out" while the usual driving tests were held on the sea-front. Comparing notes whilst waiting for results to appear made Brian Culcheth/Tony Straker the winner ahead of David Seigle-Morris/Dave Stone on time penalties, but it was not to be, for at 1 p.m. when the results were eventually announced, competitors were told that the ambiguous approach direction "still stood".

So ended another disappointing Bournemouth. Verdict? Route—fabulous; presentation of route—unsatisfactory.

TONY STRAKER.

RESULTS

1, D. Seigle-Morris/D. Stone (Ford Cortina G.T.), 11 marks; 2, A. Harvey/D. Cardell (Mini-Cooper S), 13; 3, J. la Trobe/D. Skeffington (Vauxhall VX 4/90), 14; 4, D. de Souza/P. Baker (Mini), 22; 5, R. N. Richards/G. Davies (Ford Cortina G.T.), 33; 6, A. Taylor/J. Billott (M.G.A.), 48; 7, J. Gardner/B. Parker (Ford Anglia), 50; 8, D. Keeling/M. Bond (Saab 96), 73; 9, D. Hardy/C. Rolls (Mini), 77; 10, B. Culcheth/T. Straker (Mini-Cooper), 1 F., 10. **Restricted Category:** 1, T. Walton/P. Walton (M.G.A.), 11 F., 66; 2, J. Greene/D. Millett (Mini-Cooper), 11 F., 94; 3, R. Cooper/I. Cooper (Vauxhall VX 4/90), 15 F., 56.

HUDDERSFIELD M.C.

PRODUCTION CAR TRIAL

HEAVY rain during the laying out of Huddersfield Motor Club's delayed Production Car Trial course on Saturday, 5th October, threatened to make an interesting series of ten sections virtually impossible. All was sorted out in the end and, after an impromptu lunch, 14 competitors in vehicles ranging from a Commer van to a Mini-Cooper S set out to see what clerk of the course John Netherwood and the country round Denby Dale could provide in the way of amusement.

The three sections in Area 1 all took place in sloping fields and section 3, a down-and-up with a bend in the middle, managed to stop everyone. Area 2 consisted of one section in a shallow, overgrown quarry bottom. Although very wet, it was cleaned more than once, in spite of a nasty ridge just before the "section ends" sign. Like Area 2, Area 3 consisted of a single section, this being a special test marked in seconds instead of by distance climbed. Rita Dawson's Mini-Cooper managed to see off Frank Greenwood's Mini-Cooper S here by the handsome margin of six seconds. Two sections in Rockwood House grounds were then followed by the last three (Area 5) at Messrs. Z. Hinchliffe's mill. Section 8, a climb over a gully and up a long, steep bank, resulted in Christopher England's Mini-Cooper going so far beyond the "section ends" sign that he nearly arrived up on the main road again, whilst Brian Cope's Fiat 600 had to come down with human ballast across the boot to prevent a possible capsizing. Several wellington-booted marshals were on hand at section 9, a duck pond followed by a short, steep hump, as more than one vehicle ground to a halt in six inches of high class mire.

All sections were then attempted a second time, after a few alterations had been made in the light of the first round's efforts. Russell Earnshaw was as delighted as the rest of us when his once-clean, bright red M.G. J2 climbed out of section 10 for the second time to emerge a worthy, muddy winner by 40 clear marks.

GORDON R. MELLOR.

RESULTS

1, R. D. Earnshaw (M.G. J2), 70 marks lost; 2, J. C. England (Mini-Cooper), 110; 3, F. Greenwood (Mini-Cooper S), 115.5; 4, C. B. Cope (Fiat 600), 121; 5, M. Fretwell (Commer), 150; 6, M. V. Lockwood (Renault 4L), 154.

OSWESTRY AND D.M.C. BORDER COUNTIES 200 RALLY

28th-29th September

RESULTS

1, T. Cox/J. Davenport (Mini-Cooper S), 140 marks lost. First Class Awards: T. Gorst/B. Hughes (Mini-Cooper); B. Williams/J. Griffiths (Mini-Cooper S). Second Class Award: P. Shepherd/K. Leckie (Ford Anglia 1500). Team Award: Gorst, Shepherd and Cox.

KIRKBY MALLORY C.C. DERBYSHIRE COUNTY C.C. NOTTINGHAM S.C.C. LEICESTERSHIRE C.C. SOAR VALLEY C.C.

MALLORY PARK SPRINT

DESPITE threatening skies during the morning, which turned to rain by midday, there were 56 competitors in a co-promoted sprint meeting at Mallory Park on Sunday, 6th October. A flooded track surface made things quite tricky, but there was only one spill during proceedings, which did not result in any serious personal injury.

The sprint was over three-quarters of a mile—and was run in an anti-clockwise direction from the Paddock entrance to the normal start-line, which meant that those familiar with the circuit did not have any unfair advantage.

Surprise B.T.D. was put up by the extraordinarily quick Morris Mini-Cooper of Charles Boote, with two lightning runs of 46.4 and 47 secs. This 1,098 c.c. Downton-tuned car has glass-fibre doors, bonnet and boot lid, and weighs only 11.4 cwt., at the same time developing 96 b.h.p. Not even Jack Lambert (E-type), T. B. Beasley (Landar F.J.) or Bob Rose (Elite) could match Boote's times.

Beasley won a poorly supported racing car section, consisting of, besides Beasley, only an ex-F3 Staride, in which a piston disintegrated before a second run could be made, and a Bultaco-engined Fastakart.

R. Taylor, in an Austin Mini, won the Mini class with a run of 57 secs. One found it hard to imagine why, despite a protest, David Martin (B.M.W. 700) had been put in the sports car class, when, although his car had two carburettors, it was conceding 150 c.c. to standard Minis. Naturally Martin did no good in his class, which was won by Mike Garton's Sebring Sprite in 51 secs., but his best run of 57.6 secs. seemed to suggest he would have been better placed among the saloons.

A class for twin-carburetted Minis was won by Boote's silver projectile from C. J. Haslam and John Wagstaff. Lotus Elites were quickest in their class, L. Jackson taking the honours from Derek Wharton and Sid Taylor, who packed up and went home after his first run, as the car wasn't going well.

B. G. Hodgson's highly tweaked Cortina G.T. was well held in the wet to win its class comfortably. In the 1,301 to 2,000 c.c. sports and G.T. class R. G. Woodcock stuffed his TR3 into the banking at Gerard's on his first run, but fortunately suffered only abrasions to his face, although the car was a little out of true. Jack Lambert only had one run in the E-type, but it was sufficiently quick at 47.5 secs. to win the over 2,000 c.c. class.

A most enjoyable sprint meeting, and medals to those who braved the elements to participate and watch. With three practice runs, the programme started about 45 minutes late, but nobody minded very much.

John Dalton gave the Ferrari a rest this time, in order to commentate on the proceedings, and in so doing often revealed the innermost secrets of his friends taking part!

JOHN STONE.

RESULTS

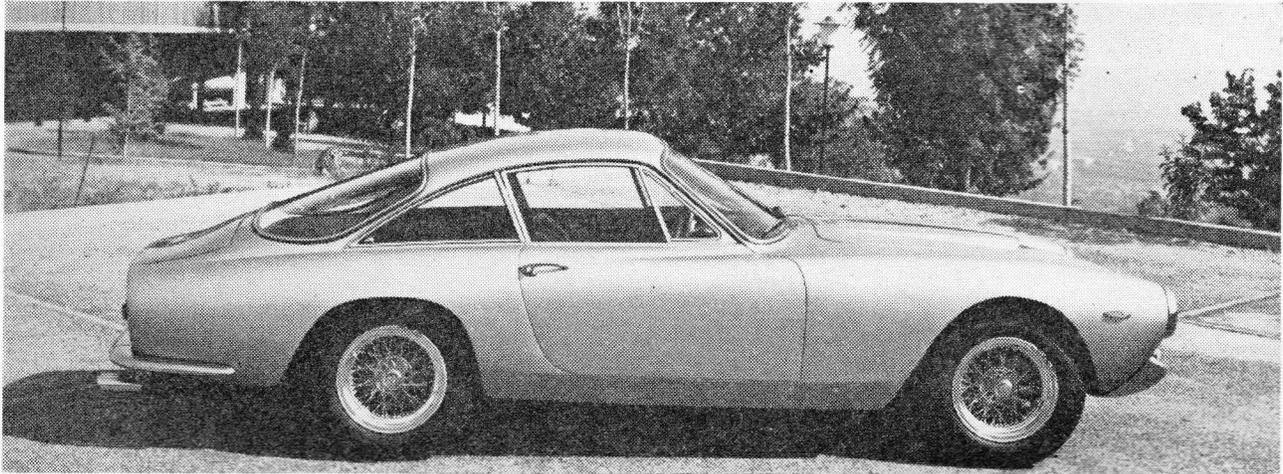
B.T.D.: C. R. M. Boote (Morris), 46.4 s. **Racing cars:** 1, T. B. Beasley (Landar), 46.8 s.; 2, M. C. Stratton (Staride), 53 s.; 3, R. Smith (Fastakart), 58.5 s. **Minis:** 1, R. Taylor (Austin), 57 s.; 2, W. P. Shipside (Wolsley Hornet), 59 s.; 3, H. A. Bishop (Morris), 59.2 s. **Twin-carburettor Minis:** 1, C. R. M. Boote (Morris-Cooper), 46.4 s.; 2, C. J. Haslam (Austin-Cooper), 48.2 s.; 3, J. Wagstaff (Morris-Cooper), 52.6 s. **Sports and G.T. cars up to 1,100 c.c.:** 1, M. E. Garton (Sebring Sprite), 51 s.; 2, R. Preston (Sprite), 52.4 s.; 3, J. Clower (Sprite), 53.4 s. **1,101 to 1,300 c.c.:** 1, L. Jackson (Elite), 49 s.; 2, D. Wharton (Elite), 50.2 s.; 3, S. J. Taylor (Elite), 52 s. **1,301 to 2,000 c.c.:** 1, R. Rose (1.5 Elite), 47.5 s.; 2, J. G. Sharp (M.G.A.) and H. A. Bishop (TR2), 49 s.; 4, R. Harvey-Bailey (Porsche), 53.2 s. **Over 2,000 c.c.:** 1, A. J. Lambert (Jaguar E), 47.5 s.; 2, B. Seedhouse (Daimler SP250), 52 s.; 3, C. G. Green (TR4), 53 s. **Saloons 1,301 to 1,650 c.c.:** 1, B. G. Hodgson (Cortina GT), 53.4 s.; 2, J. R. Tyler (Rapiere), 59 s.; 3, Miss M. J. Holland (Vitesse), 60.8 s.

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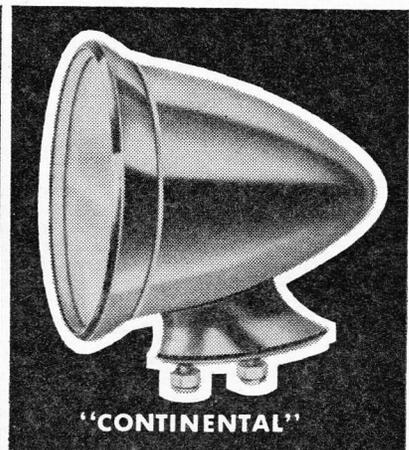
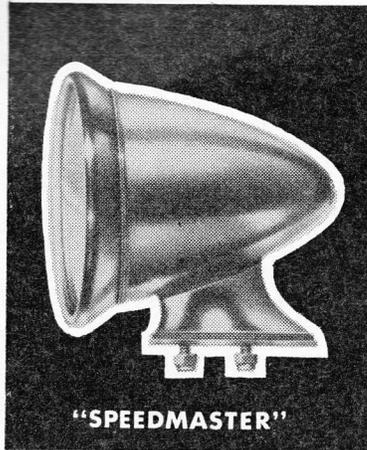
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B.A.R.C. (YORKSHIRE CENTRE)**HAREWOOD HILL-CLIMB**

IT was "new faces" day at the fifth Harewood Hill-Climb held by the Yorkshire Centre of the B.A.R.C. on Sunday, 29th September. Officially labelled the "Novice Hill-Climb", the event was open only to centre members who had never won an award in a speed event or who had not won one since the beginning of 1960. The entry list thus carried the names of a few unsuccessful regular competitors, quite a number of newcomers loath to compete with the regular speed circus at the normal events, and quite a few old members who have dropped out of the speed scene in the last three years.

The result was—to the surprise of the organizers—that the entry list of 100 was over-subscribed, and all the competitors enjoyed a day's competition in an informal atmosphere. Quite a wide variety of cars competed, including several regular award winners in the hands of drivers quite unused to such machinery.

It was one of these which set B.T.D. Tony Lanfranchi hurried back from his success the previous day at Snetterton and handed over his Elva to Gary Whitehead, who set a novice record in a highly creditable 53.52 secs. Second was R. G. Hirst in a Cooper-Climax in 53.93 secs.

Weather conditions were far from good, which was a contributory factor to the times being so far below those at the National event earlier in the month. Frequent drizzle and a surface which never really dried out, promoting wheelspin at the slightest touch of throttle, hampered everyone.

The class for B.M.C. Minis, up to 850 c.c., was won by K. M. Overend in Bob Soper's supercharged Morris, and D. A. Gould was second in a highly creditable 62.30 secs.—only a second slower. Harry Mason in Ken Lee's Mini-Cooper S took the Cooper-Mini class by three seconds from A. B. Stevenson's normal Cooper, and another of Ken Lee's cars—a Morris 1100—took the 1,300 c.c. touring car class, driven by the writer.

Closest competition in the saloon classes came in the 1,900 c.c. class, in which Cortina G.T.s outnumbered the rest. Cyril Wray (Lotus Cortina) clinched the class win with a time of 60.68 secs.

D. G. Button won the small marque sports car class with his Sprite, and D. W. Poole the next class with his M.G.A. L. Hinchcliffe took the other marque sports car class with his M.G.B. B. I. Kenworthy's Lotus Elan was best in the sports car class, up to 1,900 c.c., with a time of 58.33 secs. from P. H. Ruffell's M.G. twin-cam.

Everyone held their breath as the "novices" conducted Jaguar E-types up the slippery hill in the large sports car class, but no one really put a wheel wrong and held incipient slides very well. A. E. Crowther's E-type taking the class from John Binns' similar car. R. W. Miller's Lotus 7 was best of the smaller sports-racing class, and P. R. Bason's similar car took the award for second place in the unlimited sports racing class.

The opinion was that this was a successful experiment providing a welcome opportunity and well justified by the support, but the problem is whether there will be a sufficient supply of novices to over-subscribe next year's event after the winners at this meeting rendered themselves ineligible!

PETER CRAVEN.

RESULTS

B.T.D.: G. Whitehead (Elva-Ford Mk. 7), 53.52 s. Touring cars, B.M.C. Minis, 850 c.c.: 1, K. M. Overend (Morris s/c), 61.28 s.; 2, D. A. Gould (Morris), 62.30 s. Over 850 c.c.: 1, H. C. Mason (Morris-Cooper S), 59.14 s.; 2, A. B. Stevenson (Morris-Cooper), 62.31 s.; 3, J. Forest (Austin-Cooper), 62.85 s. Touring cars, up to 1,300 c.c.: 1, P. M. Craven (Morris 1100), 62.84 s.; 2, A. R. Bruton (Volkswagen), 69.43 s. 1,301-1,900 c.c.: 1, C. Wray (Lotus Cortina), 60.68 s.; 2, J. White (Cortina GT), 61.05 s.; 3, G. R. Monkman (Cortina GT), 61.95 s. Over 1,900 c.c.: P. A. Snowden (Ford Zephyr), 69.11 s. Marque Sports Cars up to 1,300 c.c.: 1, D. G. Button (Sprite), 59.76 s.; 2, G. W. R. Smith (M.G. Midget), 61.27 s. 1,301-1,650 c.c.: 1, D. W. Poole (M.G.A. 1600), 59.84 s.; 2, H. E. Twaites (Sunbeam Rapier), 60.04 s. 1,651-2,500 c.c.: 1, L. Hinchcliffe (M.G.B.), 58.78 s.; 2, G. Ellis (M.G.B.), 60.18 s. Sports cars, up to 1,900 c.c.: B. I. Kenworthy (Lotus Elan), 58.33 s. Over 1,900 c.c.: 1, A. E. Crowther (Jaguar E), 55.49 s.; 2, J. C. Binns (Jaguar E), 56.69 s. Sports-Racing cars, up to 1,200 c.c.: R. W. Miller (Lotus 7), 56.11 s. Over 1,200 c.c.: R. G. Hirst (Cooper-Climax) 53.93 s.

Hagley and D.L.C.C.'s CHATEAU IMPNEY SPRINT

ON Sunday, 29th September, as rain fell only a few miles away, the Hagley and District Light Car Club held their restricted Chateau Impney Speed Trial at Droitwich under amazingly dry and often sunny conditions. The weather, however, did not supply the only surprises, for after practice Tony Marsh (Marsh-Climax) was easily the fastest, from David Good (Cooper-Daimler), and appeared all set for both an outright win and victory in the Formula Junior class with the Lotus.

This was not to be—for on his first run over the twisting half kilometre course with its natural hazards Good headed Marsh by 0.1 sec. with Ian McLaughlin third 0.02 sec. behind. With conditions remaining dry the large crowd present looked forward to a close scrap on the second runs, and they got one. By coincidence, Good, Marsh and McLaughlin all suffered from misfiring engines and despite determined efforts were all slower, only Marsh getting below 23 secs. Tony Griffiths, however, saw his chance and with the ex-Scragg B.R.M. made full use of the car's immense power, forcing the B.R.M. in great style over the bridge to beat the experts with a time of 22.34 secs., but leaving Reg Phillips's remarkable 1961 record of 22.08 secs. intact.

Malcolm Eaves provided the next shock, for with his ex-Marsh Lotus 20 he beat the former owner in his later similar car, taking the Formula Junior class in 23.85 secs. Last year's winner, Bill Bradley, in the Auto Racing Services Lotus 22 could not get below 23 secs. but proved unbeatable, despite an excursion on his first run, in the team's Lotus 23B, taking the Miller Cup for the quickest sports-racing car and leaving Jack Pearce as runner-up in the same car.

The heavily subscribed Group 2 saloon car class up to 1,600 c.c. resulted in a good win for John Handley with the fantastically powerful Broadspeed-entered Austin-Cooper S. B. Mills-Taylor (Austin-Cooper) surprisingly pushed Mike Evans out of second place.

Minis also dominated the small Grand Touring class with Boote's familiar overbored Morris-Cooper leading Ralph Broad in the smaller engine car by 0.39 sec. An "off form" Nick Porter just managed to oust A. K. Poole's Sprite from third position.

Class 4 proved to be a Bob Rose benefit and Rose's time was also sufficient to defeat Phil Scragg's E-type Jaguar which, nevertheless, led the E-types of Reg Phillips and Frank Wall in the large G.T. category. Patsy Burt, a

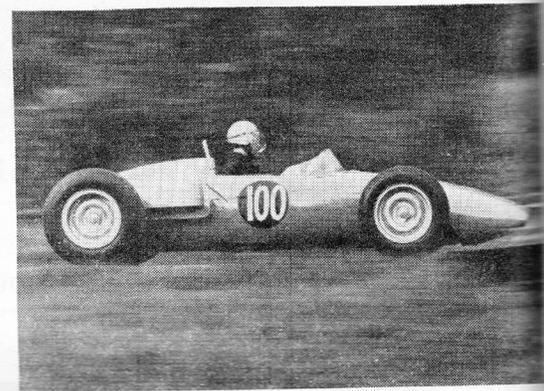
regular at the Chateau, returned a good time of 24.51 secs. with her Cooper, being the quickest lady driver.

The event was without doubt the best supported and run of the series despite a 20 minute hold-up caused by a 'teddy boy' who threatened a spectator with a knife, although the police eventually got their man!

MAX TRIMBLE.

RESULTS

B.T.D.: A. B. Griffiths (B.R.M.), 22.34 s. Saloons up to 1,600 c.c.: 1, J. Handley (Mini-Cooper S), 26.34 s.; 2, B. Mills-Taylor (Mini-Cooper), 27.30 s.; 3, M. R. Evans (Mini-Cooper), 27.80 s. Grand Touring and including Production Sports Cars up to 1,100 c.c.: 1, C. R. M. Boote (Mini-Cooper), 25.86 s.; 2, R. D. Broad (Mini-Cooper), 26.25 s.; 3, N. Porter (Mini-Cooper), 27.14 s. 1,101 c.c. to 2,600 c.c.: 1, J. Bloxham (Lotus 7), 25.11 s.; 2, M. J. Virr (Morgan 4/4), 25.92 s.; 3, M. J. Hawley (Porsche), 26.45 s. Over 2,600 c.c.: 1, P. Scragg (Jaguar E), 24.90 s.; 2, R. W. Phillips (Jaguar E), 25.88 s.; 3, F. E. Wall (Jaguar E), 26.25 s. Racing Cars up to 500 c.c. and Formula Junior: 1, M. J. Eaves (Lotus-Ford), 23.85 s.; 2, A. E. Marsh (Lotus-Ford), 24.05 s. Formule Libre: 1, D. R. Good (Cooper-Daimler), 22.67 s.; 2, A. E. Marsh (Marsh-Climax), 22.77 s. Sports-Racing Cars up to 1,300 c.c.: 1, D. Firkins (Lotus 7), 25.32 s.; 2, B. J. Newsome (Lotus 7), 25.42 s. Over 1,300 c.c.: 1, J. Pearce (Lotus-Ford 23B), 23.94 s.; 2, G. Austin (Emeryson-Climax), 24.09 s.



TONY GRIFFITHS scored a surprise win in his ex-Phil Scragg B.R.M., beating past hill-climb champions David Good and Tony Marsh. His time was 22.34 secs.

BEDFORD A.C.**PODINGTON SPRINT**

THE Bedford A.C.'s Autumn sprint was probably the most successful ever run at Podington, and it attracted a good crowd of spectators, who saw some exciting motoring on a beautiful afternoon. The "star" of the meeting was Mike Garton in his ex-works Le Mans Sprite (the 1961 official entry) who made B.T.D., despite the presence of some Juniors and a 500. In the small sports class Ian Bates took the record for 750 Formula cars in 66.72 secs. and very nearly took the class as well, for Jibb's M.G. Midget only did 66.14 secs. Garton had it all his own way in the next class, for he did 59.04 secs., which turned out to be B.T.D. and a new class record.

The big sports car class produced an E-type, a Cooper-Bristol and a DB4, plus the more usual TRs and M.G.s and a T.V.R. None, however, was as quick as John Gott's well-known ex-works Austin-Healey 3000 which broke its own record in 60.38 secs. and André Baldet's hot, Weber-carburetted M.G.B which was runner-up in 61.36 secs.

The handicap class was much larger than usual, because the faster cars were entered in the hope of beating Garton's time and the knowledge that their performance was too well known to win the class. The result was the most hairy runs of the afternoon.

JOHN GOTT.

RESULTS

B.T.D.: Mike Garton (Austin-Healey Sprite), 59.04 s. Class Winners: I. Bates (Austin) 66.72 s.; J. Jibb (M.G. Midget), 66.14 s.; V. Gardner (Austin Healey Sprite), 61.54 s.; J. Gott (Austin-Healey 3000), 60.38 s.; B. Hawkins (Austin-Cooper), 64.48 s.; A. Baldet (Lotus Cortina), 63.67 s.; P. da Noregga (Lotus-Ford 22), 59.87 s.; T. Asher (Austin Minivan), 73.08 s.; M. Stratton (Staride 500), 62.62 s.

HANTS & BERKS M.C.**EXPERTS' NIGHT TRIAL**

THE Hants and Berks M.C.'s well-known event, the Experts' Night Navigation Rally, was held under that title for the last time on 28th-29th September. As from next year it will be renamed the "Holland Birkett Experts' Night Trial", in memory of Holland Birkett, founder member of the club and instigator of this type of event who was killed in a flying accident last July.

This year, 47 competitors drawn from the Hants and Berks and other invited clubs set out in search of Alice in Wonderland. Characters from the two "Alice" books lay in wait to sign route cards or left cryptic messages for crews who had managed to solve the somewhat abstruse navigational problems at the start. Successful completion of the four loops constituting the route—approximately 160 miles in length—within the prescribed time limit led at last to the Mad Hatter's Tea Party, held at breakfast time! Start, central control and finish were at Rowstock Corner Garage, Harwell.

RESULTS

Noctivation Trophy: A. V. Matthison. Navigator's Award: W. A. Gunn. First Class Awards: D. C. E. Johns; C. P. Rogers; W. A. Huggett; A. C. B. Green; E. Wray. Second Class Awards: P. E. McGlade; A. T. Bint; C. M. C. Cooper; G. V. Ballard; N. P. G. Thorne.

N.C.

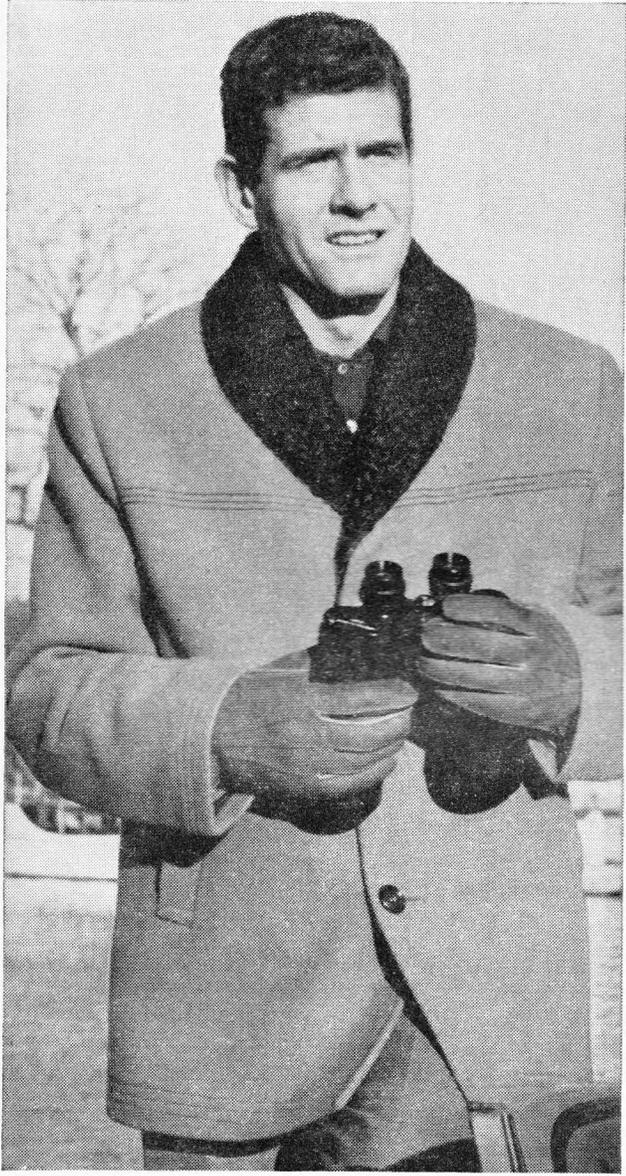
EAST ANGLIAN M.C. CLACTON RALLY

28th-29th September

RESULTS

1, A. T. Lobb/B. Lockyer (Ford Cortina G.T.), 0 marks lost; 2, C. Bent-Marshall/R. Davies (Mini-Cooper), 2; 3, V. J. Souster/J. Trott (Triumph Vitesse), 2; 4, R. Harkness/B. Iles (Mini-Cooper S), 9; 5, J. Stentiford/A. Straker (Mini-Cooper), 9; 6, P. Noad/M. Hayward (Volkswagen), 10.

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OVER THE EDGE? Geoff Newman, aided by an energetic female bouncer, urges his mount on to fifth place in the well-organized Derngate Trophy Trial.

from a dry start, went up a narrow lane, then into a deep and glutinous mud bath; those who got through (none were seen) faced a tight right-hand turn to climb a steep bank, but those who did not were ignominiously heaved out by a Land-Rover using a long, long rope.

The lunchtime scoreboard showed Barden —6, with Rawlings and Rex Chappell —8, but then as the "circus" moved off to the first hill it rained, and it kept on raining! But the situation did not change, Barden held off Chappell by two marks, Rawlings kept third spot but dipped a further 18. Quite simply, the morning round in the dry was the decider.

RESULTS

1, P. A. Barden, 111 points; 2, R. F. Chappell, 113; 3, D. Rawlings, 131; 4, B. Blundell, 137; 5, G. J. Newman, 145; 6, J. F. Harrison, 149; 7, G. C. Langdon, 164; 8, C. Taylor, 165; 9, D. Render and G. R. Lindsay, 167; 11, P. E. Highwood, 168; 12, T. Thompson, 169.

PERCY BARDEN WINS THE DERNGATE TROPHY TRIAL

By FRANCIS PENN

bins, Ivor Portlock, John Harrison, Bill Warr, Colin Taylor, S. Jenkins, R. C. Needham, Geoff Lindsay, Cuth Harrison, T. Thompson and G. Langdon.

Climbing in a similar fashion, the fourth hill included ruts with the banks and then led to a bad left-hander at the finish, cars going too slowly grounding on the last bump.

Hill No. 6 turned left and right to somewhat similar bumps running on to a very steep finish. The seventh hill ran down a steep earth bank, around a tight hairpin, turned right over two bumps to a steep grass bank, which cut down to ruts, then on to a precipice finish. No one made it, best being Rawlings, Highwood, Hobson and Newman who made section two.

Hill No. 8 was a climb on a curved earth bank; a very hard surface allowed all bar one to ascend. The ninth descended steeply from a grass bank on adverse camber, up a severe gradient to turn right over a bump; only eight failing to reach the top.

Hill No. 10, a short and sweet effort, was a dry-weather climb, having no failures. It was included there just in case it was wet—it was later! The 11th climb was earthy, but included a series of earth ruts. Hill 12,



TAKE OFF! Percy Barden, winner of the trial, tries to imitate an aeroplane on one of the several tricky sections.

THE Northampton and D.C.C.'s Derngate Trophy for trials cars, a qualifier for the B.T.R.D.A. and R.A.C. Championships, took place at Crawford St. John, near Kettering, on Sunday, 6th October, and drew an entry of 45 starters.

The trial was superbly organized, featuring unusual amenities such as a large marquee in a well-placed parking lot, an attending ambulance, safety tow rope gangs on each hill and a coupled-up Land-Rover working in the only mud bath. The course allowed for both wet and dry conditions: certain hills, easy in the morning when it was dry, were distinctly the reverse in the afternoon when it was not!

Here are the hills and an account of the first round. Hill No. 1 started from a railway siding, then ran up a soil/mud surface on adverse camber to a very steep finish; at least two-thirds of the entry reached the top. The second commenced in a quarry, ran down a dip, then-up a grass bank to turn left over a bad ridge just before the top, the dip at the bottom slowing down the "rush boys".

Hill three had a very steep start on grass to a series of vile bumps to finish atop a muddy 1 in 2 hillock; this, if taken fast, threw cars high into the air: Peter Highwood reached the vertical! Yet next up, Ken Lindsay, in a perfect climb, never lifted his front wheels. Clean climbs were made by Fred Cole, Ken Lindsay, Geoff Newman (who had found out that for three years he had had too high a bottom gear!), M. J. Dribble, Peter Barden (who broke a steering rod but, luckily as it turned out, set to and mended it!), Lol Hurt, A. Rob-

Vickers-Armstrongs (Hurn) C.C. INTER-CLUB DRIVING TESTS

DRIVING tests have been poorly supported in the South-West this year, but the event promoted by Vickers-Armstrongs (Hurn) C.C. on 6th October proved one of the exceptions. Despite competition from a championship event not so far away, the club received over 60 entries, with 21 teams. Five tests were laid out on Bournemouth

B. ROWLAND in his Minisport. He made B.T.D., won the best special award and was a member of the winning team —what more could you want?

Promenade and were such that a premium was placed on the cool and collected style of driving, rather than the high speed and "press on" type. Despite cloudy skies, the threatened rain held off until the afternoon and everyone got a run on a dry track. The road was of medium width, so there was little room for making mistakes. The pylon turns were tight, and there were some very solid stone walls awaiting the unwary.

With so much going on all at the same time, it is difficult to single out any separate performances, but among those whose performances were noteworthy were David de Souza, who took the award for best saloon car, with his Mini-Cooper S, B. Rowland's tiny Minisport was tremendously fast and spun like a top on the turns, getting a well deserved B.T.D., and award for the best Special. Ted Bunce's Talisman had an extraordinary steering lock, which must have been the envy of many small car owners! Tony Heron showed considerable improvement in form with a sparkling performance with his Sprite. Peter Cooper's famous Ford Special got down to 182.4 secs. for everything, in the usual Cooper style, though E. S. B. Clayton's red Midget did 180.1 secs., which got him the best sports car award.

The final team placings were close, with Dowty (Cheltenham) M.C. on top with 562.3 secs.

Special mention should be made of the organization, which coped with some 120 runs through five tests, from 11 a.m. (via a pleasant lunch break in the club's own headquarters a mile away) to 4 p.m.

TONY HOLLISTER.

RESULTS

1, Dowty (Cheltenham) M.C.: B. Rowland (Minisport), J. Miller (Austin) and E. S. B. Clayton (M.G. Midget), 562.3 s.; 2, West Hants and Dorset C.C. "A": P. G. Cooper (Ford Special), B. Woodfield (A.-H. Sprite) and J. A. T. Hood (Morris Mini), 575.2 s.; 3, Vickers-Armstrongs (Hurn) C.C. "A": D. de Souza (Mini-Cooper S), A. Heron (A.-H. Sprite) and P. Dawson (A.-H. Sprite), 589.3 s.; 4, Exeter M.C.: H. Hossell (M.G. Midget), C. L. Jones (A.-H. Sprite) and P. J. Smith (Austin), 597.7 s.

LANCASHIRE AND CHESHIRE C. C. PRODUCTION CAR TRIAL

22nd September

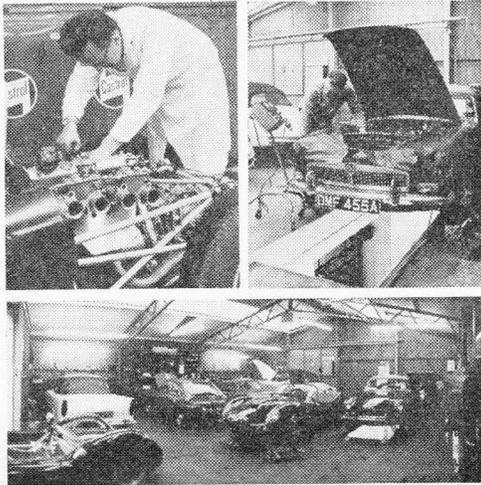
RESULTS

Jack Sivey Challenge Cup: E. B. Wadsworth (Danzel). Chairman's Cup: M. Hinde (Volkswagen). First Class Awards: F. E. Wall (Mini-Cooper); M. Hazelwood (Austin-Healey Sprite). Second Class Award: P. M. Appleton (Volkswagen). Best Lancashire and Cheshire C.C. Member: J. E. Shaw (Mini-Cooper S). Novice Award: G. K. Armstrong (Ford Classic). Team Award: M. Hinde, F. E. Wall, M. Hazelwood (Hagley and D.L.C.C.).



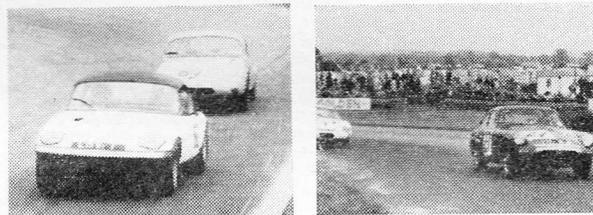
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(Photo by Lynton Money)

ASTON MARTIN MARK III DROP HEAD COUPE 1959. Beautifully finished in pale opalescent blue with grey hood and interior. Fitted with overdrive, radio, heater, full and half tonneau, spot and fog lamps. One of the last of these much sought after cars ever produced. **£1,375**

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LOTUS ELITE SPECIAL EQUIPMENT 1962. Finished in midnight blue with red interior trim. Fitted again with balanced engine and diaphragm clutch, and equipped with Pirelli tyres, safety belts, Stage II camshaft and Formula Junior steering wheel. **£975**

LOTUS ELITE STANDARD CAR 1962. Finished in British Racing Green with black interior trim. Yet again fitted with balanced engine and diaphragm clutch, Michelin "X" tyres, safety belts, close ratio gears. A fastidiously maintained example at **£965**

LOTUS ELAN 1963. Finished in Medici blue with black interior trim and equipped with close ratio gearbox, heater, radio and Pirelli tyres. A one-owner, 3,000 miles, example offered at **£1,045**

M.G.A MARK II ROADSTER. Finished in tartan red with matching interior trim. A late 1962, one-owner car and probably amongst the last batch of "A"s produced. A low mileage example equipped with radio, heater, luggage carrier, tonneau cover, screen washers, etc. **£695**

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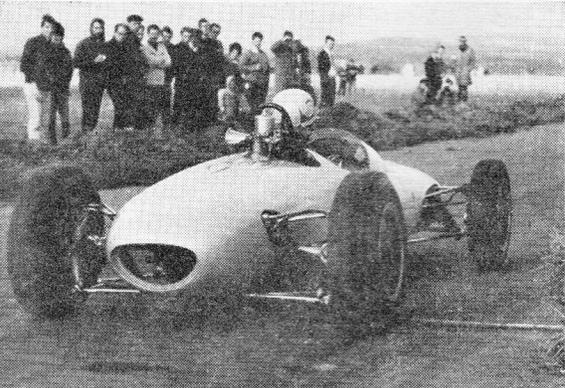
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SWANSEA M.C. PEMBREY SPRINT

THE morning of Swansea Motor Club's recent Pembrey Sprint had opened under heavy skies, and practice started in pouring rain; however, these conditions did nothing to detract from the usual smooth organization and, even if the commentary tended to be rather unfortunate, sun and wind dried the course for the afternoon, and spectators enjoyed watching the demolition of Josh Randles's absolute course record, held at 31.28 secs. by the Cooper Monaco for two seasons. The presence of Peter Boshier-



PETER BOSHIER-JONES broke the course record at Pembrey with a resounding 30.60 secs. in his supercharged, Coventry Climax-powered Lotus 22, beating Josh Randles's time of 31.28 secs.

Jones with his immaculate blown Lotus-Climax had promised some excitement, though an anticipated battle came to naught when Ken Wilson was found to have withdrawn his B.R.M. in favour of his Lister-Jaguar; after an exploratory two-revolution spin in practice, on racing tyres, Boshier-Jones went back on to R6s for the afternoon, and hurled the diminutive Lotus round the 1,000-yard course in 30.60 secs. to take the class and B.T.D. as well as the class and course records, a performance which he was almost able to repeat, completing his second run in an only slightly slower 30.99 secs.

To keep in the fashion, Tom Jones revolved his F.J. Envoy somewhat in practice and then went on to win the small racing car class in 34.63 secs., under very heavy pressure from Colin Priddey, whose Cooper-J.A.P. returned 34.73 secs. for the place; Bob Phillips appeared with a 650 c.c. Triumph power-plant in his venerable Mk. 6 Cooper, transforming the car overnight into a force to be reckoned with.

The 1½-litre sports-racing class saw Seward Ashcroft's Lotus Super 7 lower the class record to 33.48 secs., with the rev. counter well in the red; Brian Field, with his similar machine, was also able to lower the record, which had been his own, but could not improve on 33.58 secs., conceding the class to Ashcroft, while Ken Wilson's big Lister was unopposed in the unlimited class with 33.28 secs.

The sports and G.T. classes provided a good deal of interest; Keith Evans, whose not-so-young and virtually standard Triumph TR2 can usually be expected to give a good account of itself, whatever the opposition, indulged himself with a spin at the esses, but nonetheless took the 2-litre class in 38.52 secs.,

HOWARD BILEY.

RESULTS

B.T.D.: P. Boshier-Jones (Lotus-Climax 22), 30.60 s. Racing cars up to 1,100 c.c.: 1, T. Jones (Envoy-Ford), 34.63 s.; 2, C. Priddey (Cooper-J.A.P.), 34.73 s. Over 1,101 c.c.: 1, P. Boshier-Jones (Lotus-Climax 22), 30.60 s. Sports-racing up to 1,500 c.c.: 1, S. Ashcroft (Lotus Super 7), 33.48 s. Over 1,501 c.c.: 1, K. Wilson (Lister-Jaguar), 33.28 s. Sports and G.T. up to 1,100 c.c.: 1, N. Harvey (Austin-Cooper S), 38.22 s., 1.101 to 1,600 c.c.: 1, T. Pascoe (Porsche), 37.74 s., 1.601 to 2,700 c.c.: 1, K. Evans (Triumph TR2), 38.52 s. Touring up to 1,100 c.c.: 1, R. David (M.G. 1100), 42.14 s. Touring up to 1,100 c.c. (Coopers and modified cars): 1, N. Harvey (Austin-Cooper S), 38.54 s.; 2, J. Churchill (Austin-Cooper S), 39.14 s., 1.101 to 1,600 c.c.: 1, C. Lewis (Lotus Cortina), 37.79 s.; 2, J. Northcroft (Lotus Cortina), 38.84 s.

ALLARD O.C. HERTS COUNTY A. & Ae. C. NORTH LONDON E.C.C. TRIUMPH S.O.A.

EELMORE PLAIN SPRINT

IN these days when rallying is becoming more and more unpopular with the public, it is gratifying to see more and more clubs turning to events off the highway and more and more club members supporting them. Not many restricted rallies nowadays attract an entry of 79 cars and the drivers in this sprint enjoyed some exciting motoring in which B.T.D. was in doubt almost to the last run.

Each driver had to do one standing and one flying lap of the tight little course, which so evened things out with its sharp bends that one second spanned the five fastest cars and only three seconds the ten fastest.

The unlimited class in the G.T. category produced B.T.D. and some very hairy runs. Neil Dangerfield, in his rapid Lawrence-Tuned TR4, set the pattern on his very first run. Leaving his braking to the last moment and taking to the gravel to get the fastest possible line on the top bend, he did 1 min. 12.10 secs. in a beautifully judged run which no one was to beat. John Gott in his ex-works Healey 3000, trying hard, knocked over three seconds off that with 1 min. 13.52 secs.

JOHN GOTT.

RESULTS

B.T.D.: N. Dangerfield (Triumph TR4), 1 m. 12.10 s. (best N.E.E.C.C. member); 2, R. Tindell (Lister-Jaguar), 1 m. 12.20 s.; 3, C. Tooley (Lotus-Ford), 1 m. 12.38 s. (best H.C.A.A.C. member); 4, D. Farrell (Farrallac Allard), 1 m. 13.09 s. (best A.O.C. member); 5, J. Gott (Austin-Healey 3000), 1 m. 13.13 s. Production Saloons: Up to 850 c.c.: R. J. Connell (Austin Mini), 1 m. 24.85 s., 851 to 1,100 c.c.: E. R. Sturt (Austin-Cooper), 1 m. 21.65 s., 1.101 to 1,600 c.c.: N. Mcq. Leslie (Ford Cortina G.T.), 1 m. 25.40 s. Unlimited: H. R. Moore (Ford Zephyr 6), 1 m. 27.75 s. Modified Saloons, G.T. and Standard Sports Cars: Up to 1,000 c.c.: J. W. Holt (Austin-Cooper), 1 m. 21.17 s., 1,001 to 1,600 c.c.: D. S. Handley (Lotus-Ford), 1 m. 17.70 s. Unlimited: J. Gott (Austin-Healey 3000), 1 m. 13.13 s. Modified Sports Cars, Sports-racing and Specials: Up to 1,100 c.c.: D. A. Denhart (Cooper-Climax), 1 m. 14.75 s. Unlimited: R. H. Tindell (Lister-Jaguar), 1 m. 12.20 s. Racing Cars: Major P. J. Gold (Cooper-Vincent), 1 m. 25.45 s. Ladies' Prize: Mrs. S. Farrell (Farrallac Allard), 1 m. 14.49 s. Team Prize: John Gott (Morris-Cooper S and Austin-Healey 3000). Best T.S.O. Member: E. E. Lazarus (Triumph TR3A), 1 m. 22.95 s.

GUILDFORD M.C. DRIVING TESTS

THE penultimate in the series of restricted Driving Tests qualifying for the Driving Tests Championship of the Association of Central Southern Motor Clubs, organized by the Guildford Motor Club, was held at Malta Barracks, Aldershot, on Sunday, 29th September, and the organizers were lucky that the venue, which is a pleasant sheltered spot, was blessed with fine weather. The sun even shone at times. An entry of 41 made up in quality what it lacked in quantity, and after scrutineering at 10.30 a.m. the event got off to a relatively punctual start at 11.

The Guildford "boys" favour a system of test layouts practically unique, using only two sets of pylons and lines, and re-using each set twice making a total of six different tests without re-organizing the equipment. This makes for an organizers' paradise and sheer hell for the competitors who are expected to be able to memorize each test, but keep on seeing the same set-up for different routes. Only one of the tests really fell into the memory-teaser type, however, and most competitors expressed satisfaction with the entire event. Another unique arrangement gives competitors no idea of their actual times, so they are unable to compare and check times, and gives only how much longer they take than the fastest man in their class in each test. As a result the day seemed to drag rather with no subject matter for discussion dear to the "pylon-dodgers". Each of the tests were straightforward, comprising only weaving, stopping astride and turning forwards and backwards, with no tricky garages, boxes or scissors to perform.

Randall was his usual immaculate self, establishing a lead of 11.3 secs. over his equipe-mate John Calton and 11.4 over Norman Dunton. Ron Witheyman sewed up the combined class for large saloons and sports cars with his stylish performance in the white TR4.

LEO CRUTTENDEN.

RESULTS

B.T.D.: D. de Souza (Mini-Cooper S). Best Lady Driver: Mrs. D. Witheyman (Herald). Minis and Coopers: 1, L. Cruttenden (Austin); 2, J. Farncombe (Austin). Saloons up to 1,000 c.c.: 1, G. Tipple (Anglia); 2, P. Steiner (Simeca 1000). 1,001-1,500 c.c.: 1, S. Pemberton (VW 1200); 2, F. Bishop (Popular). Sports Cars up to 1,100 c.c.: 1, R. Randall (Midget); 2, J. Calton (Midget); 3, N. Dunton (Midget). Sports Cars over 1,100 c.c.: 1, R. Witheyman (TR4); 2, G. Sinclair (CAV).

Southsea Motor Club's AUTOSPORT DRIVING TESTS

WITH the usual calm efficiency of the Southsea Motor Club, a fair if cool day, a class entry of 54, and the final round in the A.C.S.M.C. Driving Tests Championship "Autosport" promised to be a real humdinger. Promise was fulfilled for the entire entry (except Ian Mantle, whose daughter was taken suddenly ill) turned up to do battle and in every class competition was keen and fierce, so much so that we saw two cars rolled. Brian Eastwood was almost justified in the Mini accident, for he was tying neck and neck with Graham Lindley, and remained so right to the end of the day, finishing with identical marks. Both returned identical times on the first two tests as well!

The six tests were in two groups, one of four before an interval and two larger tests taken in the afternoon. At the almost prompt start of 12.15 p.m. Tony Yoward gave some delicately executed demonstration runs, and battle commenced.

The first four tests were straightforward: No. 2 was a little on the "niggly" side, test three spoilt by twice having to encircle a pylon and test four caught out a number by being rather larger than expected, and resultant arrivals at the line were rather faster than planned!

The last two tests were largish blinds, five being a variation on the layout and equipment of test one, but the final affair being a real beauty, including forwards into a garage, reverse out, through a gap, encircle a large box, forward into a garage, reverse out and then the classic turn in the aforementioned box, followed by a 180 deg. blind for home. The Midgets and Sprites excelled here, though the ADO15s were close behind, but Harris was a sight for sore eyes in DMF II, his flick turn out of the garage the fastest the writer has ever had the pleasure to watch.

The usual notoriety were present, Randall dominating the "Spridgets" as ever, but pressed by Harris in his "other car", and Pat Mann made a welcome re-appearance to show the old form is still there, taking the small sports class. Ozanne indicated that a Cortina G.T. can be flung about easily, beating, but only just, F. Bishop's well-used Popular.

Dink Atkey, looking a trifle lost in an 1100, captured the class after John Dorton did in a universal; Graham Tipple tried hard to catch him in the 105E, unsuccessfully, and Mike Robinson appeared with a Viva (usual claim to usual record). He claimed it was stable, but I must report it appeared to lean a fair bit!

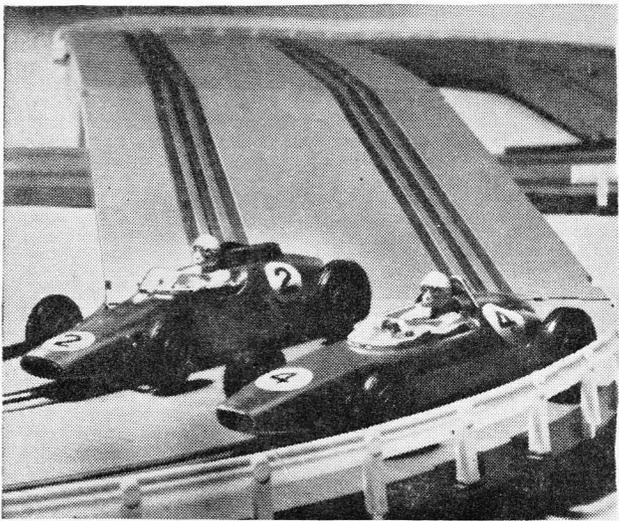
The usual Mini and Cooper battles waged and Gerry Clear took the latter, but gets a special award for best promoting Club member, leaving the class award to John Farncombe, who couldn't put a wheel wrong.

A first-class event, smooth, neat and tidy. Well done, Southsea! LEO CRUTTENDEN.

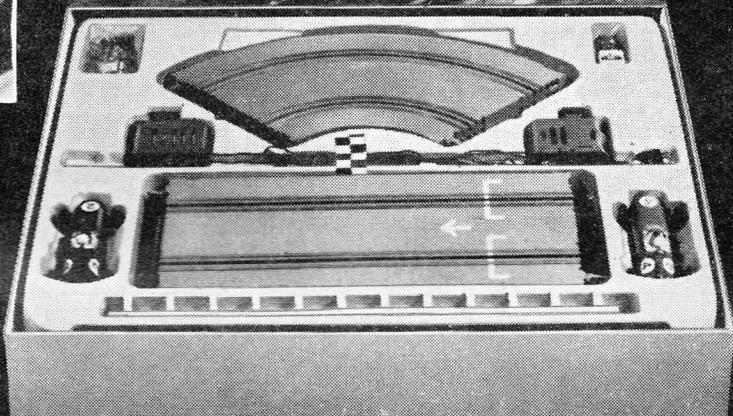
RESULTS

B.T.D.: D. Harris (D.M.F. II), 1,560 s. Best Southsea M.C. Member: G. Clear (Mini-Cooper), 1,806 s. Best Lady Driver: Mrs. V. Davison (Sprite), 2,130 s. Club Team: East Surrey M.C.: R. Gee (Sprite), D. Worgan (Sprite) and D. Harris (D.M.F. II), 5,212 s. Team: The Locals: J. Harnett (Mini), G. Lindley (Mini), G. Clear (Mini-Cooper), 5,700 s. Minis: 1, G. Lindley (Mini), 1,894; 2, B. G. Eastwood (Mini), 1,894 s. Mini-Coopers: 1, J. Farncombe (Mini-Cooper), 1,872 s.; 2, G. Lindley (Mini-Cooper), 1,882 s. Saloons: 1, D. Atkey (Morris 1100), 2,084 s.; 2, G. Tipple (Anglia 105E), 2,116 s.; 3, M. Robinson (Viva), 2,166 s. Large Saloons: 1, J. Ozanne (Ford Cortina G.T.), 2,166 s.; 2, F. Bishop (Ford 100E), 2,174 s. Small Sports: 1, P. Mann (Sprite Mk. 1), 1,844 s.; 2, R. Lavender (Sprite Mk. 2), 1,912 s. Large Sports: 1, R. Randall (M.G. Midget), 1,706 s.; 2, D. Harris (Sprite), 1,730 s.; 3, D. Beare (Sprite s/c), 1,744 s. Specials: J. Price (D.M.F. I), 1,782 s.

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- £695 1960 JAGUAR XK 150 FHC. Superb in Sherwood green, overdrive, wire wheels, radio. Wood rim wheel, etc.
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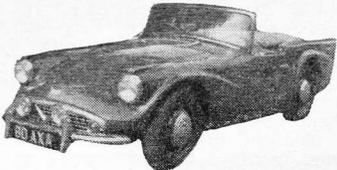
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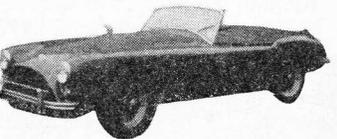
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6

DAVID BARDEN eclipsed his father's win in the Derrnate Trial by winning last Sunday's 19th Annual Bossom Trophy Trial. This R.A.C. qualifying and B.T.R.D.A. Gold Star Championship counting event attracted an entry of 34, with one non-starter, Fred Dean. Signing on and scrutineering started early in the misty depths of Kent at Mote Park, Maidstone. Formalities completed, the colourful calvalcade wended their way in convoy through Boxley village to the heights above.

The entry was split into four, each group tackling a different part of the wooded course. The unlucky ones in the draw started on the 1 to 6 sections, these hills still glistening with the early morning dew. The first hill had an adverse camber start, followed by a right- and left-hand turn, the hill finally disappearing into the darkness of the overhanging foliage. The first dozen cars away slithered to a halt around the 9 and 10 markers, and it was not until Lee Chappell clawed his way to the 6 marker that the hill looked climbable. David Render also made the 6 marker, but now Rex Chappell arrived on the scene, romped up the hill and cleared it. He was later followed to the top by Percy Barden, Don Rawlings, David Barden and Peter Highwood.

Hill 2, a straight up, but not too steep a climb, was a most frustrating hill for the competitors, especially the early numbers, although first man away, Gordon Holdrup, managed to trickle away on the virgin grass to reach the 6 marker, but from then on 11 and 12 marks were more common, the wet grass polishing, making traction virtually impossible. However, with the persistent sun, the ground began to dry and the late runners were able to use a full blooded belt technique, and in this manner the hill was finally conquered by David Barden, and Peter Highwood, the latter having to thank his bouncer's exuberance for his success.

Hill 3 was cancelled and at Hill 4 no one managed to get through the gateway of menacing tree trunks and 11 was the

BOSSOM TROPHY TRIAL

David Barden's First Win

By COLIN TAYLOR

highest. Hill 6 was a long, winding climb running too close for comfort to trees. Geoff Lindsay looked like climbing the hill, but instead of keeping right of a fallen tree trunk, he decided to mount it and with no wheels left on the ground, settled for 2 marks. The 1 marker saw Bill Warr, Don Rawlings, David Barden and Allan Robbins, the only clear going to Colin Taylor.

The seventh hill gave little trouble to most, although Grahame White having rather an off day, managed to lose some points, as did Jeremy Bassett, J. H. Cartwright and M. Adlington.

The remaining hills were situated in another section of the woods, the conditions were dryer and as a result tyre pressures had to be adjusted to around 3½ lbs. to compensate for the extra grip, which killed the engines of many cars running at too low a pressure. These last five hills were climbed by one or another, except Hill 11, which remained invincible; this climb was a straight up blind, the highest up honour going to Ron Kemp with a 2.

The first round completed, lunch-time was taken. The majority of participants, their tongues hanging out, beetled down to the Kings Arms for a "noggin". Having doused their sorrows in alcohol the competitors turned to their cars, topping them up with petrol and water. The lunch-time scores were announced with David Barden leading

with 24 marks lost, followed by Don Rawlings and Peter Highwood with 27, Colin Taylor 35 and Allan Robbins 38.

The commencement of the "afternoon's" sport was not attended by Gordon Jackson, Peter le Couteur and Jeremy Bassett, all three retiring due to mechanical problems.

The afternoon sections were basically the same as the morning with a few variations, and a couple of new hills added. With the day remaining fine the ground had dried and as a result fewer marks were lost.

The battle for premier position continued between David Barden and Don Rawlings; they both drove excellently and only lost one mark apiece all afternoon, so the lunch-time lead was unaltered. Peter Highwood was chasing hard on their heels, but an unfriendly roof persuaded him to go off course and add an unwanted 5 to his score sheet, but he still retained his third placing. Colin Taylor hung on to finish fourth. Allan Robbins dropped his fine lunch-time placing when he had to retire with differential trouble. Percy Barden, therefore, stepped pleasingly into fifth place, followed by Rex Chappell who still has his wife and usual bouncer René filming from the sideline, instead of urging Rex up the hills. Bernard Dees was unlucky seventh, but he had already qualified, and therefore took it like a sport.

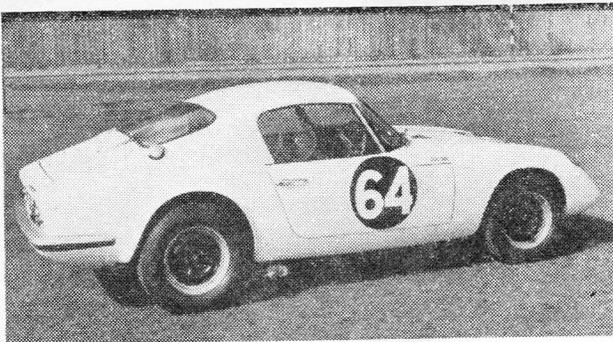
The day's excitement over, the tired competitors, marshals and officials staggered back to Mote Park, where results were soon announced and awards presented, with a special cheer for David Barden for his fine win, and the Maidstone and Mid-Kent Motor Club, including marshals and officials, for a grand day's sport.

RESULTS

1, D. L. Barden (P.A.B./Cannon), 25 marks lost; 2, D. J. Rawlings (Cannon), 28; 3, P. F. Highwood (Canhi), 33; 4, C. Taylor (Cannon), 48; 5, P. A. Barden (Cannon), 50; 6, R. Chappell (Cannon), 60; 7, B. H. Dees (Cannon), 66; 8, S. R. Seely (V.G. Special), 68; 9, L. Chappell (Cannon), 69; 10, F. C. Cole (Cannon), 72. **Team Award:** D. Render, B. Blundell and C. Taylor.

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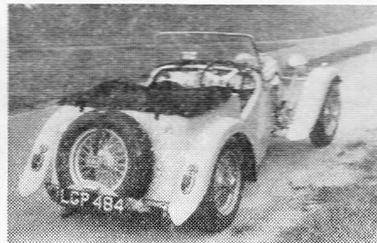
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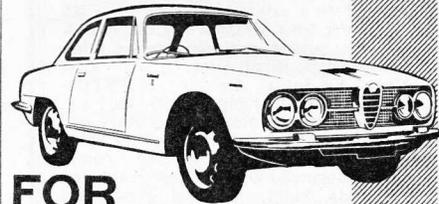
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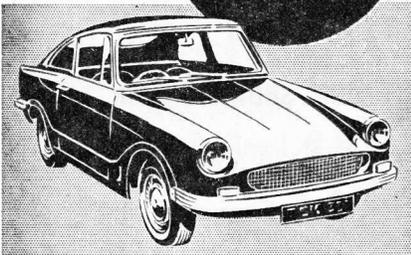
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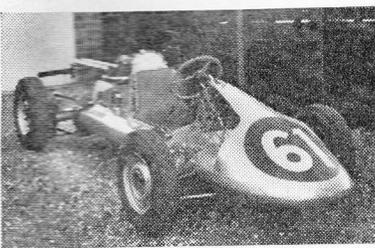
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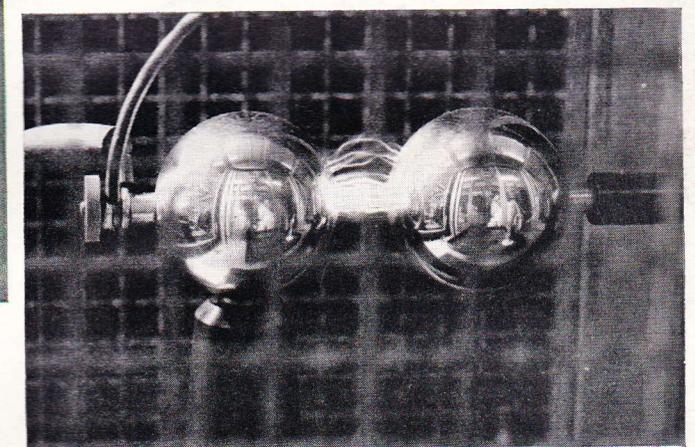
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