

DUTCH GRAND PRIX

AUTOSPORT

MAY 29, 1964

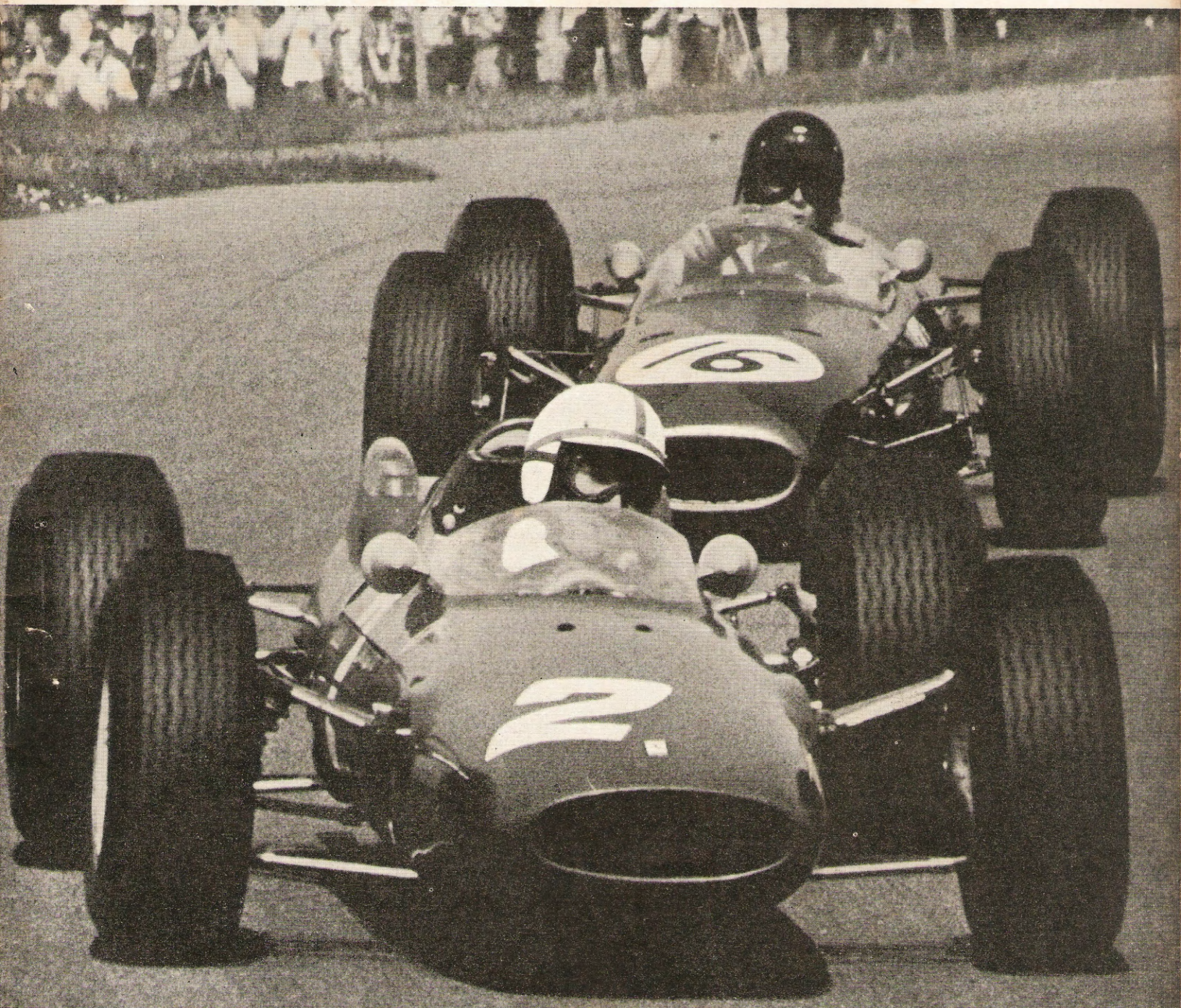
AUTOSPORT

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EVERY FRIDAY
Vol. 28 - No. 22

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

SCOTTISH RALLY—FULL REPORT AND PICTURES : MANX TROPHY RALLY
PRIX DE PARIS : CLUB RACING AT OULTON PARK AND SILVERSTONE

LOTUS SEVEN* MAN-MADE MAN-MAKER

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May 29, 1964 Volume 28 Number 22

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EDITORIAL

INDIANAPOLIS AND NÜRBURGRING

FOR the time being, at any rate, Formula 1 racing takes a back seat; that is, till early next month when the World Championship struggle is renewed, with the added prospect of the début of Japan's Honda. This weekend the eyes of the motor racing world will be on the Memorial Day Sweepstake 500-mile race at Indianapolis, and the 1,000 kilometres of Nürburgring for prototype and G.T. cars. Jim Clark's incredible qualifying speeds with the Lotus-Ford at Indy have made headlines all over U.S.A., and the organizers anticipate a crowd of well over 300,000, while entrants can expect the largest amount of prize money ever to be available for a single motor race. Television and radio coverage is on the grand scale, and millions of people will have a lap by lap account of a contest which promises to make history. It may well be the last appearance of the orthodox front-engined Indy machines, for the European-inspired cars, with engines behind the drivers, have caused an upheaval amongst American racing-car constructors. Also, the domination of the great four-cylinder Meyer-Drake (Offenhauser) power-unit is threatened by the advent of the Ford V8 units, which in the pre-race trials have stolen much of the Offy thunder. Yet the last page may not yet be written. The torque characteristics of the admirable big four are eminently suited to Indianapolis, and despite the confidence Ford have in the men using their equipment, it would be extremely foolish to under-rate the chances of newer rear-engined machines such as Jack Brabham's Trackburner, fitted with Offy power-plants. Ford are also concerned with Nürburgring, where the A.C. Cobras will have another go at Ferrari, and where the Ford G.T. should make its first racing appearance. Here again, the chances of another make should not be overlooked, for recently the eight-cylinder prototype Porsche has been turning in some extremely rapid laps, particularly in the hands of Edgar Barth. Nevertheless, a Ferrari victory must be on the cards, and only mechanical bothers ought to prevent the Maranello cars from repeating their Sebring success.

HIGH-SPEED DEMONSTRATION

LAST Sunday's Dutch Grand Prix at Zandvoort was assuredly a demonstration of the virtuosity of World Champion Jim Clark in his Lotus-Coventry Climax. Leading the race from start to finish, the Scotsman never put a wheel wrong and, after he had broken up the challenge from Graham Hill, John Surtees and Dan Gurney, he completely dominated the event. Admittedly it became something of a high-speed procession, enlivened for the spectators by the numerous dog-fights which broke out from time to time among others. Anyway, John Surtees proved that Ferrari's come-back in Grand Prix racing is a reality.

OUR COVER PICTURE

DISPUTE for second place in last Sunday's Dutch Grand Prix fought between John Surtees (Ferrari V8) and Dan Gurney (Brabham-Coventry Climax). This was one of the several contests that kept the race alive, despite the runaway victory of World Champion Jim Clark in his Team Lotus car.

Photo: George Phillips

PRIOR to Sunday's Nürburgring 1,000-km. race, Ferrari and Porsche lead the World Speed and Endurance Challenge Cup Competition with 16 points each, Alfa Romeo and A.C. Cobra sharing third place with 13 points each. This competition is run annually by the organizers of Sebring, the Targa Florio, Nürburgring 1,000-km. and Le Mans for prototype and G.T. cars.

MARANELLO CONCESSIONAIRES will have two Ferraris at Le Mans: a 330P and their GTO. Drivers are Graham Hill, Jo Bonnier, Innes Ireland and Tony Maggs—a formidable line-up indeed.

BRITISH DRAG RACING ASSOCIATION

THE British Drag Racing Association's inaugural practice day will be held "at an airfield venue about 70 miles north of London" on 7th June. The event is the first of a series of regular drag races to promote the sport in this country.

Denis Jenkinson, who signed away his beard by stating that the Allard Dragster Dragon would never beat 12 secs. over the quarter-mile—which it did at the recent Duxford meeting—will ceremoniously have his magnificent growth removed. "Jenks" will also try to beat the barrier himself.

THE Alfa Romeo Giulia Spider is available with Girling disc brakes, not Dunlop as stated in last week's AUTOSPORT.

ROVER-B.R.M. WITHDRAW FROM LE MANS

A BITTER disappointment, the Rover-B.R.M. has been withdrawn from the Le Mans 24 Hours next month.

Although the car is ready and progress with the Corning ceramic regenerative heat exchanger is satisfactory, more engine endurance running is required than can be achieved in the time available.

It is intended to enter next year's race.

TESTING the 5-litre Le Mans Maserati at Monza last Thursday, André Simon crashed, damaging the car slightly and suffering a few scratches and a broken finger himself. The car will be ready for Le Mans, where it is to be driven by Simon and Maurice Trintignant.

DIVA DEVELOPMENTS

TEAM DIVA have now sold the Divas they raced last year: the Doug Mockford machine has been acquired by James Moore, while the ex-John Bloomfield machine will be used by Norman Surtees until he takes delivery of a new '64 model. Doug Mockford and John Bloomfield have also ordered new Divas for this season.

ALAN MANN RACING will be entering at least one Ford Mustang in the Spa-Sofia-Liège Rally later this year.

CONSUMA HILL-CLIMB

A Win for Odoardo Govoni

DRIVING extremely well in his ancient Tipo 60 "Birdcage" Maserati, Italian driver Odoardo Govoni won last Sunday's Consuma Hill-Climb, recording a time of 6 mins. 54.17 secs. up the 7.77-mile course, which represents an average speed of 67.51 m.p.h. Second was Edoardo Lualdi in a '64 model Ferrari GTO in a time of 7 mins. 1.21 secs., with Mario Casoni a resounding third in an F3 de Sanctis-Ford in 7 mins. 6.9 secs.

This meeting was a qualifying round for the 1,300 c.c. division of the G.T. constructors' championship, the class being won by Ridolfi (Abarth-Simca) in 7 mins. 25.71 secs.

RESULTS

1, Govoni (Maserati), 6 m. 54.17 s.; 2, Lualdi (Ferrari GTO), 7 m. 1.21 s.; 3, Casoni (de Sanctis-Ford), 7 m. 6.9 s.; 4, Colombo (Porsche 904), 7 m. 9.58 s.; 5, "Miro Gay" (de Tomaso-Ford), 7 m. 11.1 s.; 6, Prinoh (Ferrari), 7 m. 15.36 s.; 7, Toppetti (Lotus-Giannini 23), 7 m. 19.54 s.; 8, Venturi (Abarth 1000), 7 m. 20.6 s.; 9, Demetz (Abarth-Simca 2000), 7 m. 25.4 s.; 10, Ridolfi (Abarth-Simca 1300), 7 m. 25.71 s.

PIT and PADDOCK

SIX HOURS ENTRIES

FOR the first time this year, British racegoers will be able to witness an international saloon car race for which a truly representative entry has been received. The Brands Hatch Six-Hour race on 6th June, sponsored by the *Motor*, has attracted works participation from Mercedes-Benz, Lancia, Alfa Romeo and B.M.W. Examples of Glas and Volvo will also be seen.

Favourites for outright victory are last year's unlucky pair, Dan Gurney/Jack Brabham in Alan Brown's Ford Galaxie. But six hours is a long time and, in addition to the Continental works teams, the Alan Andrews Lotus Ford Cortinas and the works Mini-Cooper Ss will be ready to pick up the pieces. Also one must not ignore the privately entered Jaguar 3.8s—the Coventry marque, renowned for their success in long-distance races, won the previous two six-hour races at Brands.

The entry of a Grand Prix driver in a "new-to-British-racing American monster" has yet to be confirmed. In all, 35 cars will face the starter's flag—the five fastest in each of the seven classes in practice.

WESTBURY AT BARBON

UNFORTUNATELY, our report of last Saturday's championship Barbon Manor Hill-Climb was sufficiently delayed in the post to prevent its inclusion in this week's issue. Best time of day was set by the inevitable Peter Westbury, who ascended in 27.174 secs. in the Ferguson P99.

Peter Boshier-Jones beat Tony Marsh into second place, their respective times being 27.680 secs. and 27.710 secs.

HONDA RUMOURS CONFIRMED

AT last some official news concerning Honda is forthcoming. A 12-cylinder car will be driven by the Californian Ronnie Bucknum, who has been doing a lot of test driving at Suzuka recently, in the Belgian Grand Prix.

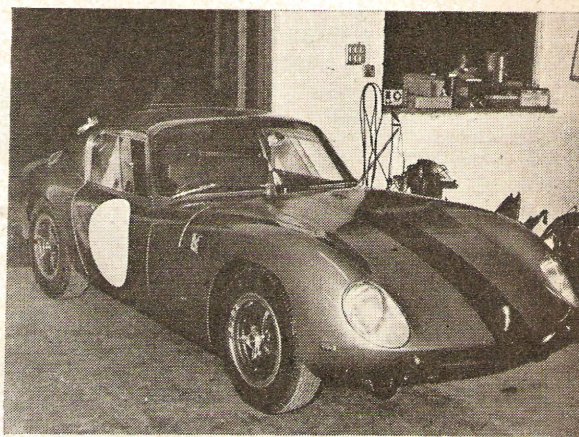
For a long time Bucknum has impressed Americans with his driving of production sports cars—he has represented B.M.C. in Austin-Healey 3000 and M.G.B cars—but unfortunately he lacks the knowledge of single-seater racing and, perhaps more important, European tracks.

Matich Wins N.S.W. Racing Car Championship

BRABHAM-COVENTRY CLIMAX pilot Frank Matich had little trouble winning the New South Wales Racing Car Championship at Catalina Park, Katoomba, on 17th May. The 2.5-litre Climax-powered car had too much steam for the 1.5-litre Ford-powered Lotus 27 and Brabham of Leo Geoghegan and Greg Cusack, who finished second and third. David McKay, whose Brabham won the title a year ago, has since retired, and thus did not defend his championship.

In practice, Matich broke Geoghegan's outright lap record by 1.3 secs., recording 56.4 secs., 82.2 m.p.h. During the second race of the day, a six-lapper, Matich circulated in 56.7 secs., winning from Geoghegan and Cusack.

After a slow start in the Championship event, Matich passed Cusack on lap 2 and Geoghegan a lap later, to take a lead he did not lose. He gradually drew away to about 5 secs. ahead of Geoghegan, while behind him Cusack slowly dropped back. Bob Holden's Lynx-Peugeot held fourth place, just ahead of David Walker's F.J. Brabham, which was leading the 1,100 c.c. class from several Lotus 20s and Ralph Sach's Elfin. Walker held station at Holden's tail for a dozen laps, never quite able to get past, but he then dropped back to finish 15 seconds down on Holden. Cusack and the twin-cam Brabham-Ford were unable to keep up with Geoghegan's



LOTUS ELAN-BASED car of Ian Walker which is destined to contest the G.T. prototype honours at Le Mans. The 150 b.h.p. car is said to be capable of a top speed of around 160 m.p.h., which is fair going by any standards.

IAN WALKER'S LE MANS CHALLENGE

IAN WALKER has produced an exciting new G.T. prototype car for Le Mans. This independent challenger, which will take on the cream of Europe's G.T. cars, is a 1,600 c.c. Elan-based Lotus. The twin-cam engine develops 150 b.h.p. and is fitted with a steel crank to withstand the stress of 24 hours' hard work on the Sarthe circuit. It is expected that its top speed on the 3½-mile Mulsanne straight will be around 160 m.p.h.

The lightweight aluminium body has been wind-tunnel tested to give maximum aerodynamic efficiency, and total weight of the car, which is only 3 ft. 5 ins. high, is just 11 cwt. The car made its race debut at Montlhéry last Sunday, when Jackie Stewart won his class. Next appearance is at the Nürburgring on Sunday.

It is reported that Jackie Stewart and Ninian Sanderson will be driving the car at Le Mans.

OVER 200 entries have been received for the Rally to the Midnight Sun, which starts on 9th June. Included among them are Bo Ljungfeldt in an Alan Andrews Racing-entered Ford Falcon, Pauli Toivonen (Volkswagen 1500S), Pat and Eric Carlsson (Saabs) and no fewer than 34 B.M.C. cars out to battle with the Scandinavian entries.

lightweight Lotus, which used a push-rod engine bought from Cusack the previous day. Matich finished 4.2 secs. ahead of Geoghegan, who in turn was 28.1 secs. up on Cusack.

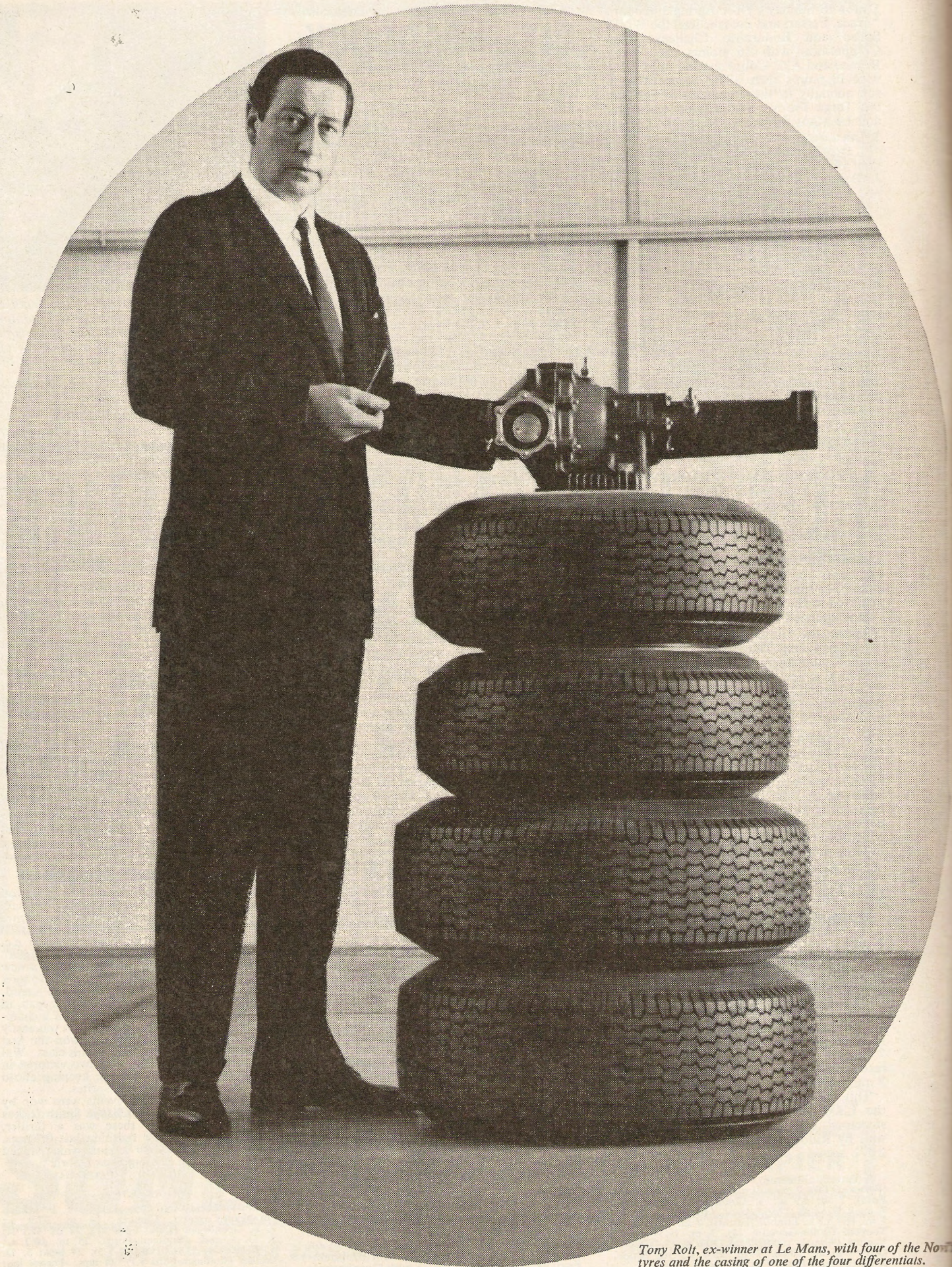
In other events, Ron Clarke's 1,300 c.c. Mini-Cooper S won a 25-lap "Mini-Miglia" from Jon Leighton's 1100 S, setting a new class lap record. Brian Muir's Holden S4 took 1.5 secs. off Bob Jane's touring car lap record, and held off a determined Leo Geoghegan, in a Cortina G.T. The second round of a championship series for pre-1963 Holdens was easily won by Barry Seton, who also won the first round and seems unbeatable in this class. Wal Donnelly drove his Turner to two victories in production sports car events, keeping ahead of a pack of Morgans and Sprites.

The two sports-racing events were won by Matich (Lotus 19) and Charlie Smith (Lotus 23). The second of these was a thriller, Smith's 1,600 c.c. car finishing just 0.2 secs. ahead of Cusack's 1500 version, which lapped quicker than the existing class record.

PETER BAKALOR.

RESULTS

N.S.W. Racing Car Championship: 1, F. Matich (Brabham-Coventry Climax), 24 m. 37.9 s.; 2, L. Geoghegan (Lotus-Ford 27), 24 m. 42.1 s.; 3, G. Cusack (Brabham-Ford), 25 m. 10.2 s.; 4, R. Holden (Lynx-Peugeot 1.5), 24 laps; 5, D. Walker (Brabham-Ford 1.1), 24 laps. Fastest lap: Matich, 57.5 s.



Tony Rolt, ex-winner at Le Mans, with four of the Norton tyres and the casing of one of the four differentials.

4-wheel-drive Rolt aims the Shell at Indy

THIS WEEKEND the Ferguson-Noví car will endeavour to make the 500-mile Indianapolis an Anglo-American triumph. Tony Rolt, design director of Harry Ferguson Research Ltd., is hoping to see a vindication of the 4-wheel-drive principle which he has nursed for 25 years.

Last year in practice at Indy with a 2½-litre unblown Climax engine, the Ferguson was as fast *through the turns* as anything yet seen on the famous oval 'brickyard'. Now, with the 650-BHP supercharged V-8 Noví engine, it should have 50% more power than the 4.2 litre Offenhauser engine so often victorious at Indy.

4-wheel drive is not unknown in Indianapolis, but hitherto it has been handicapped by too much weight, poor handling qualities and un-

suitable differentials between front and rear drives. This year it will be different.

Tony Rolt reckons the Ferguson-Noví will fulfil the great promise of 4-wheel drive: '*More time accelerating and less time decelerating*'.

This advance will play a major part in the development of Formula 1 Grand Prix cars when more powerful engines are allowed in two years' time.

The Ferguson transmission has 1,041 parts. With this complexity, and 650-BHP to transmit, it is not surprising Ferguson have relied on Shell oil to help with development of this project.



GO WELL—GO SHELL

SPORTS NEWS

STARTING at 9 o'clock on Sunday morning, this year's Nürburgring 1,000 kms. race for G.T. and prototype cars has 80 entries. Among them are 15 Ferraris, 17 Porsches (10 of them 904s), 10 A.C. Cobras and six Jaguars. The Ford G.T. is expected to make its début—a test under racing conditions before Le Mans.

LAPPING Monza at over 100 m.p.h., a Ford Corsair G.T. has set 13 new world records for its class, all previously held by Continental cars. Driven in three-hour spells for four days by a team of six amateurs, the run was watched by observers of the F.I.A.

GOODWOOD on Saturday, the scene of the B.A.R.C.'s 62nd Members' Meeting, has attracted several well-known names as Chris Williams, Rodney Banting, Hugh Dibley, Bruce Halford, Peter Gethin, Doc Merfield and John Miles. The cars range from a V8 Formula 1 Lotus and a Lotus 30 to the humblest of saloons, so excellent entertainment is assured. The first race is at 2 p.m.

JIM CLARK leads the B.R.S.C.C. Saloon Car Championship in the Lotus Cortina with 48 points. Other positions after Whit Monday's Crystal Palace meeting are: John Fitzpatrick (Mini-Cooper S), 34; Mike Young (Anglia 1200), 26; Peter Arundell (Lotus Cortina), 24; Paddy Hopkirk (Mini-Cooper S), 20; Sir Gawaine Baillie (Galaxie), 18.

Team Lotus also lead the Lombank Saloon Car Championship by 12 points.

THE 1,301-2,000 c.c. class at the Drag racing meeting at Dufford Aerodrome, reported in last week's issue, was won by Tony Kinch's Lawrence-Tuned Cortina G.T., not Paul Steiner.

IT appears more than likely that the Abarth team will not appear at Le Mans, for Carlo Abarth has been disappointed about the performances of the Abarth-Simca 2000 this year.

R.A.C. HILL-CLIMB CHAMPIONSHIP Positions After Barbon Manor

	Pts.
1. Peter Westbury (Ferguson-Climax)	42
2. Tony Marsh (Marsh-Climax)	40
3. Peter Boshier-Jones (Lotus-Climax)	31
4. Tony Griffiths (B.R.M.)	27
John Macklin (Cooper-Buick)	27
6. Ray Fielding (Lotus-Climax)	6
7. Wally Cuff (Cooper-Daimler)	5
Patsy Burt (Cooper-Climax)	5
Ian McLaughlin (Clewley-Chevrolet Spl.)	5

Opening Round at the Roskilde Ring

AT the National Open meeting at Roskilde on 10th May, Hartvig Conradsen, driving a Cooper-B.M.C. Mk. 3, took the major award. As is customary at Roskilde, results were based on aggregate times, and on this occasion there were two heats for each class of racing.

The main race was for Formula 3 cars, with Formula Junior cars being allowed to participate. In fact, only Simon de Lautour's Lotus complied with F3 regulations. Most of the Scandinavian drivers are keeping to Formula Junior at least until next season as the races in Denmark and Sweden cater for the old formula.

In heat one, Jorgen Ellekaer (Lotus 22) took the lead from the flag with Conradsen and de Lautour close behind. Sven Andersson (Cooper) was unlucky to find Gotenhjelm's Lotus 22 sideways across the track in front of him, but was able to proceed despite the nose of the Cooper being considerably the worse for wear. At the exit of Pirelli corner at the end of the first lap Conradsen took Ellekaer on the inside. Next time round at the hairpin Ellekaer almost lost the Lotus and de Lautour slipped through on the inside. Ellekaer moved back into second place on lap five but was unable to catch Conradsen's Cooper. On the

SWISS driver Jean-Claude Rudaz is continuing his run of successes in hill-climbs. The F1 Cooper-Coventry Climax pilot set a new record of 7 mins. 57.3 secs. at the Côte de la Montagne Lure event on 17th May, half a minute better than second-man André Periat (Cooper).

1,000 ROLLS AND BENTLEYS AT GOODWOOD

To celebrate the anniversary of the meeting of Charles Rolls and Henry Royce 60 years ago, 1,000 magnificent Rolls-Royces and Bentleys took part in a pageant at Goodwood last Saturday.

Owner of the circuit, the Duke of Richmond and Gordon, had several embarrassing moments when he was refused admission to his track three times by an amateur steward as he did not drive from Goodwood House in a Rolls or Bentley!

JOINING the 6.3-litre Chrysler-engined Facel II and the 1.8-litre Volvo-powered Facel III comes the Facel 6. The car is powered with a 6-cyl. 82.5 mm. x 89 mm. 2,862 c.c. B.M.C. C-type engine (as compared to the 83.3 mm. x 89 mm. measurements of the 2,912 c.c. unit used in the Austin-Healey 3000).

CITROEN and N.S.U. have had their heads together recently discussing a new car utilizing the Wankel engine. The car will not be in production for several years.

PETER SIMPSON

IT is with deep regret that we have to announce the death of Peter Simpson, for here was a club racing driver who raced for sheer enjoyment only. Simpson, aged 37, started racing with a 500 c.c. Staride in 1957, graduating to a Cooper in 1959. He won the B.R.S.C.C.'s Clubman's Championship in this car. In 1960 and 1961 he campaigned with a Formula 2 Cooper-Climax, but found the upkeep of such a car rather expensive (he wrote to a weekly contemporary on the subject), and then retired. This year, however, he made his comeback with a Lotus 23 (he scored a second at Cadwell Park a few weeks ago), but at Oulton Park last Saturday he was fatally injured after a crash in the car.

AUTOSPORT extends deepest sympathy to his wife, Heather, and his three children, aged three, two and eight months.

eighth and last lap, Lars Bjuhr (Elva F.J.) pipped de Lautour for third place.

In heat two de Lautour led Conradsen into the first corner and by the end of the first lap the order was Conradsen, Ellekaer, Bjorkquist, Bjuhr, de Lautour. At the banked Pirelli corner Ellekaer spun his Lotus on a wet patch. Meanwhile, Sven Andersson (Cooper) was moving up the field and took second place on lap three, but was unable to close the gap to Conradsen who went on to win by 4.6 secs. from Andersson, with Bjuhr third, de Lautour fourth and Ellekaer fifth.

The event for sports-racing cars up to 1,600 c.c., again run in two heats, provided a double victory for Ernst Paulsson in his extremely potent Porsche Abarth fitted with a 1.6-litre four overhead camshaft engine. The oversteering characteristics of this car proved to be very effective on the tight corners of Roskilde Ring. Robert Lamplough (Lotus 23), who was trying his hand at Roskilde for the first time, managed to close to within 2 secs. of the Porsche by the end of heat two, which was run off in the dry. Elo Sorensen, the local man, drove well in both heats to finish second in heat one and third in heat two.

Mike Spence and David Hobbs arrived

"AUTOSPORT" CHAMPIONSHIP

NOW that the results from the qualifying meetings over the Whit weekend are in, we have 67 drivers with points in the 1964 AUTOSPORT Championship. So far, Julian Sutton, who shares the leading position with David Prophet, is the only driver with more than five scores; his qualifying score of 34 from five races, in fact, represents a gross total of 38 points from six races, but by the time the next round has taken place, it is almost certain that others will be shedding their lowest scores under the "best five" rule. This being so, the reigning World Champion, Jim Clark—who leads the "big bangers" class—can easily come within striking distance of the top scorers with a giant stride, while the current leaders are scoring at a greatly reduced rate. By the same token, Bruce McLaren, Roy Salvadori and several others could be up among the leaders with a suddenness which might surprise them.

Already, therefore, we have the makings of a fascinating Three-Hour race in September, but a great deal of water can flow under the bridge between now and then, so it is early days yet to attempt to forecast the probable runners. A chap to watch, though, is the reigning AUTOSPORT Champion, Roger Nathan, who is quietly amassing points now that his Brabham is beginning to go as it should.

The leading contestants in each class are shown below. Figure in the last column denotes number of qualifying events scored.

Class A: Up to 1,300 c.c.

1. David Prophet (Elva-Ford)	..	..	34	5
2. John Hine (Lotus-Ford)	..	..	22	3
3. Terry Bone (Lotus-Ford)	..	..	18	3
4. Jack Paterson (Lola-Climax)	..	..	13	3
5. Jim Morley (Lola-Climax)	..	..	10	2
6. Peter Gethin (Lotus-Ford)	..	..	9	1
Sid Fox (Lotus-Ford)	..	..	9	1
Paul Hawkins (Lotus-Ford)	..	..	9	2

Class B: 1,301-2,000 c.c.

1. Julian Sutton (Lotus-Ford)	..	..	34	5
2. Roger Nathan (Brabham-Climax)	..	..	30	5
3. Chris Williams (Lotus-Ford)	..	..	28	4
4. Geoff Breakell (Lotus-Ford)	..	..	25	5
5. Tony Lanfranchi (Elva-B.M.W.)	..	..	18	2
6. Bill Stein (Lotus-Ford)	..	..	7	2

Class C: Over 2,000 c.c.

1. Jim Clark (Lotus-Climax and Lotus-Ford)	..	..	24	3
John Coundley (Lotus-Climax)	..	..	24	5
3. Bruce McLaren (Zerex-Cooper-Climax)	..	..	18	2
4. George Pitt (Lotus-Climax)	..	..	16	3
5. Roy Salvadori (Cooper-Maserati)	..	..	15	2
6. Hugh Dibley (Brabham-Climax)	..	..	11	3

to drive the two works Lotus Cortinas on a circuit where the Volvos had previously reigned supreme. Spence won the first heat from Hobbs with Jorgen Nielsen third in a Cortina G.T. fitted with a Lotus Cortina engine. However, in heat two, Nielsen gained the advantage from the start, and only David Hobbs was able to get past him, winning by 0.4 sec., with Spence third—virtually in Nielsen's boot! On aggregate time the Lotus Cortinas finished dead equal in 10 mins. 58.3 secs., Hobbs being awarded first place with one win and one second place to Spence's one win and one third place; they jointly set up a new lap record in 50.8 secs.

A number of saloon car races, a G.T. race and a motor-cycle race completed the programme.

JOHN GREENE.

RESULTS

Formula 3 and Formula Junior: 1, H. Conradsen (Cooper F.J.), 14 m. 16.3 s.; 2, L. Bjuhr (Elva F.J.), 14 m. 49.5 s.; 3, S. Andersson (Cooper F.J.), 14 m. 51.1 s.; 4, J. Ellekaer (Lotus F.J.), 14 m. 53.8 s.; 5, S. C. de Lautour (Lotus F3), 14 m. 57.6 s. **Sports-Racing Cars up to 1,600 c.c.:** 1, E. Paulsson (Porsche), 14 m. 6.9 s.; 2, E. Sorensen (Lotus 11), 14 m. 30.9 s.; 3, R. Lamplough (Lotus 23), 14 m. 36.6 s. **Saloon Cars Group 3, 1,301 to 2,000 c.c.:** 1, David Hobbs (Lotus Cortina), 10 m. 58.3 s.; 2, Mike Spence (Lotus Cortina), 10 m. 58.3 s.; 3, Jorgen Nielsen (Cortina G.T.), 11 m. 4.8 s.

Alpine-Renault Wins F3 Prix de Paris

Peter Sutcliffe (Jaguar E) Victorious in Big G.T. Race

By PAUL WATSON

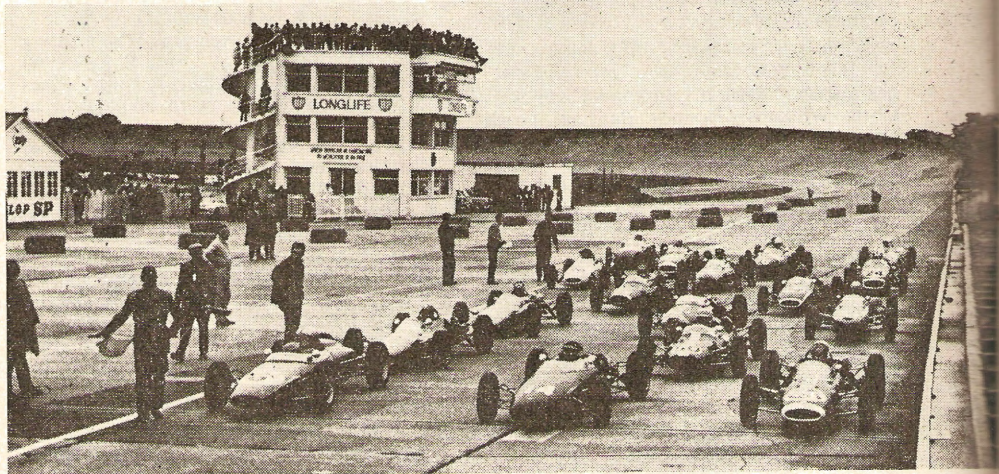
BRITISH cars and drivers had a most successful day at Montlhéry on Sunday. Jaguar driver Peter Sutcliffe carried off the big G.T. race with his lightweight E-type, and John Whitmore took the small G.T. race with an Ian Walker Lotus Elan. The Formula 3 event was won by Lucien's younger brother, Mauro Bianchi, with a French Alpine-Renault, which should give France the shot in the arm they have been waiting for. Another splendid performance came in Sutcliffe's race when Jackie Stewart drove the new Ian Walker prototype Elan into fourth place overall and first in his class against very stiff local opposition.

RACING began at 10.30 a.m. with two club races, the first being for French drivers only. In this, three very fast Alpine-Renaults driven by Maurice Cakebeke, Jean-Claude Leyssalle and Duchein simply walked away from a field that consisted mostly of Dauphines and R8s. In the second Jean-Louis Marnat completely outstripped the field with his Mini-Cooper S, with Dassonville, also S-type-mounted, equally comfortable in second place. Third place, however, saw a real tear-up with José Rosinski (Fiat-Abarth 1000TC) having to fight all the way to ward off the smaller 850TCs of Frank Ruata and André Lisa, the last-named eventually retiring.

There followed the usual long break for lunch before the first 12-lap race for F3 cars. The entry was well up to standard with drivers from France, Holland, Belgium, Italy, Great Britain and the United States. Fastest time in practice, of which there were two sessions on Friday and Saturday was put up by Mauro Bianchi (Alpine-Renault) in 1 min. 41.6 secs., followed by Eric Offenstadt (Lola-Ford), Bruce Eglinton (Lotus-Ford), Jean-Paul Behra (Lotus-Ford) and Charles Crichton-Stuart (Cooper-B.M.C.). Obviously, the winner was going to come from one of these five.

The start was pretty hectic, as in most Continental races, the starter having little idea of what his job was all about and just producing his flag from behind his back, flashing it for a fraction of a second and then running away for all he was worth!

At the end of lap one Mauro Bianchi came round first followed by Eglinton, Vidal, le Guellec, Franchi, Finquel, Crichton-Stuart, Greene, de Lautour, Offenstadt (with bits of straw sticking out all over the car), Fletcher, Turcat, Guyot, Audhuy, Berger, Behra and the American George Smith. Throughout the race Bianchi maintained a comfortable first place, but behind Crichton-Stuart was making a brave attempt to get with the leaders, passing



START of the first heat, with Mauro Bianchi (Alpine-Renault), Eric Offenstadt (Lola-Ford) and American Bruce Eglinton (Lotus-Ford) on the front row.

ahead once more, but now he was going like the wind and on the seventh lap re-passed the Frenchman. The main positions then stayed the same till lap 11 when Eglinton lost it and dropped to seventh, letting Vidal into second spot and Crichton-Stuart into third. The French crowd showed terrific appreciation for the French car's win.

The second heat was not so exciting. Offenstadt had patched up his Lola and after conceding the first four laps to Bianchi, then took over the lead and gradually pulled away to a comfortable win. Crichton-Stuart was third throughout, but with Behra and Eglinton never more than a few seconds behind he had to work hard for his place. Throughout both

with engine trouble and Savoye spun, dropping himself right back and leaving the race to Nollet's Lotus Ford Cortina.

The line-up for the big G.T. and small prototype race was magnificent. Jacques Lanners was on pole position with his silver short-chassis 250GT Ferrari flanked by Caillaud's Porsche RS1700 and Jackie Stewart with the prototype Walker G.T. Behind ranged three more Ferraris, five Porsche 904s, a pair of 2-litre Abarth-Simcas and four Lotus 23s.

The story of this race is simply one of Sutcliffe. He stormed through from the second row and in spite of a splendid effort from Gerhard Koch (Porsche 904) was never

headed to the flag. Third place was equally comfortably held by Ligier's 904, but fourth place was constantly in dispute with Stewart breathing right down Rosinski's neck and finally passing him. Lanners who had gone so well in practice spun wildly at the hairpin and withdrew, while one Porsche 904 was in extreme difficulty dealing with a 2+2 Ferrari.

The final race of the day was for the smaller G.T. cars and here John Whitmore simply strode away from a field of Abarth-Simcas and Alfas. Only Joffre Lobry (Abarth-Simca 1300), Henry Chemin (Ford Falcon Sprint) and Don Marriott (Lotus Elite) stayed on the same lap although Claude Ballot-Lena's Abarth-Simca led Lobry until retiring on the last lap but one. In the 1,000 c.c. class Frank Ruata had an easy win after the Swiss Schup had blown up and Bobrowski had dropped back. Henry Chemin's Ford Falcon Rally was the car normally associated with rally driver Henry Greder and is Holman-Moody prepared.

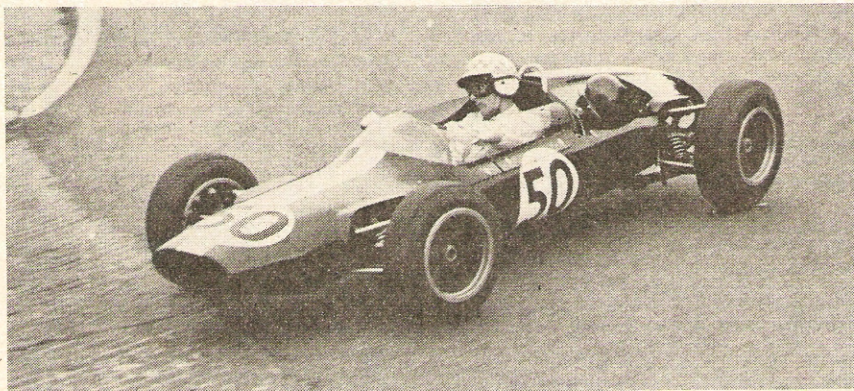
Only criticism of this otherwise excellent meeting was the inclusion of the two straw bale chicanes, one to slow the cars down for the banking and the other actually in front of the pits. Both nearly caused several accidents and were most unpopular with the drivers, although for the two last races the pits chicane was done away with.

RESULTS

Formula 3 Heat 1 (12 laps—25 miles): 1, M. Bianchi (Alpine-Renault), 22 m. 26.0 s., 67.01 m.p.h.; 2, P. Vidal (Lotus-B.M.C. 27); 3, C. Crichton-Stuart (Cooper-B.M.C. Mk. 3A); 4, J.-P. Behra (Lotus-Ford 27); 5, A. le Guellec (Lotus-Ford 22); 6, J. S. Greene (Cooper-B.M.C. Mk. 3); 7, B. Eglinton (Lotus-Ford 27); 8, E. Fletcher (Brabham-B.M.C.); 9, S. C. de Lautour (Lotus-Ford 20); 10, E. Offenstadt (Lola-Ford Mk. 5A); 11, M. Finquel (Brabham-Ford); 12, J. Audhuy (Lotus-Ford 18).
Part 2 (12 laps—25 miles): 1, Offenstadt, 20 m. 30.0 s., 73.32 m.p.h.; 2, Bianchi; 3, Crichton-Stuart; 4, Behra; 5, Eglinton; 6, Fletcher; 7, J.-M. Guyot (Lotus-Ford 18); 8, Audhuy; 9, C. Berger (Lotus-Ford 18); 10, de Lautour.

Aggregate Results: 1, Bianchi; 2, Crichton-Stuart; 3, Behra; 4, Offenstadt; 5, Eglinton; 6, Fletcher; 7, de Lautour; 8, Audhuy; 9, Guyot; 10, Berger.
G.T. over 1,600 c.c. and Touring over 2,000 c.c. (20 laps—42 miles): 1, P. Sutcliffe (Jaguar E-type), 30 m. 18.9 s., 82.15 m.p.h.; 2, G. Koch (Porsche 904); 3, P. Ligier (Porsche 904); 4, J. Y. Stewart (Lotus-Ford prototype); 5, J. Rosinski (Abarth-Simca 2000); 6, Mlle. A. Soisbault (Porsche 904).

G.T. up to 1,600 c.c. and Touring over 2,500 c.c. (20 laps—42 miles): 1, St. John Whitmore (Lotus Elan), 33 m. 2.8 s., 75.36 m.p.h.; 2, J. Lobry (Abarth-Simca 1300); 3, H. Chemin (Ford Falcon Sprint); 4, D. Marriott (Lotus Elite); 5, H. Stiller (Lotus Elite); 6, F. Ruata (Fiat-Abarth 1000).



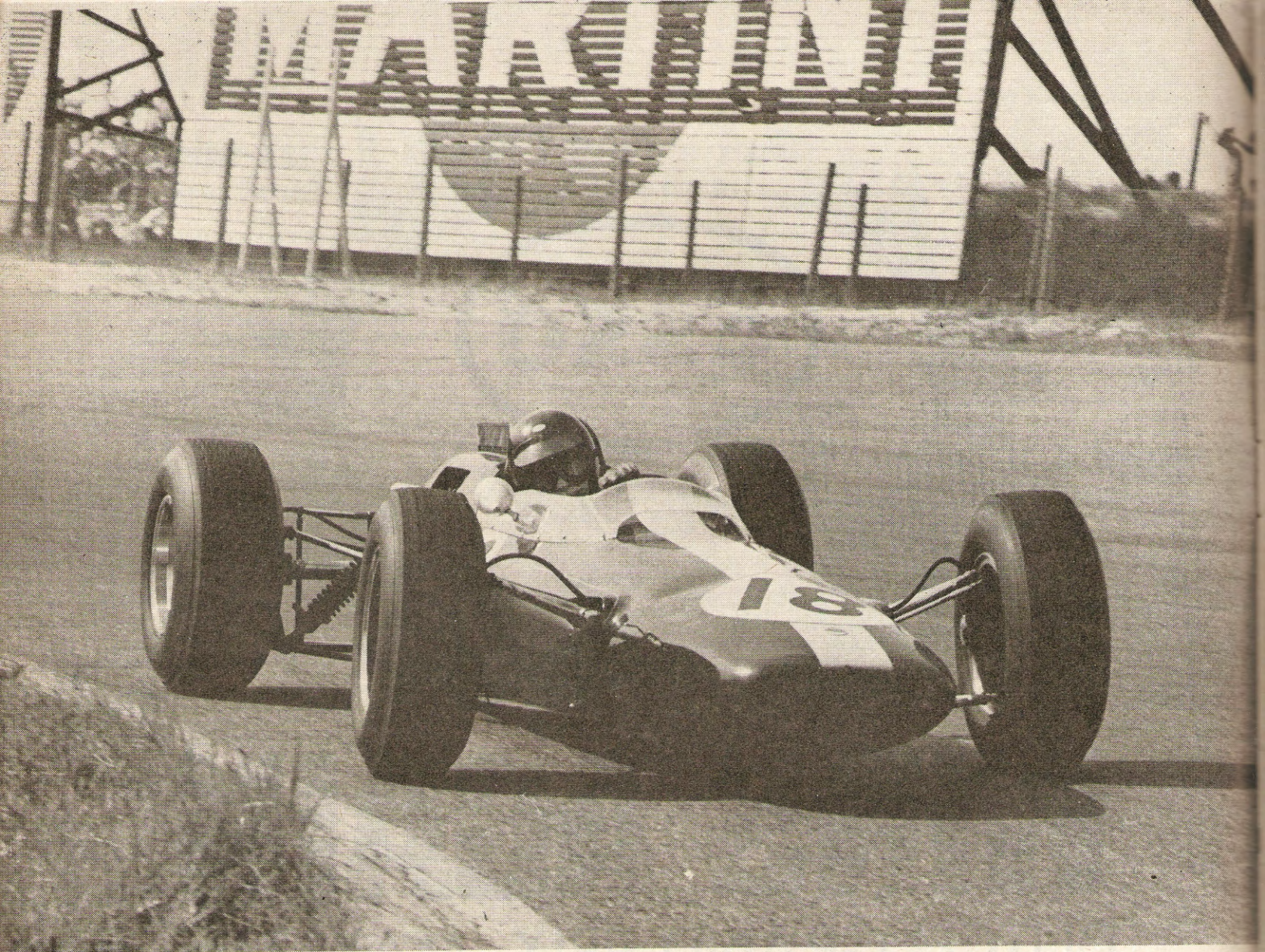
BRITISH driver Charles Crichton-Stuart upheld British honours most creditably with a well-deserved second place in his Cooper-B.M.C.

Finquel on the second lap, le Guellec on the third and Franchi on the fifth, but then he spun in conjunction with some other competitor and came round behind the Italian and with virtually a complete straw bale protruding from his Cooper. Franchi only lasted another lap, so at the end of the sixth Crichton-Stuart was back in fifth spot. Meanwhile, Offenstadt had been off again and this time lost all the front section of the Lola and most of the back, but was pressing on so as to qualify for the second heat.

Vroomen's weird looking Lova-D.K.W. had long since stopped, and apart from Franchi these were the only retirements. For a time the straw-entwined axle had held Crichton-Stuart up and le Guellec had got

heats Fletcher and de Lautour engaged each other in a spirited dice, although neither car was in perfect tune. After leading for most of the time de Lautour spun at the hairpin, taking Fletcher with him, but while the Brabham set off immediately poor de Lautour lost two laps trying to re-start. Bianchi's second place was, of course, good enough to give him the race overall.

Before the two G.T. and prototype races there were two more small events. In the first, a handicap with the Touring cars given half a lap's start, José Rosinski in the Targa Florio Alpine and Guy Savoye with his well-known Morgan chased right through the field, picking up places hand over fist. Then, when they were about to take the lead, Rosinski retired



ROUND TWO TO JIM CLARK

**Lotus-Coventry Climax 1-3 in Dutch Grand Prix at Zandvoort—John Surtees
Runner-up With V8 Ferrari—Championship Points to Chris Amon and Bob Anderson**

By GREGOR GRANT

Photography by GEORGE PHILLIPS

JIM CLARK and Peter Arundell made it a joy-day for Colin Chapman when they brought their Lotus-Coventry Climaxes into first and third places in last Sunday's Grand Prix of the Netherlands at Zandvoort. Into second place came John Surtees (Ferrari), fourth was Graham Hill (B.R.M.), and then followed two new names to be inscribed on the World Championship table, Chris Amon (Parnell Lotus-B.R.M.) and Bob Anderson (Brabham-Coventry Climax). During his near-runaway victory, the World Champion set up a new Zandvoort circuit record with 1 min. 32.8 secs., 1.1 secs. quicker than his 1963 record. His average speed of 98.02 m.p.h. made this the fastest race ever to be run at Zandvoort.

Graham Hill was plagued with fuel starvation troubles, as indeed were other drivers. He had to stop and top up with petrol, after having been involved in a stern struggle with Dan Gurney and John Surtees, the trio seeking to catch the Flying Scotsman. Brabhams had another unhappy outing, Jack having a distributor jack shaft fracture, and Dan going out with a broken steering wheel.

John Surtees was the only driver not to be doubled by Clark, but even so he finished

53.8 secs. adrift. Team-mate Bandini had to abandon his new V8 Ferrari with petrol injection problems, while Mike Hailwood, who was involved in a race-long battle with Bob Anderson, had the crown wheel and pinion of his Lotus-B.R.M. break 23 laps from the end.

Of the 17 starters, 13 were classified. Both Bruce McLaren and Phil Hill found that their Coopers seemed to lack speed on the straight. The latter also made a pit-stop in the mistaken belief that his rear suspension was coming adrift, as it did at Monaco. Anyway, Anderson overtook McLaren near the end to snatch that important point. Clark's win now makes him level pegging with Graham Hill, each having 12 points, but Lotus (13) lead B.R.M. (12) in the constructors' contest.

This was the 12th Dutch Grand Prix to take place, and the fourth to be won by a British driver in a British car, namely: Stirling Moss (Vanwall), 1958 (93.93 m.p.h.), Graham Hill (B.R.M.), 1962 (95.44 m.p.h.), and Jim Clark (Lotus-Coventry Climax),

ON THE WINNING TRAIL. As was so common last season, Jim Clark led with his Lotus-Coventry Climax for the whole race.

1963 (97.52 m.p.h.). Australia's Jack Brabham won in 1960 with a Cooper-Coventry Climax at 96.27 m.p.h., while Sweden's Jo Bonnier gave B.R.M. their very first G.P. victory in 1959, at 93.26 m.p.h.

* * *

BUSIEST man at Friday's morning training session was Jack Brabham, who had the task of getting in some fast practice laps, then getting himself to Schipol airport to fly to U.S.A. in order to attempt to qualify his Offy-powered Trackburner for Indianapolis. He did splendidly, and his 1 min. 33.8 secs., was only 0.1 sec. off the existing lap record. This was equalled by John Surtees in his V8 Ferrari.

Conditions were ideal for rapid lappery, with a slight wind and not enough bright sunshine to bother the drivers. The old record soon took a beating, for Graham Hill (B.R.M.) got down to 1 min. 32.4 secs., which Jim Clark (Lotus-Coventry Climax) reduced to 1 min. 31.6 secs. This was finally clipped to 1 min. 31.2 secs. by Dan Gurney in his Brabham-Coventry Climax.

Jo Bonnier produced the rebuilt Walker Brabham-B.R.M. (1 min. 37.1 secs.), and

also tried the Cooper (1 min. 38.4 secs.). Jo Siffert had not yet arrived with his Brabham, and de Beaufort's veteran four-cylinder Porsche was not seen. It was to be noted that one or two cars were inclined to suffer from engine-stammer, particularly on the rise leading from the left-hander behind the paddock.

After sundry sports and touring cars had had their turn, the Formula 1 bolides came out for the evening session. Brabham was, of course, being jet-propelled across the Atlantic, and he must have had every confidence in qualifying for Indy, and also keeping his promise to return for the race, as no spare driver was nominated. Siffert still hung around waiting on his new car, but out came de Beaufort in the familiar orange Porsche to do a creditable 1 min. 39.9 secs.

Although there was some oil around, and plenty of rubber on the bends, Graham Hill came down to 1 min. 31.4 secs. This James Clark, Esq., proceeded to emulate, and finally reduce by another 0.1 sec. Surtees had the V8 Ferrari going better than in the morning to return 1 min. 32.8 secs., but Bandini's car was prone to misfire (1 min. 35.4 secs.). Peter Arundell came among the faster company with 1 min. 33.5 secs., while Phil Hill and Bruce McLaren did 1 min. 34.8 secs. and 1 min. 35.6 secs. respectively. There was quite a battle for the honour of being fastest independent, this finally going to Chris Amon in his Parnell Lotus-B.R.M., with 1 min. 35.9 secs. Richie Ginther, his hands now fully healed after his painful Monaco blisters, did 1 min. 34 secs. with his monocoque B.R.M.

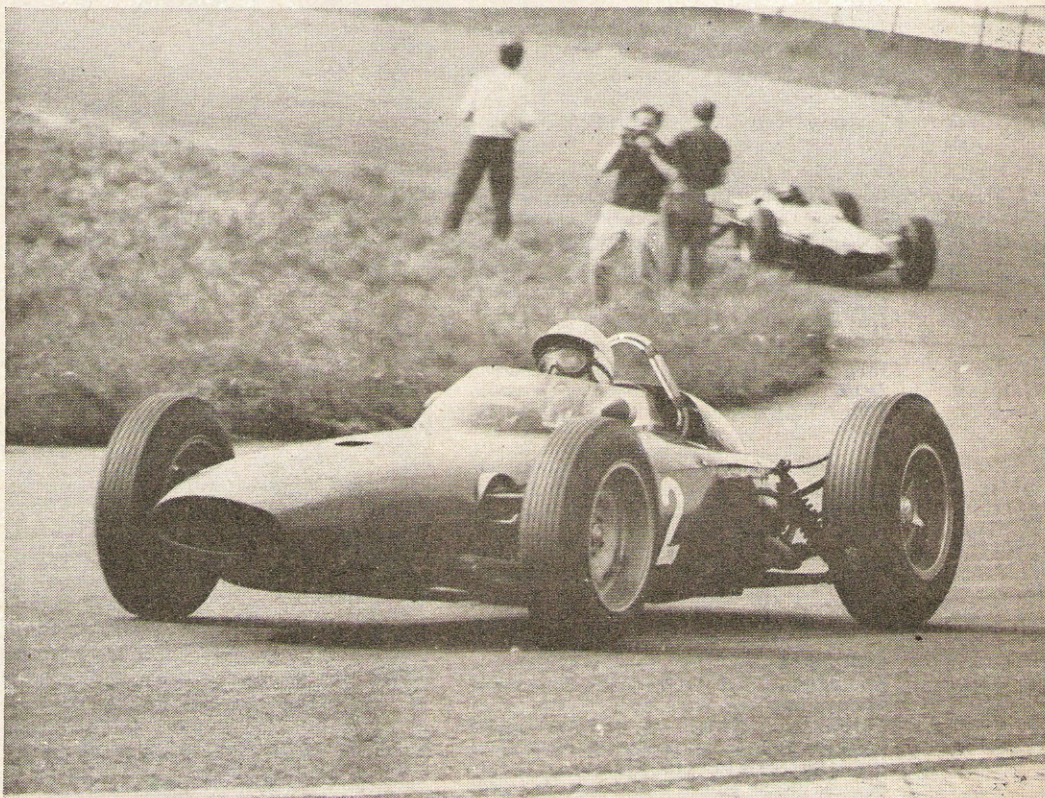
Mike Hailwood (Parnell Lotus-B.R.M.), who had achieved 1 min. 36.1 secs., did not appear for Saturday's final training. Five drivers managed to improve their times, these being Bandini (Ferrari), 1 min. 35 secs., McLaren (Cooper), 1 min. 33.3 secs., Bonnier (Brabham), 1 min. 35.4 secs., Maggs (B.R.M.), 1 min. 37 secs., Baghetti (B.R.M.), 1 min. 38 secs., and Anderson (Brabham), fastest of the independents along with Bonnier, 1 min. 35.4 secs.

Jo Siffert arrived late with his Brabham-B.R.M., turned out in the Swiss colours of red and white. He did manage a few laps before the flag was hung out, but his best was 1 min. 44 secs. The unfortunate Tony Maggs pranged his Centro-Sud B.R.M., not seriously, but sufficient to make it a non-starter. In the G.T. section, G. van Lennep completely wrote-off a new Porsche 904.

RACE-DAY was glorious, with not a sign of the notorious Zandvoort wind, and a scorching sun in a cloudless blue sky. Everyone seemed to be making for the beach, and in consequence some really monumental traffic jams developed, not assisted by numerous breakdowns, often due to overheated engines. Getting to the circuit from many directions was problematical, and scores of folk just left their cars where they could find a parking spot, and set off on Shanks's pony.

Earlycomers were entertained with the national G.T., free-formule and touring car events. In the latter, the anticipated duel

between Slotemaker in the Downton 1300 Mini-Cooper S and Hildebrand in the Broadspeed version failed to materialize, the "skid-king" winning rather easily by well over a minute, and lapping at 1 min. 56.4 secs. in the process. Owing to one of the competing cars overturning just before the main straight, plenty of wreckage had to be cleared and a large quantity of oil removed. This delayed the start of the Grand Prix by about 20 minutes, but eventually the parade of drivers in Sprites was completed, and the cars were assembled on the dummy grid. The starting order was as follows:



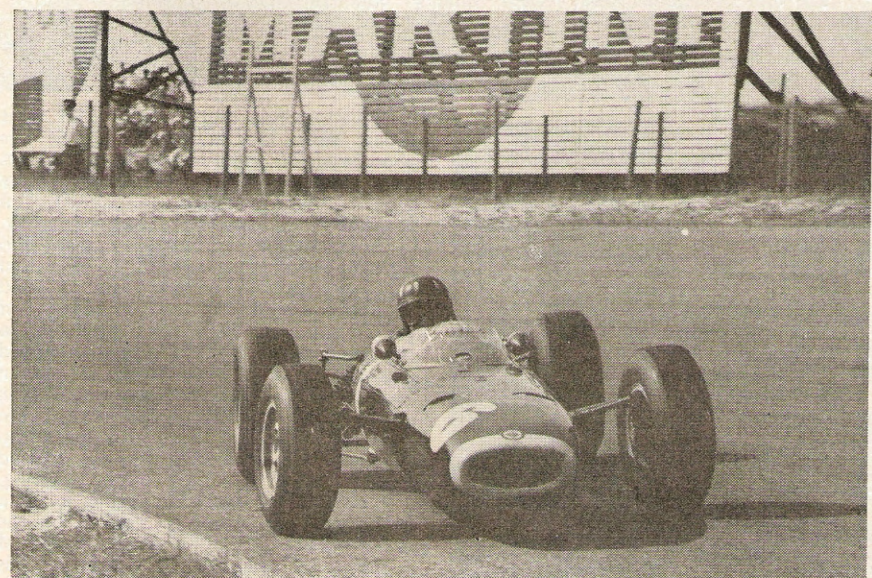
GIANCARLO BAGHETTI—the only Centro Sud team member to take part after Tony Maggs had written off the other B.R.M.—is about to be lapped by the eventual winner (above). FUEL STARVATION played havoc with Graham Hill's chances in the works B.R.M., seen below in a real hurry.

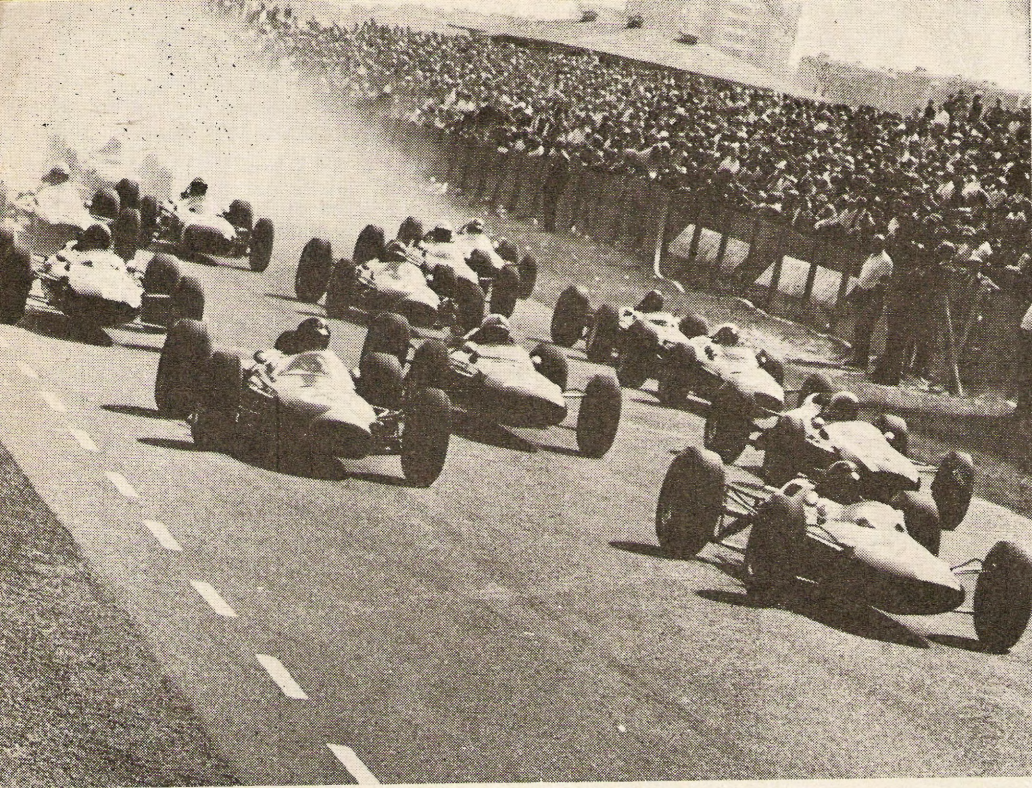
STARTING GRID

6 G. Hill (B.R.M.) 1 m. 31.4 s.	18 Clark (Lotus-C.C.) 1 m. 31.3 s.	16 Gurney (Brabham-C.C.) 1 m. 31.2 s.
	24 McLaren (Cooper-C.C.) 1 m. 33.3 s.	2 Surtees (Ferrari) 1 m. 32.8 s.
8 Ginther (B.R.M.) 1 m. 34.0 s.	14 Brabham (Brabham-C.C.) 1 m. 33.8 s.	20 Arundell (Lotus-C.C.) 1 m. 33.5 s.
	4 Bandini (Ferrari) 1 m. 35.0 s.	22 P. Hill (Cooper-C.C.) 1 m. 34.8 s.
10 Amon (Lotus-B.R.M.) 1 m. 35.9 s.	26 Bonnier (Brabham-B.R.M.) 1 m. 35.4 s.	34 Anderson (Brabham-C.C.) 1 m. 35.4 s.
	30 Maggs* (B.R.M.) 1 m. 37.0 s.	12 Hailwood (Lotus-B.R.M.) 1 m. 36.1 s.
36 Siffert (Brabham-B.R.M.) 1 m. 44.0 s.	28 de Beaufort (Porsche) 1 m. 39.9 s.	32 Baghetti (B.R.M.) 1 m. 38.0 s.

* Non-starter.

To the relief of the organizers, Jack Brabham had hustled back from Indy, and arrived before lunch at the circuit. He must have hustled also on the "brickyard", for he qualified his Trackburner at over 152 m.p.h. After engines were started on the dummy grid the cars appeared to remain there a fairly long time. Anxious eyes checked temperature gauges, but at last drivers were directed to the grid proper, and K.N.A.C.



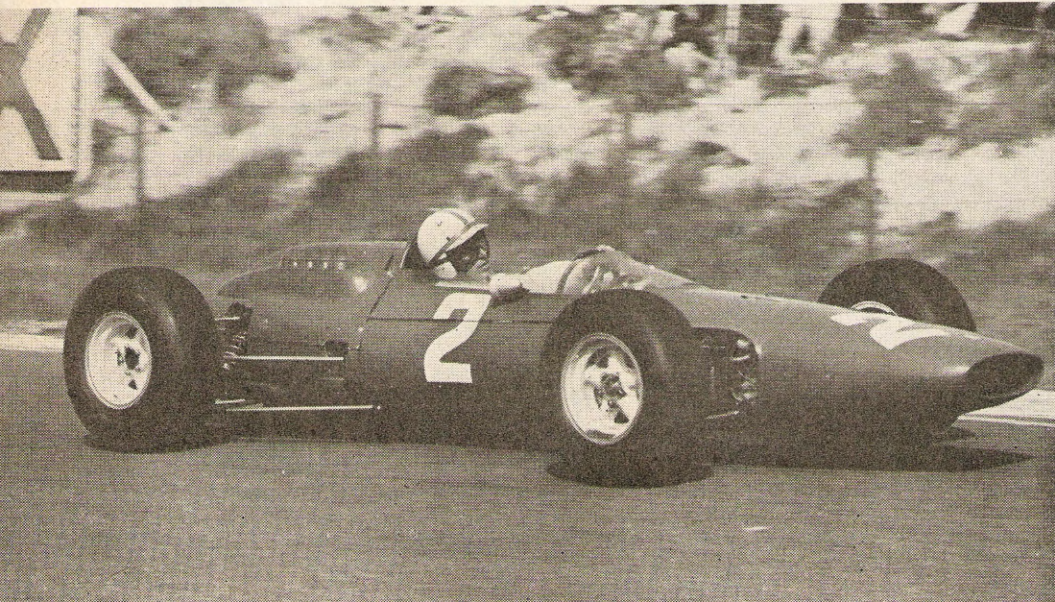
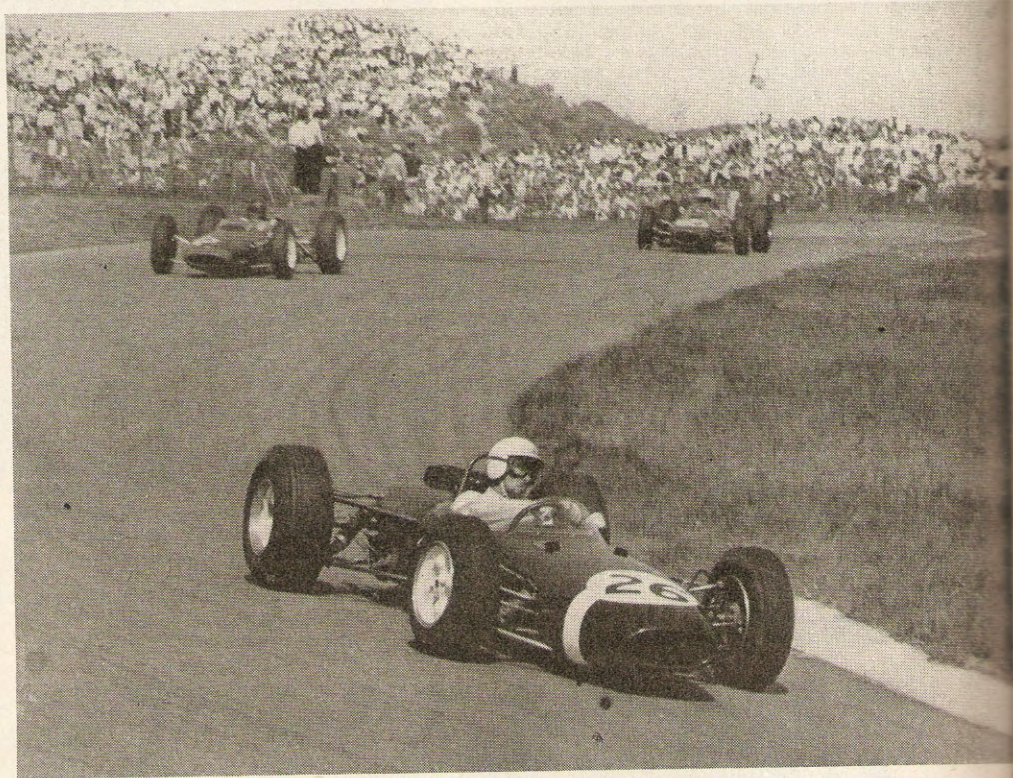


JIM CLARK eases into the lead at the start, followed by Dan Gurney (No. 16), John Surtees (behind) and Bruce McLaren. ROB WALKER'S Brabham-Coventry Climax was driven into ninth place by Jo Bonnier (right).

President van Haaren raised the Dutch national flag. Engine notes reached a crescendo, the seconds ticked away, then down went the flag, and 17 cars surged forward in a perfect start, with Clark, Gurney and G. Hill all trying to out-accelerate one another. The large crowds rose in the stands and on the sand-dunes, as the field streamed into Tarzan corner, making towards that vicious left-hander, and uphill to the Hunzerug and then on to the winding back stretches.

Howling, smoking rear tyres, and all 17 safely negotiated the left-hander, with Clark a few feet ahead of Hill, Gurney, Arundell, Surtees and P. Hill. For those in the stands on the home straight, it was all eyes towards Huzarenlak. Glasses picked out a green and yellow flash; sure enough it was Jim Clark, and the Lotus bombed past the pits, pursued by Hill's B.R.M., Gurney's Brabham and Surtees's Ferrari. Already Bandini's Ferrari was sounding off tune, and went by like a four-cylinder "eight". Siffert's brand-spanking Brabham was

JOHN SURTEES and his Ferrari V8 were the only combination not to be doubled by Clark—an indication of better things to come for Maranello?



burbling and popping, while de Beaufort's much-raced Porsche went past at the rear, with an ominous rattle.

Clark was obviously in a great hurry, and by lap 2 was already in the low 34s, having gained several yards on Hill and Co. The field straggled past, all except Siffert who glided silently into his pits, to find out why no fuel was coming through. Gurney and Graham Hill were almost wheel-to-wheel, and now Surtees came right up to make it a threesome, chased by Arundell. Already the field was grouping itself, next up being Phil Hill, McLaren and Ginther, with Brabham heading a slightly more widely spaced rearguard.

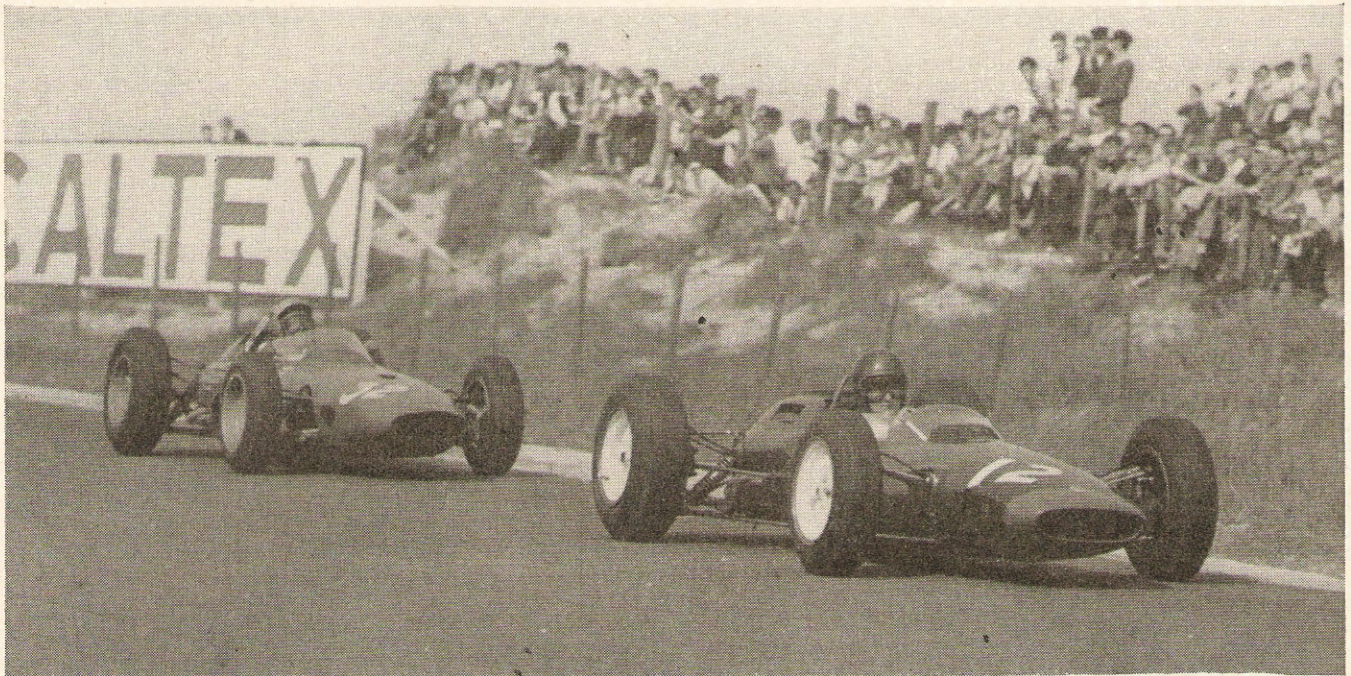
Bandini's Ferrari sounded terrible, and the Italian was having trouble in not dropping back to tail-end-Charlie in place of de Beaufort. Siffert was still in the pits, and Bandini's engine suddenly found more pots, for he surged past Baghetti's B.R.M., and began to close on Anderson and Hailwood.

By the eighth lap, Jim Clark had secured 4 secs. lead from his challengers, and Arundell had been left somewhat solitarily in fifth spot, with McLaren next up ahead of the jostling bunch comprising Ginther,

Brabham, Amon and P. Hill. Out went Siffert, seven laps in arrears, but he was soon in again, apparently with a split fuel tank. Farther back, motorcycle men Mike Hailwood and Bob Anderson were locked in combat, enjoying themselves immensely.

On lap 10, Surtees displaced Gurney into Tarzan, but all three cars seemed to be tied together with string. Clark's lead remained around 4 secs., and the race speed was just on 100 m.p.h., or 99.93 m.p.h. according to the timekeepers. De Beaufort's engine cried "enough", and for once the big Dutchman succumbed to mechanical failure, after a piston had tried to swallow a valve. Soon afterwards Bandini, thoroughly fed up to the teeth with his hit-and-miss V8, coasted into the pits to demand a spot of servicing.

Jim Clark had set a scorching pace, and a laconic announcement in English on the P.A. credited him with a new lap record of 1 min. 32.8 secs. (101.07 m.p.h.) on his sixth tour. Now Chris Amon began to put



MIKE HAILWOOD retired, but was credited with 12th place with the Reg Parnell Lotus-B.R.M., two places behind Baghetti's B.R.M., whom the *ex-motor-cyclist* is seen leading.

the pressure on Ginther, the Lotus-B.R.M. sounding really healthy as it sang past the tribunes.

Lap 15, and Clark had pulled out to 5 secs. from Graham Hill, doubling Baghetti in the process, with Amon haunting Ginther, and now Bonnier stalking Phil Hill. Little dog-fights had broken out everywhere, to the delight of the cash-customers. Anderson and Hailwood continued their personal vendetta, and Brabham had set his sights on McLaren. Unconcerned with all this activity was the lonely Arundell, now some 21 secs. behind Gurney, and obviously driving strictly to Team Lotus orders.

With 20 laps on the board, Clark had increased his advantage to 10 secs. over Hill, and Brabham had steamed past McLaren to take sixth place. The Brabhams looked to be pretty well-placed, but suddenly Dan's car was seen to be acting peculiarly, and the big Californian dropped back behind Hill and Surtees. With 23 laps covered, Gurney's race was run, for out he went with broken steering. As this was happening, Surtees popped in front of Hill, and immediately began to draw away from the B.R.M. The Owen car was not sounding right, and up Hunzerug one could hear Graham blipping the loud pedal to try to keep up the revs. Bandini plugged round for nine slow laps, then finally abandoned when the engine just stopped and refused to restart.

Siffert, having got over most of his troubles, was back in the hunt—many, many laps adrift—while on lap 27 Jim Clark doubled Baghetti for the second time, his lead over Surtees having widened to over 17 secs. Bonnier darted past Phil Hill right in front of the Cooper pit, and began to close on Richie Ginther. Thirty laps completed, and 50 to go, Clark had doubled Hailwood and had Anderson marked as next victim. Bonnier had overtaken Ginther, while Graham Hill, his engine banging and fluttering, was steadily losing ground to Surtees, and was now being threatened by Arundell. Brabham was also getting a move on and he, too, could well move up within the next few laps.

On the 34th tour, Clark added Bonnier to his collection, and next time round Amon became yet another victim of the

remorseless Scot, now out on his own in front to the tune of nearly 30 secs. McLaren was doubled on lap 37. Ginther went missing for many laps—another to experience mysterious misfiring, accompanied by an overheating fuel pump.

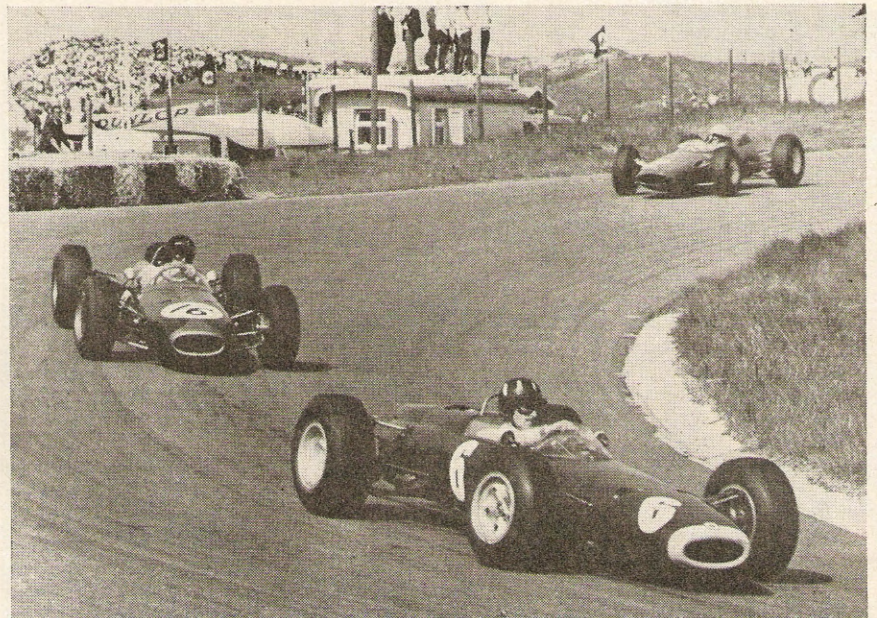
Half-distance, and Jim Clark had averaged 99.33 m.p.h., leading John Surtees by 31 secs. Arundell was certainly gaining on Graham Hill, and Brabham was equally coming closer to the Lotus man. Just when the Australian appeared to have it all buttoned up, his motor started an ominous splutter, and he coasted into his pit with fuel pump bothers. Arundell duly took Graham Hill, while Bob Anderson and Mike Hailwood had renewed their duel, passing and repassing at every opportunity.

Graham Hill, often nearly coming to a halt on the Hunzerug, was called in to have petrol sloshed into his tanks. He restarted, having dropped to sixth place. However,

the operation seemed to be fairly successful, for the B.R.M. again sounded in full voice. Clark doubled Arundell, at 51 laps, so only he and Surtees remained on the same tour. Bonnier had stopped for a brief visit to his pit, restarted, stopped again, and eventually rejoined the race. Phil Hill decided to check his rear suspension, but mechanics could find nothing wrong. Ginther also had the topping-up treatment, and duly went into action again, with more or less a full complement of cylinders.

Graham Hill set about regaining lost ground, and eventually caught and passed Amon within four laps. The young New Zealander grimly hung on, and as Hill managed to shoot past McLaren, he was hot in pursuit of his fellow countryman. With 60 laps coming up, McLaren conceded a place to the Parnell man. Also, the furious Hailwood-Anderson dispute was bringing this pair close to the Cooper man.

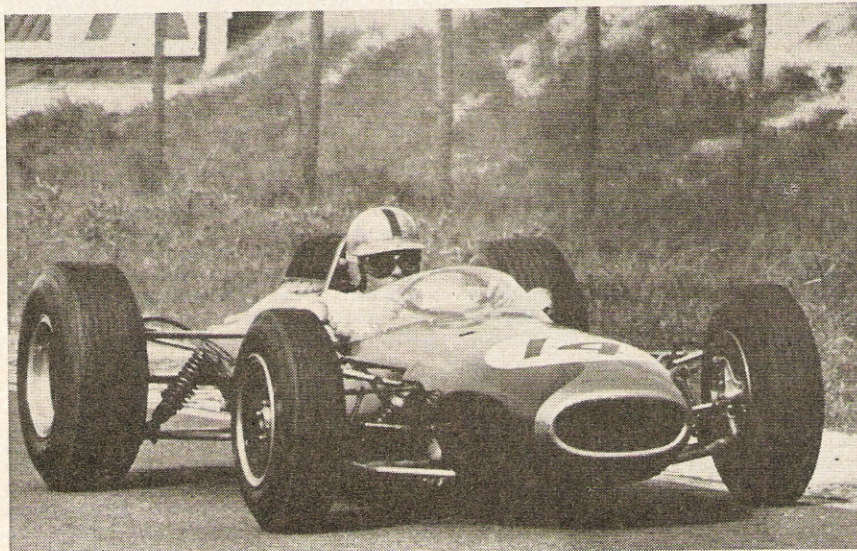
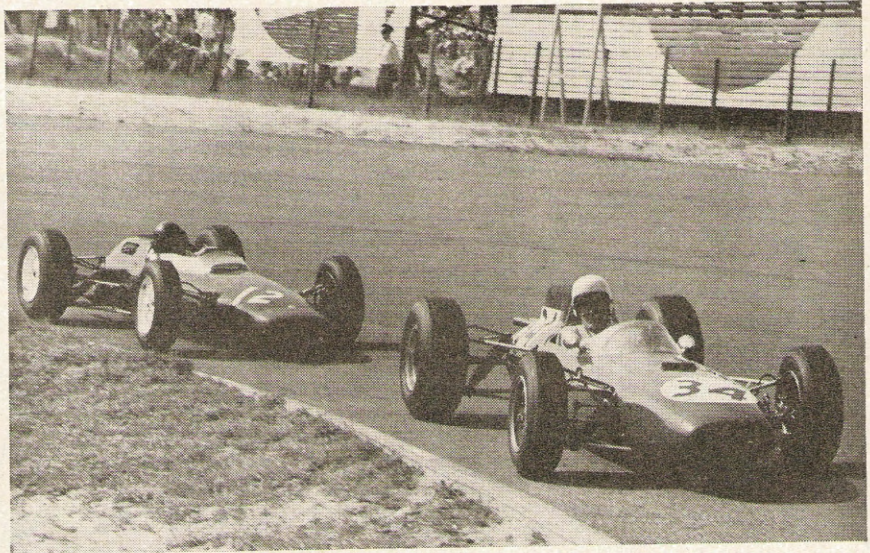
A GREAT DEAL of talent—and a great deal of automobile. Graham Hill (B.R.M.) leads the Brabham-Coventry Climax of Dan Gurney and John Surtees's Ferrari.



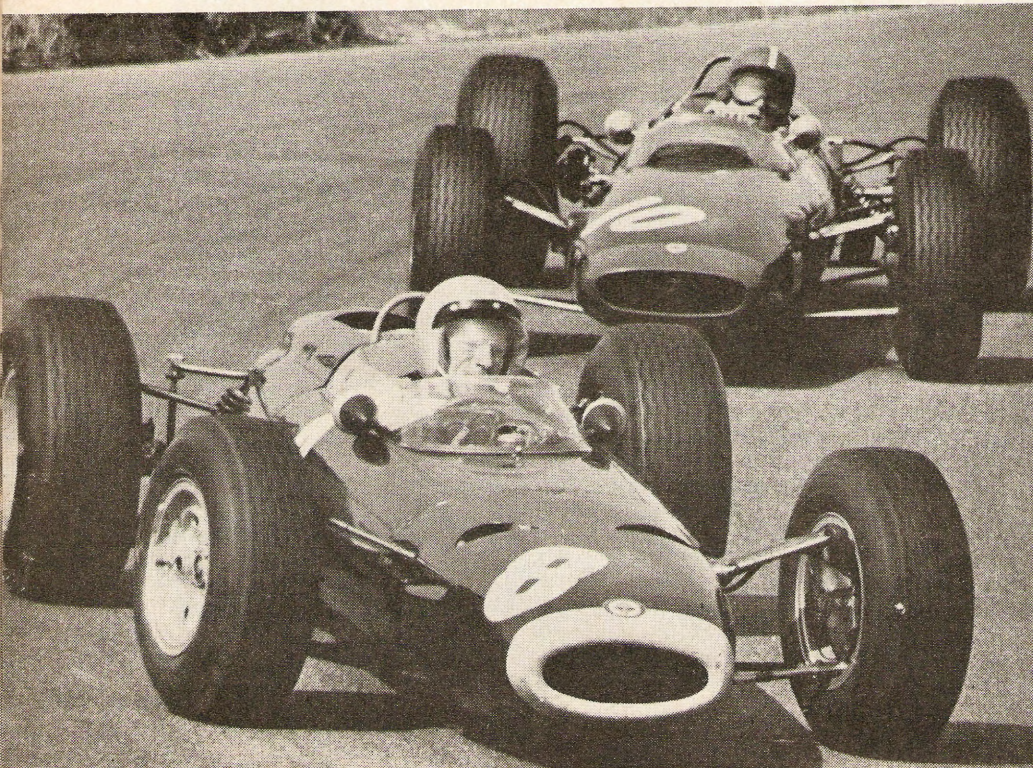
Alas, out went Hailwood with a broken crown wheel and pinion after a splendid effort. Anderson was now the threat to McLaren, who just had to let Amon go, the Cooper sounding a trifle sick at times.

Clark sailed on and on, complete master of the situation, with Surtees apparently unassailable in second spot, but with his engine wuffling somewhat at times. Graham Hill just had to settle for fourth place, Arundell being just too far out of reach. Then came Amon, cracking round with unabated enthusiasm and the confidence inspired by a trouble-free drive.

Apart from Bob Anderson displacing Bruce McLaren for sixth place, the race ran to its conclusion with little excitement other than to acknowledge yet another wonder-drive by the World Champion in his superbly prepared Lotus. However, some of the survivors looked as if they were struggling to complete the race, and when Clark and Surtees duly received the chequered flag, there were several anxious faces in their pits awaiting their charges.



FOLLOWING UP his fine showing at the Monaco Grand Prix three weeks ago, Bob Anderson (Brabham-Coventry Climax) claimed his first Championship point last Sunday by finishing sixth (top). **BUSIEST** man of the weekend was Jack Brabham. Even though neither of his cars finished at Zandvoort, the Australian made his Atlantic trip worthwhile by qualifying for tomorrow's Indianapolis "500" (above). **CHRIS AMON'S** Lotus-B.R.M. entered by the Parnell equipe, went well to finish fifth. He is led below by Richie Ginther in the second works B.R.M.



A happy Clark was mobbed by Chapman and the Lotus mechanics, then almost swamped by a press of cameramen, officials and the inevitable coppers. With the traditional victor's laurels round his neck, he was led to the base of the flagpole, the Union Jack was run up, and the crowd stood to attention for the British National Anthem.

Possibly it hadn't exactly been an exciting race, but the fact remains that the spectators witnessed some really first-class driving, signs of a Ferrari revival, and a commendably small number of retirements, considering the heat of the day, and the speeds at which the race was run.

N.A.V. made a fine job of organizing their first Grand Prix, and were well supported by the Dutch National Club, K.N.A.C., and by the trade.

RESULTS

80 Laps—208.5 miles

- 1, Jim Clark (Lotus-Coventry Climax), 2 h. 7 m. 35.4 s., 157.743 k.p.h. (98.02 m.p.h.) Race record.
 - 2, John Surtees (Ferrari V8), 2 h. 8 m. 29 s.
 - 3, Peter Arundell (Lotus-Coventry Climax), 79 laps.
 - 4, Graham Hill (B.R.M.), 79.
 - 5, Chris Amon (Lotus-B.R.M.), 79.
 - 6, Bob Anderson (Brabham-Coventry Climax), 78.
 - 7, Bruce McLaren (Cooper-Coventry Climax), 78.
 - 8, Phil Hill (Cooper-Coventry Climax), 76.
 - 9, Jo Bonnier (Brabham-B.R.M.), 76.
 - 10, Giancarlo Baghetti (B.R.M.), 74.
 - 11, Richie Ginther (B.R.M.), 64.
 - 12, Mike Hailwood (Lotus-B.R.M.), 57.*
 - 13, Jo Siffert (Brabham-B.R.M.), 55.
- Fastest lap: Clark, 1 m. 32.8 s., 162.659 k.p.h. 101.07 m.p.h. (Circuit record).

* Retired but classified.

Retirements

Carel Goden de Beaufort (Porsche), broken valve, 9 laps; Dan Gurney (Brabham-Coventry Climax), broken steering, 23; Lorenzo Bandini (Ferrari V8), fuel injection, 21; Jack Brabham (Brabham-Coventry Climax), fractured fuel pump drive, 35; Mike Hailwood (Lotus-B.R.M.), crown wheel and pinion, 57.

Winner's Equipment

Clark (Lotus-Coventry Climax). *Esso* fuel and oil; *Dunlop* tyres; *Girling* brakes; *Champion* plugs; *Armstrong* dampers; *Ferodo* brake linings.

World Championship of Drivers

	Pts.
1, Graham Hill	12
Jim Clark	12
3, Peter Arundell	8
4, Richie Ginther	6
John Surtees	6
6, Jo Bonnier	2
Chris Amon	2
8, Mike Hailwood	1
Bob Anderson	1

Constructors' Championship

1, Lotus-Coventry Climax	13
2, B.R.M.	12
3, Ferrari	6
4, Lotus-B.R.M.	3
5, Cooper-Coventry Climax	2
6, Brabham-Coventry Climax	1



WINNERS: Roger Clark/Jim Porter (Cortina G.T.) on the Glenisla special stage.

SCOTS GET TOUGH

Roger Clark/Jim Porter (Cortina G.T.) Win Most Difficult Ever Scottish Rally

By ROSS FINLAY

THE Scottish Rally is moving gradually to its goal of becoming a first-class international event. This year's was the best and certainly the most difficult so far, but there are still signs that the detailed organization is not quite up to international standard. One bad decision this year was to have time controls at the start of each special stage. As some of the stages were only two or three miles apart, this meant that anybody leaving the road in the forests would be penalized, not only at the end of the stage, but also at the next road control. There were a number of timing bothers, many of them caused by marshals who were simply not up to the job in hand. The results team was too small, and time penalties on the road sections were not announced until the rally was over, which is most unsatisfactory. Apart from these details, the rally was a first-class, tough event. The special stages had been very well chosen and only one of them was really rough. Scottish hopes for the premier award, Logan Morrison (Mini-Cooper S), Tom Paton (Vauxhall) and winner for the last two years Andrew Cowan (Rapier), all had trouble, but nobody could quarrel with the final result as Roger Clark and Jim Porter in their Cortina G.T. were by far the most consistent crew in the entry of 80.

As reported briefly last week, many of the favourites for outright or class wins were eliminated during the early stages. The M.G.B of the Morley brothers had a very brief run, going off the road at the finish of the first special stage at Tairlaw, coming to a complete halt in loose stuff at the next one at Balloch, and going off the road for about an hour in the third at Glen Trool. Glen Trool saw almost everybody who counted going off the road, which made it all the more maddening that it was cancelled because of faulty clocks. The most erratic performances of the week, in fact, seemed to come from the printing clocks and from some of the marshals in control of them.

By Monday night's supper halt at Doune in Perthshire 13 stages had been run. The Alan Fraser Racing Team Rapiers of Adrian Boyd and John la Trobe were in the lead with 54.3 and 59.3 penalties respectively. Every second late in the forests was worth 0.1 of a mark penalty. Roger Clark's Cortina G.T. was third with

63.0, Eric Jackson's Group 3 Cortina fourth with 65.7, Ronnie McCartney's Mini-Cooper S with 76.7 and Logan Morrison's similar car sixth with 77.9. One of the features of the week was the way Morrison kept climbing up the field after some mechanical disaster, only to drop a few places again when the next misfortune struck. A B.M.C. support car would not have been out of place here.

Two stages in the Trossachs at Achray and Loch Ard followed. Achray was a five-mile climb on a good surface from Brig o' Turk to the summit of the Duke's Road and Loch Ard was the same distance, being the normal R.A.C. stage in reverse. A trip round Loch Lomond led to a dangerous stage at Ardgartan where Roger Clark demonstrated to some stunned spectators that he has few equals in the art of going downhill under full power.

One Y-junction on this stage had its warning arrow pointing straight on and no arrow at the junction itself, although the marshals were

warned beforehand that the correct route was not at all clear. One or two cars, including Ian Loudon Cox's Volkswagen, went the wrong way. Ardgartan was followed by a climb of the old Rest-and-Be-Thankful where the home drivers were in full command, although Logan Morrison, first man up, met a few sheep not far from Stone Bridge.

Lateness penalties on these stages were as follows:

Achray (5 miles, 6 mins.): Morrison, 14.3; Boyd, 17.4; Clark, 17.5; Cowan, 17.7; Hinde (Simca), 18.0; Jackson, 18.2. Loch Ard (5 miles, 6 mins.): Morrison, 10.5; Clark, 13.2; la Trobe, 13.5; Lewis (Imp), 14.0; Boyd, McSpadden (VW 1500S) and Jackson, 14.2. Ardgartan (3.8 miles, 4 mins. 34 secs.): Clark, 9.5; Morrison, 10.5; McSpadden, 11.6; la Trobe, 12.5; Fisher (Simca), 12.8; Boyd, 13.0. Rest-and-Be-Thankful (2.3 miles, 2 mins. 46 secs.): Cowan, 0.6; Morrison, 0.9; Clark, 1.5; Jackson, 1.8; Birrell (Cortina G.T.), 1.8; Boyd, 2.1.

Boyd was slowing up a little as darkness fell and in the next group of four stages set close together in Cowal, Clark moved into a lead which he was never to lose. By far the fastest on these stages at Strachur, Loch Eck, Benmore and Loch Eck West was Morrison. Tiny Lewis's Imp began to have more mechanical bother than before, and when Rosemary Smith, who had retired her Imp in Glen Trool, turned up at a passage control in Inveraray the carburetter from her car was swapped for the one in Tiny's, which was held on by bits of wire.

Strachur was smooth and very slippery in parts, Loch Eck was rather rougher and twisting, Benmore, where the cars came round a bend into full view of the Polaris base in the Holy Loch, was muddy with a very stony

surface, and Loch Eck West, which is a natural for future visits, was very smooth with a longish straight, then a series of wiggles, then another straight, and so on.

Strachur (2.7 miles, 3 mins. 15 secs.): Morrison, 3.8; Clark, 4.0; Cowan, 4.0; la Trobe, 5.0; Jackson, 4.6; Boyd, 5.4. Loch Eck (2.1 miles, 2 mins. 32 secs.): Morrison, 8.5; Jackson, 9.0; Clark, 9.1; Cowan, 9.3; la Trobe, 9.8; Boyd, 10.0. Benmore (2.7 miles, 3 mins. 15 secs.): Morrison, 7.0; Clark, 7.0; Cowan, 7.5; Boyd, 7.7; Jackson, 8.0; la Trobe, 8.0. Loch Eck West (6.6 miles, 7 mins. 56 secs.): Morrison, 13.0; Clark, 14.3; Cowan, 15.7; Jackson, 16.7; Boyd, 16.3; la Trobe, 16.8.

The route then went round Loch Fyne to Minard, a stage which had some rough patches, Knapdale, where the road was rather like a tunnel through the trees, and along Loch Awe side to Inverinan, another one which was rough in places. Reggie McSpadden, who had started to go very well in his VW 1500S with some of the Scania-Vabis modifications as used in the R.A.C. and Monte Carlo cars, went out with engine trouble after Minard. Taylor's Jaguar, which had not had too happy a run, went out here too.

Minard (6.8 miles, 8 mins. 10 secs.): Clark, 9.0; Cowan, 10.5; Boyd, 11.3; Morrison, 11.4; la Trobe, 12.1. Knapdale (4 miles, 4 mins. 48 secs.): Clark, 6.8; Boyd, 8.7; la Trobe, 8.8; Allard (Cortina G.T.), 9.5; Cowan, 9.6. Inverinan (2.8 miles, 3 mins. 22 secs.): Jackson, 2.6; McCartney, 5.4; Clark, 6.0; Allard, 6.3; Boyd and Burch (Anglia 1200), 6.4.

From this stage onwards, Alan Allard, with father Sydney driving his support car, began to appear more regularly in the first half-dozen on each stage. Paul Burch's Anglia Super also speeded up and was certainly among the most spectacular.

After a rather regimented breakfast halt in Dalmally, where the hotel was happy to take money from the rally but would obviously have preferred not to have anything else to do with it, there was a long haul through Glencoe and Fort William to the special stages at Leanachan and Clunes. Leanachan was run the other way round from last year and Clunes is really the infamous R.A.C. stage at Loch Lochy.

Morrison's car broke a brake-pipe at Leanachan and after meeting with a great lack of co-operation from the garages in Fort William—one of them suggested trying their other branch in Inverness—was forced to do Clunes without any brakes at all. Clark was standing no nonsense in these two stages and was easily the fastest.

Leanachan (6 miles, 7 mins. 12 secs.): Clark, 6.3; Boyd, 8.9; Hinde, 10.4; Cowan, 10.5; Allard, 10.6; Jackson, 11.2. Clunes (7 miles, 8 mins. 24 secs.): Clark, 8.2; Boyd, 9.0; Allard, 10.6; Burch, 10.8; la Trobe, 11.0; Cowan, 11.2.

A long main-road run through Dalwhinnie led to Tuesday's overnight halt at Pitlochry. The best scores from Doune to Pitlochry were: Clark, 112.4; Cowan, 130.2; Boyd, 130.4; la Trobe, 136.3; Jackson, 136.9; and Morrison, 138.1. Clark was in the lead overall, some 10 marks ahead of Boyd, who was a similar margin in front of la Trobe. One interesting point about the week's performances was the similarity in the times put up by the two Alan Fraser Rapiers. On almost every stage they were one behind the other. From this point on, the first three places never altered.

Wednesday's run was a fairly short one, heading north-east from Pitlochry through stages at Blackcraig, Glenisla and Drumtochty South to Fetteresso near Stonehaven and then back to Pitlochry via Drumtochty North, Craigvinean and Drummond Hill. The two Drumtochty stages are well known to R.A.C. competitors, Craigvinean and Drummond Hill are Scottish regulars, Glenisla has been used on local rallies, but Fetteresso was virtually unknown.

La Trobe dropped a little way behind on this day's run, hindered by transmission trouble and by a puncture on Craigvinean. Morrison had shock-absorber trouble which could not be finally repaired until the following day. Boyd, although never out of the first six on any of the stages, was not quite so fast as usual, although he had joint second-best performance of the day with Cowan.

Clark was by far the fastest, some 80 seconds ahead of Boyd and Cowan. Hunt's Imp was the only car to retire, on the very rough Drummond Hill which claimed a number of exhaust systems and was probably the most unpopular stage. Cowan was the only one to manage the very fast Glenisla stage on time, Clark missing by just 4 secs.

Thursday was a much more difficult day. Starting at 8 a.m., the route went back to the west to Leanachan and Clunes, which were run the other way round from Tuesday, and

another stage in between at Glenlyon. Morrison was the best here and Robin Richards, in a Cortina G.T. with Brian Melia, who had suddenly started going very fast on Wednesday's run, was second best.

Undoubtedly the fastest stage of all was at Millbuie, in the Black Isle north of Inverness. Twenty-seven cars made this one on time. The most disappointed driver was Sandy Morrison, of Inverness, the stage being practically on his doorstep. He made a very good time on this stage during the Snowman Rally but was badly baulked by a Rapier this time and just missed making it.

Culbin, one of the favourite stages, was its usual spectacular self. Clark's car romped away from everything else on the fairly long straights, with Cowan and Jackson next up. Culbin, which was stage number 40, was the first one in which Adrian Boyd failed to get into the first six.

A shorter stage followed at Inshriach, near Aviemore. Clark was again fastest, but Cowan's front suspension failed halfway through and was wired up in a rather haphazard way in the hope that it would last out till Pitlochry.

Best scores on Thursday's run were: Morrison, 45.3; Clark, 46.7; and Richards, 48.2. The first three overall were still Clark, Boyd and la Trobe. Richards continued the good work on Friday, which took in a different



CHARLIE BROWN and Andrew McCracken look worried as their Volkswagen 1500S works its way along Craigvinean (above). WOOPS! The Sunbeam Rapier of Andrew Cowan/John Aitchison kicks up the dirt, also on the Craigvinean stage (below).



stage at Caigvinean and Loch Ard and Achray, the other way round from Monday night.

Morrison was fastest at Craigvinean and then went off on the famous right-hander in Loch Ard which claimed so many victims on the last R.A.C. John Melvin, who had been driving a very sensible rally in an Alpine, went off at the same place but was faster than he had been on the earlier visit. Achray was cancelled because of bad timing, but Cowan never reached the finish of it. To crown an unfortunate week, a half-shaft went in his Rapier just at the start and he was towed away down to the road to Glasgow.

Richards was the fastest on Friday with 23.5 penalties. La Trobe was next with 25.2 and Clark, taking no chances at this late stage, third with 25.3.

Clark came home a worthy and popular winner, and one who certainly gave the spectators good value. The Alan Fraser Rapiers had proved very consistent, but the Cortina G.T.s were the best-placed make with four cars in the first ten. Morrison's Mini-Cooper S, which probably had more trouble than any other car, was driven magnificently all week and finally managed fifth place.

RESULTS

1, Roger Clark (Cortina G.T.), 299.8; 2, Adrian Boyd (Sunbeam Rapier), 327.4; 3, John la Trobe (Sunbeam Rapier), 351.5. Class Winners: J. Tordoff (Saab), 888.2; R. Clark (Cortina G.T.), 299.8; Major Avery (Standard Ensign), 1,316.8; W. L. Morrison (Mini-Cooper S), 384.9; A. Boyd (Sunbeam Rapier), 327.4; P. Burch (Anglia Super), 441.2; E. Jackson (Cortina G.T.), 367.9.

JOHN BOLSTER tries the DAFFODIL

LAST year I gave the Daffodil, the de luxe version of the DAF, a full road test. I was extremely impressed with the little car, and now that some further developments have taken place, I have grasped the opportunity to make this supplementary test. Once again, I enjoyed every moment of it.

The DAF is quite a roomy little saloon with an enormous boot. Provided that the driver and front passenger are not too greedy, it can be regarded as a full four-seater. It is independently sprung at all four corners with a transverse leaf spring in front and helical springs behind. The motive power is an air-cooled flat-twin engine of 750 c.c. which is fitted with an automatic centrifugal clutch. The power unit being at the front of the car, a shaft takes the drive to a bevel box and cross shaft. This cross shaft carries the driving pulleys for the belts which transmit the power to the rear wheels.

Expansion and contraction of the pulleys takes place by centrifugal force and induction depression. This means that on a light throttle opening the transmission changes into overdrive quite early, but with the accelerator well down the engine continues to rev. hard as the car picks up speed. There is no clutch pedal and the brake pedal is arranged for easy application by the right foot or the left—I preferred the latter.

and the

SUNBEAM ALPINE SERIES 4

THE Sunbeam Alpine underwent a number of improvements a few months ago. Some neat touches have rendered the body much more attractive to the eye, and the 1,592 c.c. four-cylinder engine has come in for some attention. The twin carburettors have been replaced by the latest Solex downdraught compound-type, which, with its progressively opened throttle for the second choke, combines many of the advantages of a single unit with the power potentialities of two separate instruments. As



the Sunbeam is a practical sports-touring car, the complete elimination of throttle adjustment and balancing problems is a great advantage.

I used the car for a long Continental trip, taking in Paris, Geneva, Lyon, and again Paris. I found that it rode remarkably well over all the surfaces I encountered, and the handling was very safe. The steering is much lighter than on some previous Rootes cars, only feeling slightly heavy when

When one takes the driving seat, the large window area is at once apparent. The seating is relatively high, and the pronounced downward slope of the bonnet assures a good view of the road. Feeling immediately in full command of the vehicle, one sets off to have fun.

And what fun it is! Away from the traffic lights, there is no change from first to second, and one goes on motoring while the others are sorting out their gears. It's quite absurd, but with this transmission and a 750 c.c. engine the DAF always seems to get to the head of the queue. As the car slows, a gradual "changing down" takes place, which gives useful engine braking and ensures that the power unit is already running just enough for instant acceleration. Thus the slight delay entailed by a "kick-down" change is avoided.

There is rather a tendency to get carried away by all this, I found. The DAF does not roll and can be flicked in and out of the holes in the traffic stream, the right foot on the accelerator and the left foot on the brake both pedalling away like mad. Of course, that kind of driving is bad manners if carried to excess, but such easy controllability is a valuable safety feature.

The horizontally opposed twin-cylinder engine is fundamentally as well balanced as a straight six-cylinder. The DAF is therefore smoother than any four-cylinder car when cruising, and its silence is so remarkable that it is almost beyond belief. When accelerating hard, however, the twin cylinder engine is more noticeable than a unit with multiple cylinders. For the most pleasant motoring, I usually took off on full throttle, but as soon as the car was getting into its stride I eased the

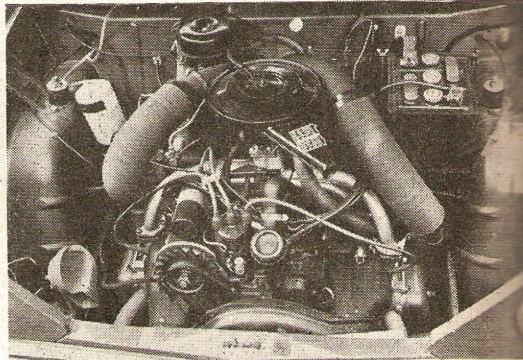
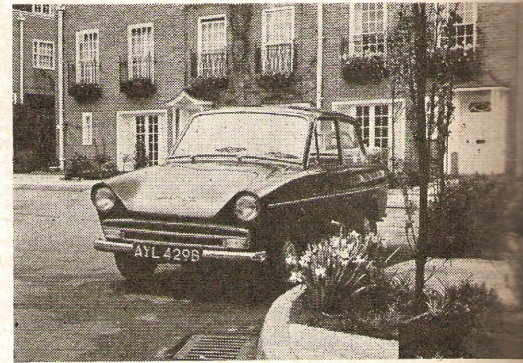
parking manoeuvres are undertaken.

For a long journey, the quiet running on overdrive is a boon. The engine is, in fact, less obtrusive at all times than one might expect of a four-cylinder unit. This particular car was perhaps rather new, but I found that the performance was not quite as good as that of the earlier Alpines. The test car was certainly not a 100 m.p.h. machine, but I hope later to verify this point with a really well run-in example.

Fuel consumption can be fairly heavy—appreciably worse than 20 m.p.g.—if the car is really pressed. By keeping away from the red mark on the rev. counter dial and driving at not more than 85 m.p.h., it is possible to average over 20 m.p.g. and make a good average speed for the journey.

The hard top fitted to the test car was neat and waterproof. A rear seat was provided, but this was for children only, though it formed a useful luggage space in addition to the boot. The highest praise must be given to the instrumentation and interior furnishing of the car. All the proper round dials give accurate readings and the whole effect is most pleasing. My Continental friends were particularly impressed with this part of the car, the finish coming in for many complimentary remarks.

Many people require a car of sporting appearance but with the refinement of a saloon. The Sunbeam appeals because it has an air of quality which one associates with much more expensive cars. My Continental trip proved that the suspension works well on every sort of road, while the brakes were given top marks, for my co-driver, Jabby Crombac, and I never spared them.



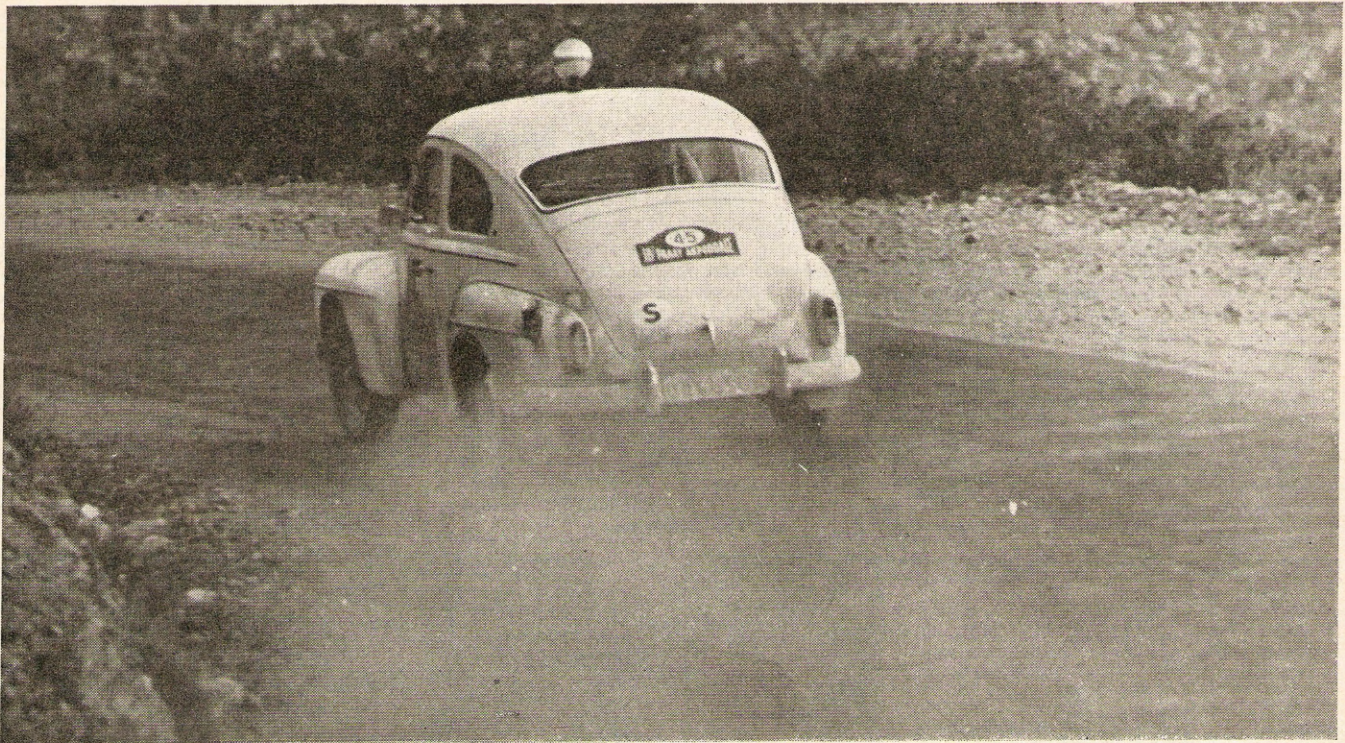
accelerator to select a high "gear". Although the peak of the power curve is at 4,000 r.p.m., maximum torque is at 2,800 r.p.m. It is this high torque at low speeds which allows a gear ratio to be chosen which will give quiet running with very little loss of performance, to the benefit of fuel economy.

Compared with the last DAF I tried, this latest model is faster, livelier and more economical. It is even quieter at cruising speeds, but the engine is a little more outspoken when accelerating on full throttle. The roadholding has been completely revised, for what used to be a spectacular over-steerer has now become a car with an under-steering characteristic at all times. In spite of the sensation of sitting fairly high, the centre of gravity is in fact low, aided by the flat-twin engine. In consequence the machine does not lean on corners, which adds to the confidence of the driver.

The ride is a good compromise, being fairly firm but not excessively hard, with unusually quick steering. The brakes have been greatly improved and are now both smooth and powerful. The hand brake, however, is still rather weak. Driving the car hard on a long journey, I consistently averaged something like 45 m.p.g.

The lowest maximum speed is 64.5 m.p.h., which is shown as 70 m.p.h. on the speedometer. Once this velocity has been attained, it may be held indefinitely with the throttle eased well back and is as good a cruising speed as any other. A "one way" maximum of 67 m.p.h. comes up occasionally on the road.

The DAF is a practical and economical car, of which the automatic transmission makes even the latest American "jerkomatic" monsters seem rough. It is well finished inside and out, unusually quiet if driven with a little intelligence, but above all it is untiring in the heaviest traffic. Indeed, as a town car it's the best yet, and a lot of fun in the country, too. Nothing can replace the pleasure of handling a 150 m.p.h. thoroughbred, but for practical everyday motoring, the DAF makes economy a pleasure. Prices run from £552, including P.T., according to equipment.



TOM TRANA slides through a corner near Amphissa in the style that won him the rally outright.

THE ACROPOLIS RALLY

Soulion hill-climb—3km. on tarmac: 1, E. Böhlinger/P. Lang (Mercedes-Benz 300SE), 1 m. 53.9 s.; 2, T. Trana/G. Thermenius (Volvo PV544), 1 m. 56.8 s.; 3, R. Aaltonen/T. Ambrose (Mini-Cooper S 1300), 1 m. 57.6 s.; 4, P. Hopkirk/H. Liddon (Mini-Cooper S 1300), 1 m. 58.5 s.; 5, E. Waxenberger/K. Kaiser (Mercedes-Benz 220SE), 1 m. 59.1 s.; 6, P. Toivonen/L. Lindholm (VW 1500S), 2 m. 1.8 s.

Grammatikon-Kapandriti special stage—11 km. on tarmac/gravel: 1, Böhlinger, 10 m. 10s.; 2, Hopkirk, 10 m. 11 s.; 3, Aaltonen, 10 m. 20 s.; 4, Trana and B. Jansson (VW 1500S) 10 m. 21 s.; 6, Waxenberger, 10 m. 33 s.

Nea Aghialos special stage—11 km. on tarmac: 1, Böhlinger, 7 m. 35 s.; 2, Jansson, 7 m. 36 s.; 3, Hopkirk and Aaltonen, 7 m. 39 s.; 5, S. Lampinen/Y. Ahava (Saab), 7 m. 47 s.; 6, G. Raptopoulos/N. Kapetanakis (D.K.W. F12), 7 m. 48 s.

Portaria hill-climb—4.5 km. on rough tarmac: 1, Böhlinger, 4 m. 1.8 s.; 2, Aaltonen, 4 m. 5.5 s.; 3, Hopkirk, 4 m. 5.8 s.; 4, Raptopoulos, 4 m. 15.5 s.; 5, Trana, 4 m. 16.4 s.

Tsagarada—Afissos stage—20 km. rough and loose: 1, Böhlinger, 19 m. 28 s.; 2, E. Carlsson/G. Palm (Saab), 19 m. 37 s.; 3, Jansson, 19 m. 38 s.; 4, O. Andersson/A. Torsten (Saab), 19 m. 42 s.; 5, Lampinen, 19 m. 53 s. **Part 2, 29 km. on tarmac:** 1, Böhlinger, 24 m. 2 s.; 2, Hopkirk, 24 m. 19 s.; 3, Andersson, 24 m. 32 s.; 4, Lampinen, 24 m. 42 s.; 5, Carlsson, 24 m. 50 s.

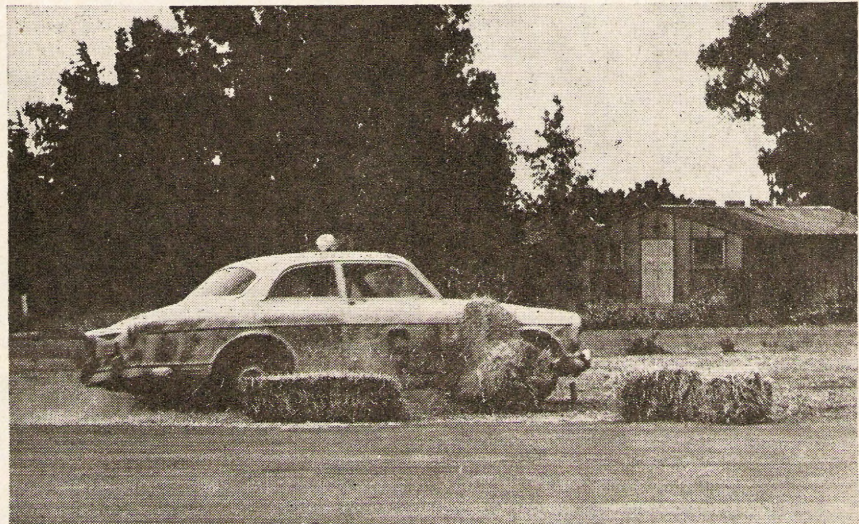
Kalokastron—Lahana stage, 18 km. on tarmac: 1, Waxenberger, 12 m. 18 s.; 2, Böhlinger, 12 m. 34s.; 3, Hopkirk, 12 m. 47 s.; 4, Trana, 12 m. 48 s.; 5, Andersson, 12 m. 55 s. **Part 2, 24.7 km. on tarmac:** 1, Waxenberger, 17 m. 14 s.; 2, Andersson, 17 m. 36 s.; 3, Trana, 17 m. 43 s.; 4, Aaltonen, 17 m. 50 s.; 5, Hopkirk, 17 m. 52 s.

Veria stages, 9.7 km. tarmac: 1, Böhlinger, 6 m. 2s.; 2, Waxenberger, 6 m. 3 s.; 3, Aaltonen, 6 m. 14s.; 4, Trana, 6 m. 15 s.; 5, Hopkirk, 6 m. 18 s. **Part 2, 13 km. on tarmac:** 1, Böhlinger, 11 m. 0 s.; 2, Waxenberger, 11 m. 7 s.; 3, Aaltonen, 11 m. 28 s.; 4, Hopkirk, 11 m. 30 s.; 5, Trana, 11 m. 32 s.

Kozani-Hani Mourghani stages—26.5 km. rough tarmac: 1, Hopkirk, 18 m. 52 s.; 2, Aaltonen, 18 m. 57 s.; 3, Böhlinger, 19 m. 18 s.; 4, Waxenberger, 19 m. 20 s.; 5, Carlsson, 19 m. 40 s. **Part 2, 56.5 km. on loose gravel:** 1, Trana, 39 m. 40 s.; 2, Carlsson and Andersson 40 m. 7s.; 4, G. Andersson (Volvo 544), 40 m. 58 s.; 5, Böhlinger and Waxenberger, 41 m. 0 s.

Menina stage—27.5 km. on tarmac: 1, Hopkirk, 18 m. 46 s.; 2, Trana, 18 m. 48 s.; 3, Waxenberger, 18 m. 52 s.; 4, Aaltonen, 19 m. 20 s.; 5, Andersson, 19 m. 27 s.

Mount Bralos, 16 km. on tarmac: 1, Trana,



VISITING the straw bales at Tatoi, the Volvo 122S of J. Hallenbourg and J. Virgin which finished the rally in 16th place.

IN LAST WEEK'S ISSUE we published a full report of the Acropolis Rally, but we were unable to include the times of the cars over the special stages. Although Mercedes-Benz set best times in the early stages, it was Tom Trana who won in his Volvo PV544—after the threat of Paddy Hopkirk's Mini-Cooper S had been eliminated with electrical trouble.

12 m. 20 s.; 2, Waxenberger, 12 m. 36 s.; 3, Hopkirk 12 m. 37 s.; 4, Carlsson and Andersson (Volvo), 12 m. 54 s.

Amphissa hill-climb: 1, Waxenberger, 3 m. 55.3 s.; 2, Hopkirk, 3 m. 55.4 s.; 3, Trana, 3 m. 56.3 s.; 4, Pat Moss-Carlsson (Saab), 4 m. 7.3 s.; 5, J.-C. Ogier (Citroën), 4 m. 7.5 s.

Aghia Efthimia stage—9 km. on dusty tarmac: 1, Waxenberger, 6 m. 35 s.; 2, Hopkirk and Trana, 6 m. 38 s.; 4, Andersson (Volvo), 6 m. 49 s.; 5, Carlsson, 6 m. 52 s. **Part 2, 20 km. on dusty, loose tarmac:** 1, Waxenberger, 13 m. 0 s.; 2, Trana, 13 m. 3 s.; 3, Hopkirk, 13 m. 35 s.; 4, Carlsson, 13 m. 42 s.; 5, Andersson, 13 m. 53 s.

Ovri-Cataractus stage—19 km. on loose tarmac: 1,

Hopkirk, 16 m. 8 s.; 2, Waxenberger, 16 m. 12 s.; 3, Trana, 16 m. 28 s.; 4, Carlsson, 16 m. 52 s.; 5, Ogier, 16 m. 59 s.

Tripotamos stage—21 km. main road: 1, Waxenberger, 14 m. 52 s.; 2, Trana, 15 m. 13 s.; 3, Andersson, 15 m. 55 s.; 4, J.-P. Joly (Citroën), 15 m. 58 s.; 5, Ewy Rosqvist (Mercedes-Benz 220SE), 16 m. 12s.

Kiaton stage—12 km. on tarmac, some fog: 1, Trana, 9 m. 19s.; 2, Waxenberger, 9 m. 27 s.; 3, Ogier, 9 m. 48 s.; 4, Rosqvist, 9 m. 54 s.; 5, Sylvia Osterberg (Volvo), 10 m. 6 s.

Mount Parnis hill-climb—10 km. on tarmac: 1, Trana, 7 m. 44.4 s.; 2, Waxenberger, 7 m. 50.7s.; 3, Osterberg, 7 m. 54.5 s.; 4, Rosqvist, 8 m. 6.4 s.; 5, Carlsson, 8 m. 9 s.

MANX TROPHY RALLY

Mini-Cooper S 1300 of David Friswell/Keith Burns Wins in the Isle of Man

By GRAHAM ROBSON

AS the first major British rally to be run after the publication of the Chesham Report on rallies, the Manx Trophy Rally established an interesting new pattern in rallying, which proved to be universally popular, though producing some surprising results. The element of navigation was entirely removed from the event, and there was absolutely no fast motoring on public roads. Instead, a large number of the Manx roads were specially closed for the occasion, and there were no fewer than 19 special stages during the Friday night section, and another nine longer stages during the daylight runs on Saturday, totalling over 100 miles of closed "racing". For once the Macclesfield Cortina brigade could not rely on having the most proficient navigators and the most suitable vehicles, with the result that the road racing over mainly tarmac stages turned out to be a Mini-Cooper S benefit. For the majority of the rally, there was a stirring battle between Sir Peter Moon (Mini-Cooper S), David Friswell (Mini-Cooper S 1275) and Barrie Williams (Mini-Cooper S), which was only ended by Moon inverting his car in a very spectacular manner on a fast downhill moorland road on the penultimate stage. David Friswell (with Keith Burns riding "shotgun") then won by the tiny margin of three seconds from Williams, while a whole group of Cortinas filled the next four places.

HAVING cleared the boat in Douglas by about 2.30 p.m., there was plenty of time for the mainland entrants to receive the special stages, which had been disclosed in the local papers in the Road Closing Orders during the previous week, and by the time the cars were impounded in the *parc fermé* most of the keen types had made pace notes of the whole route! (Several of the stages were to be staged in both directions, and therefore there were several exciting moments when receiving crews met head on—fortunately with no actual collisions!)

The night section began from the centre of Douglas at 11.30 p.m., Peter Moon being first away. The business of the evening began almost at once, with the first stage being held on the outskirts of the town, where fastest time was put up by a Manxman, Ken Leece.

Much local interest had been caused by the entry of Geoff Duke, in his new N.S.U. 1000, but there had been little time to prepare the car properly, and on the third stage one bad bump dealt a heavy blow to the exposed gear linkage, which distorted badly and made selection impossible and caused his retirement (conveniently) only a few miles from home. After the first four stages the Mini-Cooper S brigade were already drawing ahead.

Best times were:

East Baldwin: K. Leece (Mini-Cooper), 2 m. 7 s.; H. Saville (Mini-Cooper S), 2 m. 9 s.; B. Williams (Mini-Cooper S), A. Fall (Mini-Cooper S) and G. Peake (Mini-Cooper), 2 m. 12 s.

Fairy: K. Leece, 3 m. 40 s.; Sir P. Moon (Mini-Cooper S), F. Grange (Cortina) and A. Fall, 3 m. 43 s.; J. Sprinzel (Cortina), 3 m. 44 s.

St. Marks: Sir P. Moon, 2 m. 42 s.; D. Friswell (Mini-Cooper 1300), 2 m. 43 s.; T. Warburton (Mini-Cooper S), 2 m. 45 s.; M. Gibbs (Anglia G.T.), and R. Fidler (Cortina G.T.), 2 m. 46 s.

Mullinaragher: M. Gibbs and H. Saville, 2 m. 16 s.; D. Friswell, N. Birkett (Cortina G.T.) and K. Watkinson (M.G.A.), 2 m. 17 s.

The fifth stage included a section of road which was still under construction, along with an extremely bumpy rail crossing, while the seventh stage was run through the very bumpy Glen Rushen Mine, while the Brack-a-Broom road included a ford so precipitous that it might have been possible to miss it altogether if the approach speed was high enough.

Quarry: N. Birkett, 2 m. 42 s.; B. Williams, 2 m. 44 s.; M. Offley (Mini) and D. Friswell, 2 m. 46 s.; Sir P. Moon, 2 m. 47 s.

Grenaby: D. Friswell and B. Williams, 3 m. 32 s.; M. Gibbs and N. Birkett, 3 m. 33 s.; Sir P. Moon, 3 m. 34 s.

Glen Rushen: M. Gibbs, 3 m. 55 s.; N. Harvey (Sprite), 3 m. 56 s.; A. Fall, 3 m. 57 s.; B. Williams, 4 m. 1 s.; N. Birkett, 4 m. 2 s.

Brack-a-Broom: Sir P. Moon, 1 m. 30 s.; B. Williams, 1 m. 32 s.; D. Friswell, 1 m. 35 s.; R. McBride (Anglia G.T.) and M. Gibbs, 1 m. 36 s.

Now came a few stages where mechanical damage began to take its toll. Margaret

Photography by FRANCIS PENN

Oakden's Saab shed a wheel at high speed on a stage, and had to be retired, while Jim Bullough's Cortina ran its bearings in the infamous Curraghs stage and had to be towed away. The Curraghs was this year split into two stages and was dry, but the ruts were as deep as ever, and the deep dykes were on the outside to claim the over-brave!

Lherdydoo: M. Gibbs, 5 m. 5 s.; D. Friswell, 5 m. 6 s.; Sir P. Moon, 5 m. 8 s.; N. Harvey and K. Watkinson, 5 m. 10 s.

Little London: Sir P. Moon, 2 m. 29 s.; M. Gibbs, 2 m. 30 s.; D. Friswell, 2 m. 32 s.; B. Williams, 2 m. 33 s.; A. Fall, 2 m. 35 s.

Broughjaing: B. Williams, H. Saville and K. Leece, 1 m. 41 s.

Curraghs 1: Sir P. Moon, 3 m. 14 s.; B. Williams, 3 m. 23 s.; P. Simister (Cortina, G.T.), 3 m. 24 s.



THE FORD ANGLIA of Roy Dixon hits the watersplash at Druidale 1 on Saturday (top right). ALSO MAKING the water fly on the same section is Roy Fidler with the Cortina (right).

Curragh 2: Sir P. Moon, 1 m. 55 s.; D. Friswell and B. Williams, 2 m. 1 s.; P. Simister and J. Sprinzel, 2 m. 4 s.

Six stages remained during the night section, all being on diabolically narrow, twisty roads, including the circuit of Glen Roy. Tony Fall was again in the wars, nosing-diving into a deep ditch for a long rest (on the only stage which was to be cancelled because of faulty timing—lucky man!)

Hibernian: Sir P. Moon and D. Friswell, 1 m. 58 s.; A. Fall and M. Gibbs, 1 m. 59 s.; B. Williams and H. Saville, 2 m.

Ballaglas: Sir P. Moon, 2 m. 39 s.; H. Saville, 2 m. 40 s.; D. Friswell, 2 m. 42 s.; N. Harvey, F. Grange, A. Fall and P. Stewart (Anglia), 2 m. 45 s.

Ballaragh: Sir P. Moon and D. Friswell, 2 m. 5 s.; F. Grange, A. Fall and N. Saville, 2 m. 7 s.

Glen Roy 1: D. Friswell, 3 m. 47 s.; Sir P. Moon, 3 m. 48 s.; H. Saville, 3 m. 53 s.; F. Grange and K. Watkinson, 3 m. 57 s.

Cronk-y-garoo: Sir P. Moon, 2 m. 14 s.; M. Gibbs and H. Saville, 2 m. 18 s.; B. Williams, N. Harvey, N. Birkett and M. Offley, 2 m. 19 s.

After a few hours' sleep, the remaining competitors were then faced with a further nine—longer—stages, mainly over much more open and faster mountain roads, where the really top-class cars were averaging over 60 m.p.h. Several of the stages had already been used in last year's rally, and more than one had been tackled during the night section, and this together with the recce notes already mentioned made them much fester.

Most of the mechanical troubles occurred during the day, and several of the more highly placed crews were eliminated due to over-exuberance. First to be tackled was Glen Roy (in the reverse direction) where everyone was quicker than before, and where Peter Moon revolved on the last, fast bend, without much damage to the car. David Friswell, though feeling ill, was still fastest overall!

Then followed the very fast (70 m.p.h.), clean and dry descent of Sulby Glen from the Bungalow. The Curragh was next, in the reverse direction from the night section, and using the whole length. The nine miles or so of Druidale was purely a test of available horsepower, being uphill, while Injebreck 1 was also steep and demanding. Again Gibbs was in the news—rolling his Anglia in front of a large crowd—but he carried on after refilling the engine with oil! Then came lunch while some of the stages were cleared of debris, and set up for the assault in the opposite direction.

Glen Roy 2: D. Friswell, 3 m. 37 s.; F. Grange and H. Saville, 3 m. 41 s.; R. Fidler and M. Gibbs, 3 m. 42 s.

Tholt-y-will: M. Gibbs, 5 m. 34 s.; R. Fidler, 5 m. 37 s.; B. Williams, 5 m. 38 s.; Sir P. Moon, 5 m. 38 s.; T. Warburton, 5 m. 39 s.

Curragh 3: B. Williams, 5 m. 14 s.; Sir P. Moon, 5 m. 16 s.; F. Grange and A. Fall, 5 m. 19 s.; D. Friswell and T. Warburton, 5 m. 21 s.

Druidale 1: N. Birkett, 9 m. 28 s.; Sir P. Moon and B. Williams, 9 m. 37 s.; M. Gibbs, 9 m. 38 s.; P. Simister, 9 m. 46 s.

Injebreck 1: D. Friswell, 7 m. 45 s.; Sir P. Moon and F. Grange, 7 m. 46 s.; N. Birkett and B. Williams, 7 m. 50 s.

Four stages only remained to be contested after lunch, and these were to make several

THE BIG Austin-Healey of Michael McCombe takes to the water—the ford at St. John's on Friday evening.



BEARING THE TELL-TALE scars of acquaintances better forgotten, R. Fallard is seen (above) hard at work during the tests. LAST but one stage; 30 secs.' lead—a seemingly invincible position, but Sir Peter Moon had the misfortune to roll his Mini-Cooper S, luckily without personal damage, but ruining his chances of winning the Manx Trophy Rally (below).

important changes to the order of finishers. Tony Fall finally left the rally when his hard-driven Mini-Cooper S lost a wheel almost in mid-air over the main road in the middle of the last Curragh section, while Roy Fidler's Cortina G.T. also ran its bearings on the ascent of the very fast Tholt-y-will (2), thus breaking up the leading Knowldale team.

But the most unfortunate retirement was yet to come—on the last but one stage, the very fast moorland descent to Ballangh village, where Sir Peter Moon lost control of his Mini-Cooper S and rolled end over end down the road, finally coming to rest without personal damage, with the car on its roof in the middle of the road and blocking it completely. The car was a driveable "write-off" when eventually recovered, and one must commiserate with the unfortunate crew—who were leading the rally by a clear 30 secs. up to this point!

The problem for the rest of the field was to pass the Mini-Cooper S, but the obliging baronet had parked the car alongside a wide grass verge where there was just enough room to get through.

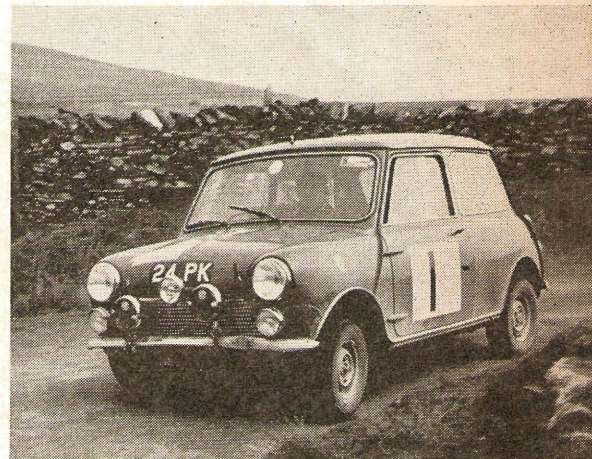
Times on the last stages were:
Curragh 4: B. Williams, 5 m. 22 s.; D. Friswell, 5 m. 25 s.; J. Sprinzel, 5 m. 25 s.; Sir P. Moons 5 m. 27 s.; F. Grange, 5 m. 32 s.; N. Birkett, 5 m. 32 s.

Tholt-y-will 2: D. Grimshaw (TR4), 5 m. 52 s.; D. Friswell, 5 m. 55 s.; B. Williams, 5 m. 59 s.; M. Gibbs, 6 m. 2 s.; Sir P. Moon, 6 m. 4 s.

Druidale 2: B. Williams, 9 m. 11 s.; N. Birkett, 9 m. 16 s.; M. Offley, 9 m. 18 s.; M. Gibbs, 9 m. 19 s.; D. Friswell, 9 m. 19 s.

Injebreck 2: D. Friswell, 7 m. 41 s.; B. Williams, 7 m. 45 s.; N. Birkett, 7 m. 47 s.; M. Gibbs, 7 m. 51 s.; D. Grimshaw, 7 m. 52 s.

Already there have been suggestions that the event should be renamed the Manx Grand Prix; certainly it is clear that this event, on an island where there is such ease in getting permission to close the roads, could become



very important in a very short space of time. To David Friswell, congratulations on a very consistent performance in a brand-new and unmodified car—one wonders if this means the end of Ford domination in other British events?

RESULTS

- 1, D. Friswell/K. Burns (Mini-Cooper S 1300), 853;
- 2, B. Williams/M. Lindsay-Jones (Mini-Cooper S), 856;
- 3, N. Birkett/P. Hauseman (Cortina G.T.), 1,007;
- 4, J. Sprinzel/"Fred" (Cortina G.T.), 1,024;
- 5, F. Grange/B. Potts (Cortina G.T.), 1,029;
- 6, P. Simister/G. Robson (Cortina G.T.), 1,053;
- 7, H. Saville/J. Dodsworth (Mini-Cooper S), 1,075;
- 8, K. Watkinson/Mrs. Watkinson (M.G.A. twin cam), 1,076;
- 9, M. Offley/T. Harrison (Mini), 1,116;
- 10, D. Grimshaw/A. Mason (TR4), 1,131.

BERLIN GRAND PRIX TO TONY HEGBOURNE

LAST Sunday's Formula 2 Berlin Grand Prix, run on the very fast Avus circuit, provided a win for Normand Team driver Tony Hegbourne (Cooper-Cosworth), who beat Ron Harris driver Peter Procter (Lotus-Cosworth) by a mere 0.9 sec., with Denis Hulme in the works Brabham-Cosworth a further 1.3 secs. in arrears.

Hegbourne's average speed was a remarkable 123.03 m.p.h. for the 155 miles. Willment driver Frank Gardner (Brabham-Cosworth) was fourth, and Ford-France pilot Jo Schlesler brought his new Brabham-

Cosworth into a creditable fifth place. We hope to include an illustrated report of the meeting in a future issue.

RESULTS

- 1, Tony Hegbourne (Cooper-Cosworth), 1 h. 15 m. 29.7 s., 123.03 m.p.h.;
- 2, Peter Procter (Lotus-Cosworth 32), 1 h. 15 m. 30.6 s.;
- 3, Denis Hulme (Brabham-Cosworth), 1 h. 15 m. 31.9 s.;
- 4, Frank Gardner (Brabham-Cosworth), 1 h. 16 m. 34.0 s.;
- 5, Jo Schlesler (Brabham-Cosworth), 1 h. 17 m. 42.2 s.;
- 6, David Prophet (Lotus-Cosworth 32), 1 h. 19 m. 5.6 s.;
- 7, Silvio Moser (de Sanctis-Ford), 1 lap behind;
- 8, Mike Beckwith (Cooper-Cosworth), 2;
- 9, Gunther Schramm (Cooper-Ford);
- 10, Bill Bradley (Lola-Cosworth).

CLUB NEWS

By MICHAEL DURNIN

ON 7th June the East Anglian M.C. will run their *Earls Colne Express* driving tests meeting at Earls Colne Airfield, near Colchester, Essex. There will be six high-speed open tests suitable for all sizes of cars and there will be an untimed practice run and two timed runs, quickest to count. The event is open to Eastern Association clubs and regs. may be had from L. S. Temple-Cox, 60 North Hill, Colchester, Essex, who must have all entries by 4th June. . . . New secretary of the Midlands M.E.C. is H. W. Brown, 77 High Street, Solihull Lodge, Shirley, near Birmingham. The retiring secretary, Len Hill, held the post for 10 years and continues to serve the club as a member of the general committee. . . . The restricted race meeting which Winfield Joint Committee were to have promoted at Charterhall on 28th June has been postponed until 5th July. . . . The West Essex C.C. will run an autocross at Abridge, Essex, on 21st June. The event counts towards the B.T.R.D.A. and Eastern Association championships and is open to Billericay M.C., B.T.R.D.A., B.R.S.C.C., Gaynes C.C., East Anglian M.C., Four Ways C.C., Harlow & D.A.C., Romford E.C.C. and championship contenders. The event will cover three laps of a level 880-yard grass circuit and regs. are available from R. L. Archer, 70 Stoneleigh Road, Clayhall, Ilford, Essex, who must have all entries by 15th June. . . . Brentford Market is now one of the most popular and satisfactory driving tests venues in the London area and it is there that the London M.C. are to co-promote the national Star driving tests meeting with the Circle C.C. on 7th June. The event counts towards the Flather Star and the South Eastern Association championships. Secretary is Miss Anne Colvin, 74 Great Russell Street, London, W.C.1, who must have all entries by 1st June. . . . A Volvo Owners' Club has been formed in the Midlands. Details from R. H. Clapperton, 39 Endwood Court Road, Handsworth Wood, Birmingham 20. . . . Shenstone, & D.C.C. are to run a closed sprint near Lichfield on 14th June. Details from M. M. Usher, 131 Halton Road, Sutton Coldfield. . . . The West Essex C.C.'s Stapleford hill-climb, which, according to last week's Coming Attractions, should have taken place last Sunday, was, in fact, cancelled some considerable time ago. We apologize for any inconvenience caused.

BRIGHTON & HOVE M.C.

DRIVING TESTS

BRIGHTON & HOVE M.C. had an entry of 20 for their driving tests at Withdean Sports Stadium on 17th May. Four novices were among the competitors. With the handicapping, results were much closer, although none of the novices managed to be among the prize winners.

Six tests were laid out and competitors were required to do each twice. All tests, with the exception of the sixth, were combinations of driving forwards and in reverse round lines of pylons. The first test proved the slowest with R. McGhie and P. King doing the fastest time of 32 secs. in their Sprites. H. Appleby managed best time on Test 2 with 17.8 secs.—this was the fastest test. In the sixth test competitors were required to enter and leave a box once in a forward direction, then in reverse. McGhie again did best time in this with 27 secs.

PAT WARD.

RESULTS

Overall Winner: H. Appleby (T.M.S. 2 Special), 170.4 s. Class winners: Mrs. Wendy Bowman (Mini-Cooper), 180.2 s.; J. Gillham (Triumph Herald Coupé), 184 s.; H. Appleby (T.M.S. 2 Special), 170.4 s. Team Award: G. Atkinson (Modified Mini) and R. McGhie (Sprite), 353.4 s.

NEWQUAY M.C.

SPRINT DRIVING TESTS

THE annual Newquay M.C. sprint driving tests were held as usual on the disused runways adjoining the St. Eval aerodrome on Whit Monday. Contrary to the general opinion that driving tests are on the way out in the county, the turn-out of over 20 entrants was encouraging, but perhaps this was due to the fact these tests were not designed as memory problems. The surface was pretty gravelly in parts, and three or four spins were witnessed in one particular test where too much power could be employed. Anyway it was a non-damaging event!

A great battle for the B.T.D. and the principal award raged between the Cornish experts Don Statton (Stage 3 Mini-Cooper), Evan Holman (Lotus-M.G. Mk. 6), both previous winners of the cup, and young Peter Bennett (Sprite). The last named eventually won by a mere 0.1 sec. from Don Statton, the closest possible margin by stop-watch timing.

BRIAN SOLOMON.

RESULTS

Simmonds-Hodge Trophy: P. Bennett (Sprite), 156.4 s. Class Winners: D. Statton (Mini-Cooper), 156.5 s.; D. Tremayne (Volkswagen), 168.1 s.; P. Bennett (Sprite).

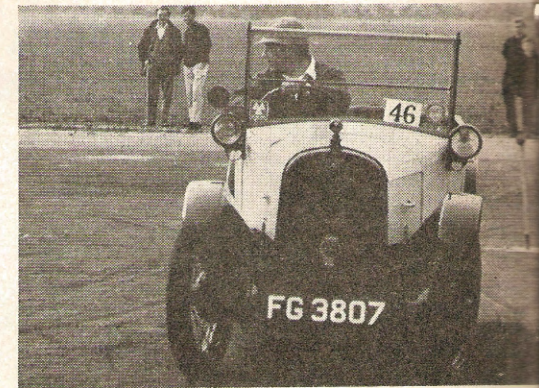
55 C.C.

ERROL DRIVING TESTS

ON 17th May the 55 C.C. organized their driving tests meeting, to count towards the *Top Gear* driving tests Championship, at Errol Airfield, between Perth and Dundee. The weather was ideal for such a meeting, if a little clammy, and the long runway surface ideal for laying out the five tests to be tackled twice by each of the 47 drivers, drawn from most of the east of Scotland clubs.

The first class, made up of Mini variants, three Imps and two Simca 1000s, found H. A. Chalmers maintaining his class place in the lead ahead of G. R. Horne and Walter Guy—all Mini-mounted. In class two Jim Dryden displayed his usual expertise in Mini-Cooper conducting to head R. H. Barnett (Austin-Cooper), both showing how to do it with rear wheels locked in the "ever-decreasing circle, etc." test 4.

The more "shopping" saloons was the province of W. C. Duff (Wolseley 1500).



A SIGHT to gladden the hearts of any Austin 7 enthusiast—W. C. Duff in his vintage A7 has time to study the route in the 55 C.C.'s Errol Driving Tests meeting.

Class 4, for sports cars, contained Dryden's main rival for fastest overall time in the shape of Andrew Bonar (Turner), who, indeed, pipped the Cooper man. George Brass handled his Spitfire well to annex second place, some 7 secs. slower.

W. C. Duff's 1927/28 Austin Seven Tourer, which once belonged to a local padre, was the quietest car competing, if not the fastest.

The event was run so expeditiously by Fred Hibberd and his boys that he spent the time while results were being calculated in organizing his Scottish Rally controls.

BILL HENDERSON.

RESULTS

B.T.D.: A. Bonar (Turner), 133.9. Class winners: H. A. Chalmers (Mini), 144.9; J. A. Dryden (Mini-Cooper), 137.8; W. C. Duff (Wolseley 1500), 168.1; A. Bonar (Turner), 133.9.

VINTAGE S.C.C. (IRISH SECTION) ULSTER SPRING RALLY

TWENTY-THREE cars started from Stormont in near perfect weather for the Vintage S.C.C. (Irish Section) Ulster Spring Rally on 16th May. The morning regularity section meandered about the Ards Peninsula after passing the old T.T. pits. McMeekin's Nippy temporarily halted in Dundonald but soon resumed. There was some baulking near the third check as the faster cars overhauled the slower ones, and a milk lorry intervened.

Reid's Edwardian Austin had magneto trouble at Ballywalter Farm while two Lagondas (Storrs and Whitehead) struck walls during tests and proceeded with modified wings. There were very neat test performances by Hume (Chummy) and the Conways, Senior and Junior, in Bugatti and Lancia respectively.

The navigation section was particularly easy, but a secret check cost Hume 14 marks and a possible win. Good to see two lady members out, Mrs. Kearney (Austin Seven) and Mrs. Nelson (Wolseley), even if one of them arrived at the final test site before the officials.

RESULTS

1, M. J. Conway (Lancia Aprilia); 2, H. G. Conway (Bugatti Type 43); 3, Lord O'Neill (Bentley 3/4).

COMING ATTRACTIONS

FOREIGN EVENTS

- 28th-30th May. AUSTRIAN ALPINE RALLY, Austria.
- 30th May. INDIANAPOLIS "500," U.S.A. (Special Formula).
- 30th-31st May. POLICE RALLY, Belgium.
- 31st May. NÜRBURGRING 1,000-km., Germany (P., G.T.).
- MAGNY-COURS, France (F3).
- 6th June. MOSPORT "200," Mosport Park, Canada (S.).
- 7th June. LA CHÂTRE, France (F3).
- GRAND PRIX D'OSPEDALETTI, San Remo, Italy (F3, T.).
- COPENHAGEN CUP, Roskilde Ring, Denmark (F3, S., T.).
- ROSSFELD HILL-CLIMB, Germany (S., G.T., T.).
- 9th-13th June. RALLY TO THE MIDNIGHT SUN, Sweden.
- 20th-21st June. LE MANS 24-HOUR RACE, France.

BRITISH EVENTS

- 30th May. B.A.R.C. Race Meeting, Goodwood, near Chichester, Sussex. Starts 2 p.m.
- B.R.S.C.C. (N.W. Centre) Race Meeting, Oulton Park, near Tarporley, Cheshire. Starts 2 p.m.
- Weston-super-Mare M. and M.C.C., Burnham-on-Sea M.C., Yeovil C.C., Taunton M.C., Bristol M.C. and L.C.C. and Tavern M.C. Autocross. Starts Christliff Mendip Kartway, Shipham, near Cheddar, Somerset, at 2.30 p.m.
- West Hants and Dorset C.C. Driving Tests. Starts Montagu Motor Museum, Beaulieu, Hants.

- 30th-31st May. Stafford and D.C.C. "Sunday Mercury" Rally. Starts Messrs. Vincent Greenhous Garage, Kettle, near Wellington, Shropshire, at 10.30 p.m.
- 31st May. B.R.S.C.C. Race Meeting, Mallory Park, near Hinckley, Leics. Starts 2.30 p.m.
- B.A.R.C. (S.E. Centre) Hill-Climb, Firle, near Lewes, Sussex. Starts 1.30 p.m.
- Airedale and Pennine M.C.C. Hill-Climb, Bailings Dam, near Sowerby Bridge, Yorks.
- Chorley A.C. Hill-Climb, Chorley Quarry, near Chorley, Lancs.
- Lloyds M.C. Sprint, Brands Hatch, near Farnham, Kent.
- 432 M.C. Sprint, Curborough Farm, near Lichfield, Staffs. Starts 2 p.m.
- North Staffs M.C. Autocross. Starts Butters Farm, Loggerheads, Staffs.
- Leicestershire C.C. and Midlands M.E.C. Bacon Trophy Autocross. Starts Leicestershire Road, Countesthorpe, Leicester, at 12 noon.
- Mid-Surrey A.C. and Malden and D.M.C. Production Car Trial. Starts Deers Hut Inn, near Liphook, Hants.
- East Surrey M.C. Driving Tests. Starts Blackbushe Aerodrome, near Camberley, Surrey.
- South Wales A.C. Driving Tests. Starts Llandow, near Cowbridge, Glamorgan.
- Bentley D.C. Driving Tests. Starts Midland Motor Museum, Measham, near Ashby-de-la-Zouch, Leics.
- Yorkshire S.C.C. and B.A.R.C. (Yorkshire Centre) E. A. Denny Sporting Trial. Starts The King's Head, Masham, Yorks, at 11 a.m.
- Seven-Fifty M.C. (Midlands Centre) 25th Anniversary Rally. Driving Tests and Concours d'Elegance. Starts Stanford Hall, near Rugby, Warwickshire, at 10 a.m.

MID-CHESHIRE M.C.

Oulton Park
Race Meeting

By HUGH MILLER

THE 170 entries for the Mid-Cheshire M.C. meeting at Oulton Park last Saturday provided a full and often exciting day's racing. Much of the meeting was run in sunshine, and the track was dry throughout the day. The organization was so efficient that the events were not only run to time but sometimes ahead of schedule—most unusual for a club meeting.

Two 12-lap high-speed trials were the first events, and they passed without much incident (except when Corderoy spun his Spitfire mightily at Lodge).

The first race proper was for sports cars up to 1,000 c.c. and 1172 Ford-engined cars. Alan Wershat led for the first three laps, but spun himself well down the field, letting Max Ward through into first place. Ward's W.R.A. Mk. 2, with "Powered by Ford" on the side in best Indy fashion, dominated the rest of the race.

Roger Mac's lightweight E-type ran away and hid from the field in the G.T. and saloon car race, only Carden's skilfully driven Elan being able to keep him in sight. Rob Beck's Galaxie-engined E-type, which was unfortunately a non-starter, would possibly have given him more opposition. Alan McKechnie's Lotus Cortina was luridly driven by Trevor Fowler into a well-deserved win in the saloon car section of this race.

The *Formule Libre* race degenerated into a dull procession, clearly showing Chris

Williams's superiority in a drive which was a model of neat rapidity, his mustard-coloured 1.6 Lotus-Ford 23 behaving itself perfectly. Rodney Bloor's pupil, Bill Morgans, did well to finish fourth in the Sports Motors Lotus-Ford 18.

The Rev. Rupert Jones spun his Vitafoam Developments Mini-Cooper S at Cascades on the first lap of the next race, for closed cars up to 1,500 c.c., and provided great excitement in his attempts to carve back to the front of the field. He improved from last to sixth position in seven laps, passing the frantically dogfighting pair, Alexander and Heery (Minis), on the way. Heery retired on the last lap with a broken fan belt. Harry Ratcliffe (Mini-Cooper S) won easily and Steve Neal's immaculate blue Mini-Cooper S was a neat third, behind Goodliffe in the Team Red Rose car.

Bryan Small's Milmor Mk. 5 jumped into the lead in the race for 750 and 1172 formula cars but dropped several places on the sixth lap, leaving Wershat (Lolita) to win. J. Brookes won the 750 section, after Geoff Hunt (750 Special) and Ian Clark (Septo Mk. 2A) both retired while in the lead.

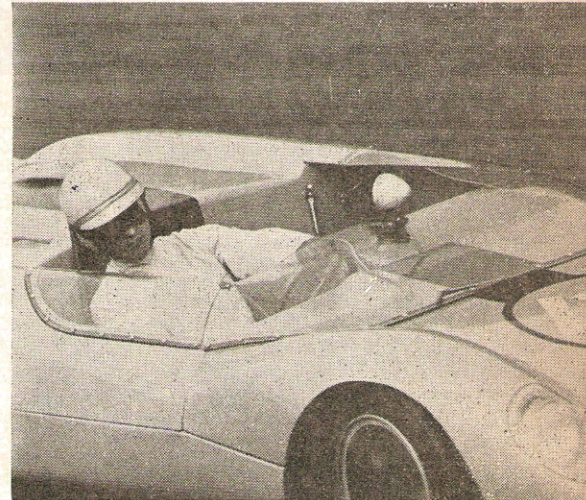
The small capacity sports car race was won by Charles Lucas in his white Lotus 23. The race was mainly notable for a splendid scrap between Natalie Goodwin in the Ashley Smithy Lotus 7/20 and J. Gardener, Lotus 7-mounted, for third place, Gardener narrowly leading past the flag.

The last race was another walkover for Chris Williams, and saw Bill Rigg's D-type spiritedly set about by Crosfield's Elan, although the Elan was unable to get past.

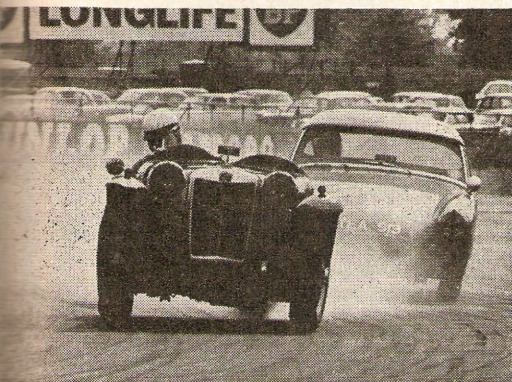
RESULTS

Sports Cars up to 1,000 c.c. and 1172 Ford (7 laps): 1, M. Ward (W.R.A.-Ford Mk. 2), 81.42 m.p.h.; 2, C. J. Clark (Lotus-B.M.C. 7); 3, R. H. H. Barneby (Lotus-Ford 7). Fastest lap: Ward, 1 m. 59.0 s., 83.53 m.p.h. G.T. and Saloon Cars (7 laps): 1, R. S. Mac (Jaguar E), 83.03 m.p.h.; 2, J. Carden (Lotus Elan); 3, R. Crosfield (Lotus Elan). Fastest lap: Carden, 1 m. 57.0 s., 84.95 m.p.h. Class Winners: Mac and T. Fowler (Lotus Ford Cortina). *Formule Libre* (10 laps): 1, C. M. M. Williams (Lotus-Ford 23), 88.7 m.p.h.; 2, E. Dawson (Lotus-Ford 22); 3, C.

Lucas (Lotus-Ford 23). Fastest lap: Williams, 1 m. 50.4 s., 90.03 m.p.h. Closed cars up to 1,500 c.c. (7 laps): 1, H. W. Ratcliffe (Mini-Cooper S), 79.63 m.p.h.; 2, J. W. Goodliffe (Mini-Cooper S); 3, S. P. Neal (Mini-Cooper S). Fastest lap: Ratcliffe, 2 m. 3.2 s., 80.68 m.p.h. Class Winners: W. Postins (Mini) and Ratcliffe. 1172 and 750 Formula (7 laps): 1, A. Wershat (Lolita), 79.77 m.p.h.; 2, A. R. Gould (Dingo Mk. 2); 3, J. Holland (U2). Fastest lap: B. A. M. Small (Milmor Mk. 5), 2 m. 2.0 s., 81.47 m.p.h. Class Winners: Wershat and J. Brookes (J.B. 750). Sports cars up to 1,350 c.c. (7 laps): 1, C. Lucas (Lotus-Ford 23), 83.7 m.p.h.; 2, J. L. Charnock (Lotus-Ford 23); 3, J. P. Gardener (Lotus-Ford 7). Fastest lap: Lucas, 1 m. 56.6 s., 85.25 m.p.h. Sports cars over 1,350 c.c. (7 laps): 1, C. M. M. Williams (Lotus-Ford 23), 86.39 m.p.h.; 2, J. Carden (Lotus-Elan); 3, W. Rigg (Jaguar D). Fastest lap: Williams, 1 m. 53.4 s., 87.65 m.p.h.



CHRIS WILLIAMS dominated both races he entered, driving his 1.6-litre Lotus-Ford 23 impeccably and showing what an improved driver he is.



STEVE DEAR sets a smokescreen for G. Elwell's Sprite during a rapid drive in his M.G. PB, seen here at Woodcote Corner.

YEAR by year the M.G.C.C. Silverstone race meeting maintains, probably more than any other similar event, its "day out for the boys" atmosphere, abetted by such devices as a closed to club permit and an insistence that all competing cars must be driven to the circuit. Nonetheless, the truly international character of the club, emphasized this year by the presence of a group from the Dutch Centre, adds colour to the meeting, and the presence of a very representative selection of early M.G.s can usually be reckoned to provide the enthusiast with a real feast.

Last Saturday, after an uneventful practice session, during which Mike Allison's Monte M.G. NA experienced ignition difficulties, as did Michael Hawke's J2, competition started with a high-speed trial. This produced the alarms and excursions expected of such an event, and was chiefly notable for the masterly fashion in which Ian Matheson (M.G. TC) saw off Martin Warner's M.G.B on the inside at Woodcote.

The first race proper was a combined scratch event for the larger variety of M.G., together with first cousins of the breed; John Gott, with an ex-works Austin-Healey 3000, from



Invasion of Silverstone

By HOWARD BILEY

pole position, was first into Copse, but didn't have it all his own way, being harried throughout by Bob Caldicott with his M.G.-powered T.V.R., who was just unable to take the lead; Sider-Smith inverted the ex-Hutcheson M.G.B at Woodcote, and Pat Godfrey took his similar car into the countryside at Becketts. Eventually Gott ran home the winner, and Len Hall brought his M.G.A into first place in the race for smaller cars.

The event that followed was a further combined affair, for Midgets, Sprites and such, and turned out to be almost entirely processional. Dudley Lucas took his Sprite almost immediately into a commanding lead and was never approached again.

The next event, over 10 laps, was an M.G. handicap and brought out a good deal of the more interesting cars; Sid and Bruce Beer piloted an NE and a J2 respectively, while Geoff Coles brought out the magnificently restored Mannin Beg J4. Bob Hudson's most rare C-type M.G. put in an appearance and, despite the presence of lots of more recent opposition, first place eventually went, on handicap, to Peter Ross, with a TC. Mike Hall, after a magnificent drive in his M.G.B, blew it up in a big way at Becketts.

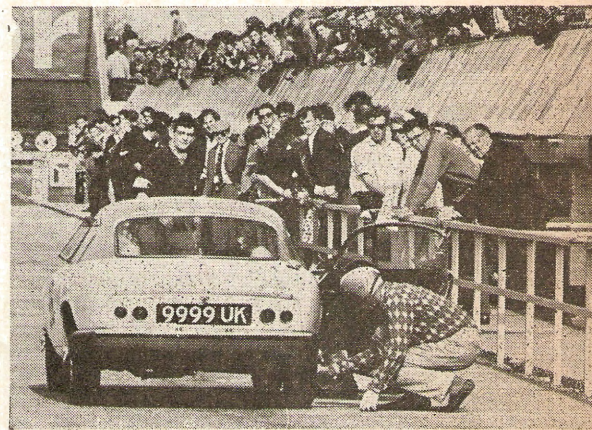
Now followed three five-lap handicap heats for "all-comers", a formula which tended to produce some fairly oddly assorted grids; the first brought out John Cramer's very original M.G. K3, and saw Richard Budd's M.G.B into a comfortable first place. The second was enlivened by a good deal of unscheduled activity, with both Viscount Feilding and Harry Shepherd, Lotus 7 and Mini-Cooper-mounted respectively, getting into difficulties at Woodcote. David Crook (M.G.A) emerged victorious. The final heat gave Bob Bell an opportunity to pick up some 15 places in an outstanding drive through the field into first place.

The more competitive part of the proceedings now came to a temporary halt with the inclusion of two further high-speed trials, in

the first of which Don Pitt, having already withdrawn his M.G. PB, took out his slightly cut-and-shut Type K3, which toured around but retired after a few laps. The final trial produced a moment of high drama when Greville-Collins spun his Sprite in front of the field at Woodcote and sat petrified amidst phenomenal avoidances.

The five-lap scratch event for M.G. TC and TD and H.R.G. cars which followed made for most exciting racing. For the first lap Mike Vincent (TC) was challenged strongly by Bill Mahany (H.R.G.), who spun at Woodcote. Ian Matheson, from way down the field, worked his way through to take second place (Continued on page 784)

LOTUS ELITE of Peter Glover makes the compulsory pit stop during one of the half-hour speed trials.



BRISTOL M.C. & L.C.C.

AUTOCROSS

QUALIFYING for the B.T.R.D.A. Autocross Championship, Bristol M.C. and L.C.C.'s Bristol Evening Post Trophy meeting produced a good entry and, with some fine driving, gave the large crowd of spectators some splendid Whit Monday entertainment.

The course was very fast and with a lot of grass, practice tended to be rather hairy and times were down on those achieved later on. A four-cornered battle developed for B.T.D. between Bertie Sayers (Aberties), Ken Haskell (Lotus 7), Howard Parkin (Cannonball) and Jim Burry (Lilfo Mk. 3). After the first runs Sayers, in 1 min. 21.4 secs., led from Haskell, 1 min. 22.4 secs. However, second time out first Parkin then Sayers again took the lead, but with a magnificent 1 min. 17.4 secs. Jim Burry and Lilfo Mk. 3 took the Bristol Evening Post Trophy.

Two Alocs, Kynoch (Mini-Cooper) and Griffiths (Reliant Sabre G.T.), had two exciting duels though in different classes. The quickness of the Mini-Cooper through the bends could not quite make up for giving away 1½-litres up the straights, so Griffiths was best with 1 min. 23.8 secs. to Kynoch's 1 min. 24.4 secs. Both of these times gave them their respective classes.

During the interval there was a very exciting and at times hairy series of relay races, a team consisting of Burry, Kynoch and Wilding being easy winners in a total time of 4 mins. 18.0 secs.

R. B. M.

RESULTS

B.T.D.: J. A. Burry (Lilfo Mk. 3), 1 m. 17.4 s. Class Winners: P. Vann (Mini), 1 m. 32.2 s.; K. Piper (Mini-Cooper), 1 m. 21.4 s.; G. Snow (Triumph Vitesse), 1 m. 27.8 s.; J. Wales (Renault R8), 1 m. 30.2 s.; A. F. Kynoch (Mini-Cooper), 1 m. 24.4 s.; A. Griffiths (Reliant Sabre G.T.), 1 m. 23.8 s.; B. Sayers (Aberties), 1 m. 21.0 s. Relay Race: Burry, Kynoch, Wilding, 4 m. 18.0 s. Best Lady: Miss D. Harding (Mini), 1 m. 34.4 s.

MARSH PIPS WESTBURY AT WISCOMBE

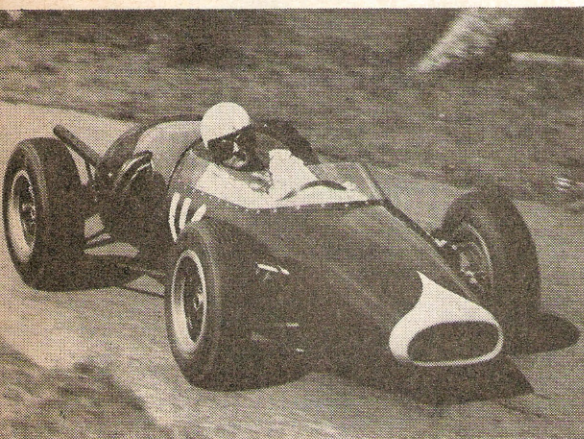
By TONY HOLLISTER

THE main event in the West Hants Club's calendar is the national hill-climb at Wiscombe Park, in South Devon, and it usually attracts an excellent entry. This year was no exception, with over 100 cars coming to the line on Whit Monday. At the end of the meeting the 10 fastest drivers and cars came out again for two runs in another round of the R.A.C. Hill-Climb Championship. This kept the interest at fever pitch right to the end, and provided one of the closest finishes that Wiscombe has ever seen.

AFTER the small G.T. cars things warmed up with a first run by David Good in George Keylock's Elan, in 47.07 secs., while the owner was only a fraction slower. John Crapnell's magnificent E-type was also in the hunt, with a trip in 48.2 secs.

Among the sports cars Mike Burgess did his first run in 49.75 secs. in a Lotus 11, taking care of the final class result. Tony van Moyland's attractive blue Cooper-Climax was extremely rapid, purloining the next class award in 48.21 secs. In class 6 we saw Peter Westbury doing two demonstration runs

TONY MARSH, the master of the championship climbs by one hundredth of a second, was, however, beaten by Peter Westbury for B.T.D. in the class runs.



ROMFORD E.C.C.

SNETTERTON SPRINT

THIS year's Romford E.C.C. Sprint at Snetterton on Whit Monday was the best of the series. The sun shone in Continental fashion all day, and made one wonder whether this was the same Snetterton as other meetings!

The course used was from the normal start/finish line, through Riches and round Sear, with the finish line just down the Norwich Straight, a quite simple course but not very good for spectators. Practice was marred by a Saab "falling over" at Sear, fortunately without injury to the pilot.

Class A for the smaller, unmodified saloons was a surprise win for G. W. Dawkins (B.M.W. 700 coupé) in 51.70 secs. Class B was the inevitable Mini-Cooper benefit, with S. R. Challis proving he had the quickest standard version in 49.41 secs.

The biggest and closest contested class was for the up to 1,200 c.c. "no holds barred" saloons. The first few cars were all within a second of each other, Ian McDougall finally taking the honours in 42.93 secs. with Mac Ross and Gerry Marshall in Mini-Coopers, and Maurice Winch who was Superspeed Anglia mounted.

Class F brought back memories of Silverstone a decade ago, as Jeffries and Mitchell wallowed their Mk. 7 Jaguars around; the winner was Jeffries in 48.55 secs., soundly defeating the rest of the class, including a new 3.8 Mk. 2.

The ubiquitous Anglia of Maurice Winch convincingly conquered all in Class G with a time of 42.73 secs. In the over 1,200 c.c. sports and G.T. class Wynn Williams proved victorious with 41.50 secs., followed by Johnson's crisp-sounding Tojeiro and B. D. Martin's very stark M.G. TA, which is reputed to sport a Ford engine. A.C. Aces of Doland and Rowe cleaned up the next category in 43.37 and 44.38 secs., not a very fast class.

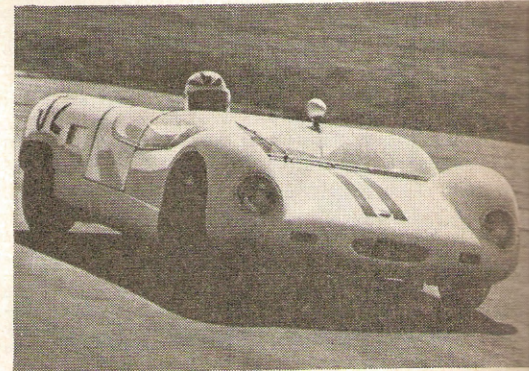
Class J was a very satisfying win for Jones with his sports-racing Merlyn from Maurice Phillippe's rapid Lotus 7. The 750 Formula class brought out some really interesting vehicles, among them being C. Andrews's candy-striped tourer and the more competitive Keibill of Goodwin and Brook, the former winning in the very good time of 53.77 secs. Maurice Phillippe collected the *Formule Libre* class from Russ Taylor's immaculate D-type.

C. MAYNARD.

RESULTS

B.T.D.: F. M. Jones, Jr. (Merlyn-Ford Mk. 6), 38.17 s. Class winners: G. W. Dawkins (B.M.W. 700 Coupé), 51.70 s.; S. R. Challis (Mini-Cooper), 49.41 s.; I. McDougall (Mini-Cooper), 42.93 s.; D. Wynn Williams (Cortina), 41.06 s.; N. Jeffries (Jaguar Mk. 7), 48.55 s.; M. W. Winch (Anglia), 42.73 s.; D. Wynn Williams (Cortina), 41.50 s.; M. Doland (A.C. Ace), 43.37 s.; F. M. Jones (Merlyn-Ford Mk. 6), 38.17 s.; B. Goodwin (Austin Keibill), 53.77 s.; J. Corfield (Terrier-Ford Mk. 2), 41.96 s.; M. Phillippe (Lotus-Ford 7), 38.48 s.

MERLYN, the marque from Colchester, scored a fine B.T.D. at Snetterton, the American F. M. Jones, Jr., recording a time of 38.17 secs.



to 47.15 secs. David Good, driving the blue Elan, went up like a rocket, well up with the racing cars, in 47.70 secs., going into Bunny's Leap at a tremendous pace. Patsy Burt made what must be one of her fastest ever, in an immaculate 45.44 secs., the blue Cooper being rock steady through the Esses.

Colin Watts shaved off a fraction from his first two runs, and did 46.02 secs., while the big B.R.M., after having one "miss-run", through an unauthorized interruption in the light beam did another, with plenty of smoking Dunlop, in 45.15 secs., with John Macklin's Cooper-Buick only a fraction slower. Peter Boshier-Jones then made fastest yet, in 44.55 secs., and everyone awaited the last two, Marsh and Westbury. Tony left the line like a rocket, and his passage through the Gateway must surely have been the fastest of anyone: the result 43.13 secs. Then the big Ferguson thundered up the hill, with Peter Westbury unleashing every bit of the car's fantastic acceleration on the first straight, with a time of 43.21 secs. So everything rested on those last two runs of the day.

Out they came again, Wally Cuff improving his time, to 47.04 secs., as did Peter Boshier-Jones, to 44.03 secs. David Good started off in tremendous style, but the Elan went straight on at the Gateway under braking and stopped in the deep ditch by the dreaded tree.

Tony Marsh came to the line and, trying all he knew, rocketed up in the fantastic time of 43.06 secs. Everyone held their breath while Peter Westbury had his final trip, and there was an expectant hush while the time was awaited. Then it came . . . 43.07 secs.! A close enough finish to a first class meeting to suit even the most hardened enthusiast.

RESULTS

B.T.D.: P. Westbury (Ferguson-Climax P99), 42.53 s. Class Winners: A. D. Taylor (Ginetta-Ford), 52.03 s.; D. R. Good (Lotus Elan), 47.07 s.; A. F. Lefevre (M.G. Midget), 51.46 s.; M. Burgess (Lotus-Climax 11), 49.75 s.; A. H. van Moyland (Cooper-Climax), 48.21 s.; I. D. Swift (Morgan Plus 4), 50.13 s.; P. Farquharson (Allard), 50.46 s.; P. Boshier-Jones (Lotus-Climax 22), 44.10 s.; P. Westbury (Ferguson-Climax P99), 42.53 s. R.A.C. Championship Climbs: 1, A. E. Marsh (Marsh-Climax), 43.06 s.; 2, P. Westbury (Ferguson-Climax P99), 43.07 s.; 3, P. Boshier-Jones (Lotus-Climax 22), 44.03 s.; 4, A. B. Griffiths (B.R.M.), 45.15 s.; 5, J. Macklin (Cooper-Buick), 45.21 s.; 6, Miss P. Burt (Cooper-Climax), 45.44 s.

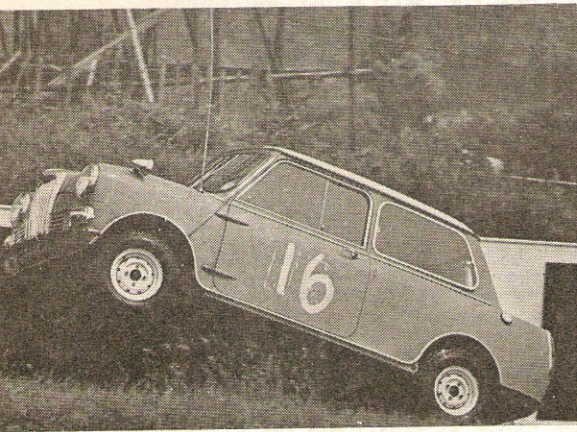
(best in 46.95 secs.) in the new 1.8 V8 B.R.M.-engine Lotus 23, which was bodiless, giving the spectators a good view of the complex engine-room.

The racing class brought forth a goodly mixture of 500s, fastest of which was J. Horrex's Cooper. However, as they were included in the class for cars up to 1,500 c.c., the bigger metal had an advantage. Peter Boshier-Jones made a fantastic first run, getting down to 44.10 secs. with the yellow Lotus. Colin Watts was not far behind, with the ex-McLaughlin Cooper, in 46.23 secs., and Terry Smith, who is now becoming one of the fastest Cooper Twin exponents, followed behind with 46.73 secs.

There was some pretty keen motoring in the last class, with Patsy Burt doing a run in 46.40 secs., Tony Griffiths 45.89 secs. in the B.R.M., and, with Peter Westbury's Ferguson and Tony Marsh's Special in the hunt, things were pretty lively. Westbury roared up in 43.21 secs., with Marsh very close behind in 43.35 secs. On the second run the blue Ferguson did a fantastic run in 42.53 secs., lowering the hill record. Marsh was really out for blood, front wheels pattering under the brakes for the Gateway, trying all he knew, and getting to the top in 42.67 secs., also under the old record.

The hill had become a trifle slippery and on the second climb the most notable incident involved Bob Knapman, who rolled his Cortina in a big way just through the Gateway. After due deliberation by the time-keepers and officials, the 10 fastest men came to the starting area for the championship runs.

Tom Elton led off, with a cracking run in the ex-Good Cooper-J.A.P. in 47.45 secs., followed by Wally Cuff, in another ex-Good motor, the big Cooper-Daimler, who got down



HOW NOT TO SET B.T.D. at Sprints. Phil Morris gives the bank at Paddock a bang after spinning his Newtune Elf (above). J. M. R. Fraser (Sprite) also spins at Paddock (below).



ALLARD O.C. NORTH LONDON E.C.C. BRANDS HATCH SPRINT

THE Continental Challenge Trophy Sprint, organized by the Allard O.C. and the North London E.C.C., and run at Brands Hatch on 24th May, proved to be a most interesting event, fully subscribed and supported by some very talented drivers. Although Mike Crabtree had little difficulty in adding yet another B.T.D. to his total, competition for most of the class wins was fierce.

The morning practice session was conducted in the wet, and several drivers were able to assess their personal limits. Among those who went a shade too far, M. P. Barnby emerged from a post-Paddock flip with a remarkably little-damaged Anglia and was able to compete in the timed runs proper, which took place after lunch in fine sunny weather.

For two reasons the sensation of the 851-1,000 c.c. saloon class was the Mini-Cooper shared by Mac Ross and David Barraclough. First, it took class honours in a rousing 2 mins. 18.0 secs. driven by Ross, with Barraclough only 0.8 sec. slower, and secondly, it took rather a fine line through Paddock—on the inside verge, in fact, neatly bisecting (geometrically, not physically) photographers Paul Cohen and Colin Waldeck, who just missed a scoop in the process. Ross and Barraclough were easily quicker than B. V. Sylvester, who took the 1,001-1,300 c.c. saloon class with a Mini-Cooper S, with 2 mins. 22.6 secs. J. W. Dunster returned an identical time, but this was on his second run and it was ruled that first runs were more meritorious in the event of a tie and, on aggregate, Sylvester came out slightly better.

A fine drive by R. J. Hamilton won him the 1,301-1,600 c.c. saloon class by a comfortable margin in his Cortina G.T. A notable performance in the 1,601-2,600 c.c. saloon class was that of C. F. Davies who returned 2 mins. 41.2 secs. in an elderly Mark 1 Zephyr. Class honours went to Bill Camp who circulated his 1,650 c.c. Anglia in 2 mins. 20.8 secs. All alone in the unlimited saloon class was Pierre

Rohan, who nevertheless had a go and recorded 2 mins. 24.4 secs.

The G.T. class up to 1,300 c.c. brought out the Merlyn-Ford Mk. 4, shared by Clive Lacey and P. G. Smith. On Lacey's first run the motor was right off-colour, but full song was restored for the car's other three runs and Lacey scored his expected class win by a large margin from Alan Gough, who lost time shutting the door of his Lotus 11 G.T. on the top straight.

Surviving a rare piece of nonsense at Paddock on his first run, John Allan scored his customary class win with the familiar Fairthorpe Minor, which is now motoring to his satisfaction and which is expected to become still more potent soon.

The class for sports cars up to 1,100 c.c. also admitted 1,172 c.c. side-valve-engined vehicles. The class was won by Bobby Bell's Lotus-Ford 7, the little car bottoming each time it hit Pilgrim's Rise; the time was 2 mins. 6.2 secs., with Ted Crocker's A.D. Sportic over 3 secs. slower.

The contest for sports cars from 1,101-1,500 c.c. was marred by the sad accident to Brian Martin's M.G. TA. Martin lost it coming out of Bottom Bend, towards the end of a fine run, over-corrected and rolled spectacularly. The driver was thrown out, being fortunate in that the gyrating car contrived to miss him, but unlucky enough to sustain a suspected broken arm and bad track burns. As expected, Mike Crabtree's Lotus-Climax 7 returned B.T.D., leaving the class win to the well-known Lotus-M.G. Mk. 6 of R. C. Rye.

VICKERS-ARMSTRONGS (HURN) C.C. INTER-CLUB AUTOCROSS

THE Vickers-Armstrongs (Hurn) C.C. is fortunate in possessing a committee with fertile imagination. Each year someone comes up with a new idea for an event, and this time it was the turn of Peter Vann, who thought of a long-distance relay race, inter-club style, on grass. Having put up this idea, he promptly found himself "in charge", with the usual band of Vickers men helping to put on a novel, and extremely interesting, event. While autocross relay is not entirely new, it has, in the past, been confined to some three laps per man. The affair on 23rd May was divided into four heats of 30 laps each, so that drivers got some eight to 10 laps dicing.

Clubs competing were Vickers, Bourne-mouth M.C., West Hants and Dorset C.C. and Cheltenham M.C.

In heat one, Brian Keeping's potent Allardette went off like a rocket, but immediately laid a smoke screen, to be followed by a very horrid rattling noise, which could be heard all over the circuit! R.A.C. Steward Hector White picked up a complete con rod from the track, but just as quickly replaced it (engine temperature was a trifle high at the time of crankcase-ventilation!). This lost the Vickers B team valuable time, while Ian Foster circulated very rapidly with the Mini-Cooper S to pull West Hants A team into a good position.

The combination of Alex Kynoch and Ken Haskell got Bristol into a commanding lead, coming in one lap ahead of Mike Burgess (West Hants B) in the second heat. Heat 3 saw some tremendous motoring by Dave Jackson Smith/Mike Woodgate (Vickers B). J. Backstrand's Volvo was extremely rapid and with Cheltenham team-mate G. Bristow put in some very good times.

The last heat saw Alex Kynoch and Ted Crocker getting to grips with their Mini-Coopers, a scrap which put Vickers A very much into the running. Just as things were getting close, and Vickers were into the lead, Kynoch came in and handed over to E. P. Harris, who did a couple of turns with his Porsche, and nipped in, giving way to Ken Haskell, who then set about gobbling up the Vickers lead in his quick Lotus. He finally scraped home with 3 secs. to spare, while the accumulation of Bristol effort got the team into winning spot by just under 40 secs., in 120 laps of hard motoring.

The following day the club held its normal autocross meeting. This was well subscribed, over 90 cars coming to the line, any non-starting gaps being immediately filled by eager reserves.

Class 1 was a win by Peter Vann, who turned in an excellent time of 2 mins. 18.0 secs. for three laps of a very slimy circuit. The usual horde of hard-driven Mini-Coopers

Of the several hairy and venerable Allards of various types and capacities, W. B. Croot was noticeably the quickest with his J2R, and J. Tiller (J2) also impressed. The technique involved comparatively modest cornering, with the blue touch paper ignited as soon as a straight was reached.

The accident to Martin's M.G. was most properly dealt with by all the officials concerned (with the exception of the marshals at the preceding post, who throughout the day had been reluctant to use their flags), but it necessarily held up the proceedings, so that, despite slick organization, the meeting was only just concluded in time. During the afternoon, certain competitors were absent when called upon to perform, an aggravating piece of thoughtlessness rightly dealt with by the organizers with the threat of being posted as non-starters.

RON AMBROSE.

RESULTS

B.T.D.: M. J. Crabtree (Lotus-Climax 7), 2 m. 1.8 s.
Class Winners: P. R. Wilkinson (Mini), 2 m. 31.2 s.; B. M. Ross (Mini-Cooper), 2 m. 18.0 s.; B. V. Sylvester (Mini-Cooper S), 2 m. 22.6 s.; R. J. Hamilton (Ford Cortina G.T.), 2 m. 22.8 s.; W. J. Camp (Ford Anglia), 2 m. 20.8 s.; P. A. Rohan (Jaguar 3.8), 2 m. 24.4 s.; C. L. Lacey (Merlyn-Ford Mk. 4), 2 m. 7.4 s.; J. H. Allan (Fairthorpe Minor), 2 m. 16.2 s.; M. A. Sargeant (T.V.R. Grantura), 2 m. 16.6 s.; J. Quick (Jaguar E), 2 m. 16.2 s.; R. H. Bell (Lotus-Ford 7), 2 m. 6.2 s.; R. Rye (Lotus-M.G. Mk. 6), 2 m. 6.0 s.; B. Harper (Lotus Elan), 2 m. 29.6 s.; W. B. Croot (Allard J2R), 2 m. 14.0 s. Ladies' Award: Stella Farrell (Allard Farrallec), 2 m. 30.8 s.

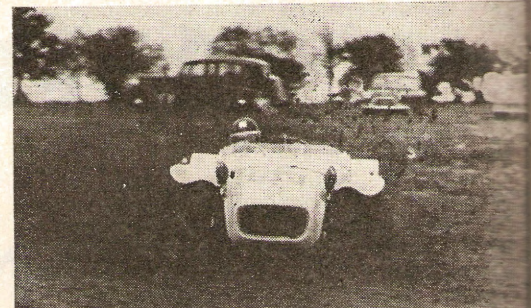
came out in class 2, and there were some mighty duels. The brothers Crocker provided the maximum entertainment, Ted coming out on top with 2 mins. 11.5 secs.

John Bradley drove his Herald extremely well to win class 3, while Ben Smallshaw fought the excess power of his large Zephyr in class 4, despite removing the flags on the inside of one corner as fast as the perspiring marshals could hammer them in! Class 5 went to Keith Ross's black Imp.

Hugh Hossell was way out in front of all the other Sprites and Midgets, going great guns at all angles to the general direction, but losing not a fraction! A really inspired 2 min. 17 secs., some 9 secs. ahead of the next man. The final class went to the ever consistent Jim Burry (Lilfo) in 2 mins. 10.2 secs. Surprise of the class was Dick Speakman, who descended from the lordly heights of the commentator's box to take over Ken Haskell's Lotus at the last moment, and circulated in 2 mins. 12.8 secs., proving that he is mighty, in deed as well as word!

Towards the end of the second runs a thunderstorm passed nearby, and the resultant downpour put paid to anything but a helpless crawl. However, with the majority of the meeting satisfactorily over, the club could congratulate itself on an excellent two days of motor sport.

TONY HOLLISITER



BRISTOL STALWART Ken Haskell busily engaged in making up time with his Lotus 7.

RESULTS

Inter-Club Team Relay Race: 1, Bristol M.C. (A. Kynoch, A. Griffiths, E. P. Harris, K. Haskell), 42 m. 43.9 s.; 2, Vickers A (E. Crocker, G. S. Snow, F. Burton, R. Wilding), 43 m. 22.9 s.; 3, West Hants A (I. Foster, J. Bradley, R. Love, J. Burry), 43 m. 51.6 s.

General Autocross Meeting: B.T.D.: Jim Burry (Lilfo), 2 m. 10.2 s. Class Winners: P. Vann (Mini), 2 m. 18.0 s.; E. Crocker (Mini-Cooper), 2 m. 11.5 s.; P. Dawson (Morris 1100), 2 m. 36.0 s.; J. Bradley (Herald), 2 m. 38.0 s.; B. Smallshaw (Ford Zephyr), 2 m. 18.0 s.; K. Ross (Hillman Imp), 2 m. 24.2 s.; H. Hossell (M.G. Midgee), 2 m. 18.4 s.; G. Hann (Rochdale), 2 m. 20.0 s.; J. R. Burry (Lilfo), 2 m. 10.2 s.

Sevenoaks and D.M.C.'s LORRAINE BARROW DRIVING TESTS

As a result of the necessity to change both date and venue due to the building programme at the traditional site of this excellent event, Crystal Palace, and the consequent clash with at least three other events, the Sevenoaks and D.M.C. were rewarded with but 45 entries for their Lorraine Barrow Memorial Driving Tests held at R.A.F. Kenley on the rather wet Sunday, 24th May.

The event was open to all the "right" clubs and was also a qualifying event for the 1964 Championships of the Central Southern and South Eastern Associations. The regulations promised "long, fast and enjoyable tests using the absolute minimum of reverse gear" and with one classic exception this proved to be correct.

The eight tests were each attempted twice, with the better time to count (this practice is now on the decline as the result of pressure from the more experienced competitors at this form of sport). Test 1 was a simple blind around five pylons forming a "W", while No. 2 involved negotiating a short wiggle-wobble to turn, ostensibly in a ridiculously small box, but the organizers allowed one or two strictly non-ethical methods and were too late to enforce the letter of the diagram!

The third test traversed a simple route around seven pylons, two of which were redundant in the shape of a chair, while the last of the four tests before the lunch interval was simply the encirclement of two groups of pylons. All these tests were in rain and on a very wet tarmac surface occasionally with loose gravel for good measure.

After lunch the second set of four tests were set up. Test 5 was possibly the most "testing" of skill amongst the lot, involving a pair of pylons, a wiggle-wobble and a reverse across a baulk line, return through the wiggle-wobble and a bend around one pylon among three. A very good test indeed. The next was a passage around five pylons, producing a route sketch looking like Humpty-Dumpty both up and down.

Test 7 spoilt the whole affair, involving a gymkhana type manoeuvre requiring competitors to knock down two pylons just the far side of a pair of lines over which front wheels were not permitted to cross. Most of the faster cars, especially the outright winners, have evidence of paint damage as a result

SMITHS (BISHOPS CLEEVE) M.C. NORTH COTSWOLD M.C.

MORETON-IN-MARSH SPRINT

ON Sunday, 24th May, the Smiths (Bishops Cleeve) M.C. and the North Cotswold M.C. co-promoted a sprint meeting at the Home Office Fire Training Centre at Moreton-in-Marsh airfield. In order to attract additional entries, the Dowty M.C., the Evesham A.C. and the Stratford-upon-Avon M.C. were invited to take part, and this resulted in an entry list of 88 competitors.

Although the weather forecast had promised dry conditions, it rained intermittently all day and so times varied quite considerably for each competitor. The course, which was first used last year, was lengthened this year to a total of 1,300 yards. It comprised a 100-yard straight from the start, after which competitors took a fairly easy right-hand bend and then, after a long straight of 900 yards, took a long curving right-hand bend with a very tight exit. This bend provided plenty of spectator appeal, as many competitors spun on endeavouring to straighten their cars up for the final 100 yards to the finish.

Entries included a fairly typical range of club sports and saloon cars, but also included a 1½-litre Lotus-Coventry Climax and the ex-Tony Brooks 1949 Healey Silverstone with a modified Jaguar engine.

RESULTS

B.T.D.: P. Bailey (Lotus-Climax), 42.98 s. Class winners: B. Rowlands (Mini), 50.17 s.; M. Oughton (M.G. 1100), 51.57 s.; J. Davies (Riley 1.5), 51.12 s.; J. Backstrand (Volvo), 47.48 s.; C. Sandford (M.G. Midget), 47.38 s.; M. Evans (Mini-Cooper), 45.47 s.; G. Smith (Triumph TR4), 45.18 s.; J. Readings (Mini), 47.11 s.; C. Pearce-Pope (Lotus Elite), 44.23 s.; P. Bailey (Lotus-Climax), 42.98 s.

of this, which was, of course, done by slewing the tail at speed and side-swiping the pylon. It was noticeable that the acknowledged experts were unable to do this easily, having spent many Sundays perfecting the art of missing pylons!

The final test was a magnificent "bending" test around eight pylons set in a slight and deceptive curve.

Denis Beare with his most attractive blown Sprite walked off with top honours, but was a mere 0.6 sec. ahead at 210.6 of young P. Hilliard in his rapid M.G. 1100-powered Mini-Cooper. Hilliard was notably efficient in test 7, fastest at 18.6 secs.

Classes went to B. Stevens, the writer, Peter Noad (again!), A. W. Shirley, Graham Hutchings, D. Williams and Gerry Shackleton, and it is a noticeable feature that the class winners and B.T.D. covered a bracket of only 27.2 secs.

This is convincing proof of the levelling effect of the large, open tests which made the event so enjoyable. The Sevenoaks and D.M.C. have set at least 45 regular competitors thinking once again of the demerits of tight, niggly little tests so often set by organizers to discourage the Mini-brigade and help the big-car owners. It just isn't so!

LEO CRUTTENDEN.

RESULTS

Overall Winner: D. A. Beare (A.-H. Sprite), 210.6 s. Best Sevenoaks and D.M.C. Member: P. E. Hilliard (Mini-Cooper), 211.2 s. Best Invited Club Member: D. A. West (A.-H. Sprite), 214.0 s. Class Winners: B. Stevens (Mini), 223.2 s.; L. V. Cruttenden (Mini-Cooper), 214.8 s.; G. Hutchings (Hillman Imp), 218.0 s.; P. Noad (Volkswagen 1200), 222.4 s.; A. W. Shirley (Triumph Vitesse), 237.8 s.; D. W. Williams (A.-H. Sprite), 214.6 s.; G. Shackleton (M.G.B.), 220.8 s.

VINTAGE S.C.C.

CURBOROUGH FARM SPRINT

THE Curborough Farm Sprint, held on 24th May, at the Shenstone and District C.C.'s course, was a new event for the V.S.C.C. Fifty-four entries were received, the weather was kind, and we had a pleasant day's sport. This 900-yard course is distinctly tricky, especially for large motor cars—Williamson's Bentley seemed quite a handful, and several competitors spun or took to the grass. An awkward left-hander, followed by a long right-hand turn at the end of the track, caused many drivers quite a lot of thought, and this interesting course is not made any easier by being rather bumpy in places.

Hamish Moffat was unlucky enough to break the crankshaft of his very quick Brescia Bugatti, and Terry Burke went home with most of his Frazer-Nash's clutch sitting on the passenger seat; however, he won his class! Cottam's E.R.A. was bedevilled with a grabbing front brake and Martin, who was running-in a new engine in his Brooklands Riley, which was once owned by Whitney Straight, had mechanical bothers. Basil Davenport drove the "original" Spider—it was good to see him around once again. Bromley-Johnson had the Bentley-engined Frazer-Nash and Barker drove his very quiet and fast Railton—quite a rare bird these days. Peter's S.S. 100 looked slightly odd with what appeared to be D-type wheels, and no fewer than four large six-cylinder Alvises were to be seen. Arnold-Forster's delightful Delage once again showed its versatility, but had to give best to Williamson in the

RESULTS

B.T.D.: J. Horton (Connaught A-type), 41.6 s. Sports Cars up to 1,500 c.c.: 1st Vintage: B. E. Brown (1930 Frazer-Nash), 46.0 s.; 2nd Vintage: M. S. Geoghegan (1928 Frazer-Nash), 46.4 s.; 1st Post Vintage: T. R. W. Burke (1926/39 Frazer-Nash), 46.7 s.; 2nd Post Vintage: D. Edwards (1935 Aston Martin), 47.4 s. 1,501-3,000 c.c.: 1st Vintage: G. R. Footitt (1925 A.C.-G.N.), 43.5 s.; 1st Post Vintage: W. D. A. Black (1932 Alfa Romeo), 46.5 s. Over 3,000 c.c.: 1, M. Bromley-Johnson (1932 Frazer-Nash), 42.7 s.; 2, J. T. Williamson (1927 Bentley), 43.3 s. Racing Cars up to 1,500 c.c.: 1st Vintage: B. H. Davenport (1923 G.N. Spider), 44.1 s.; 1st Post Vintage: J. Horton (1951 Connaught A-type), 41.6 s.; 2nd Post Vintage: A. J. Gibson (1936 Frazer-Nash), 43.6 s. 1,501-3,000 c.c.: 1, K. Neve (1927 Bugatti), 42.8 s. Over 3,000 c.c.: 1, J. T. Williamson (1927 Bentley), 42.8 s.

LANCASHIRE A.C.

WOODVALE SPRINT

FOURTEEN class records tumbled at the Lancs Automobile Club's Woodvale sprint circuit on Whit Monday. An entry list of over 100, of whom 97 started, testified to the established popularity of these smoothly run meetings.

Much oily-handed work by Gordon Brown was justly rewarded by B.T.D. for his XK 120, into which he has grafted a D-type motor and enough bits of later Jaguar design to enable him to show his heels to E-types.

Jack Newman's brand new Lotus Cortina, in full racing trim, was almost indecently faster than everything else in its class, and Brian Redman's Mini-Cooper had a similar walkover from eight others which all bore the same motif but no resemblance in performance.

A long, long wait for results was quite uncharacteristic of the L.A.C. It seems that what should have been an "improved" system suffered from a duplicator with a slipped timing chain, or some such malady.

JOHN LAMBERT.

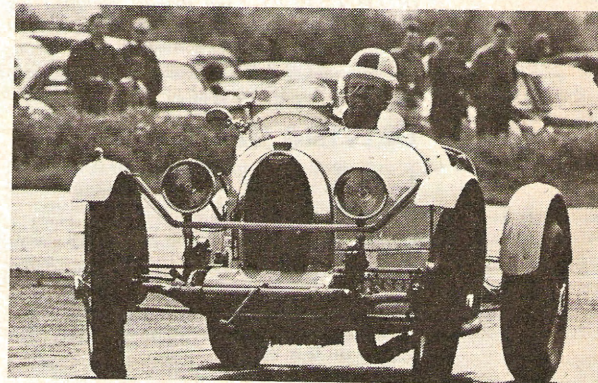
RESULTS

B.T.D.: G. Brown (Jaguar XK 120), 1 m. 52.96 s. Class winners: C. Wilkinson (Mini), 2 m. 34.68 s.; B. Redman (Mini-Cooper), 2 m. 10.92 s.; D. G. Guyer (Ford Cortina), 2 m. 16.85 s.; C. H. Wild (Volvo), 2 m. 14.74 s.; J. A. Ainsworth (Jaguar), 2 m. 10.00 s.; J. A. Newman (Lotus Cortina), 2 m. 2.62 s.; E. D. Hocknell (Anglia), 2 m. 12.02 s.; J. A. Burton (Sprite), 2 m. 13.08 s.; J. R. Tomlinson (M.G.B.), 2 m. 13.71 s.; J. B. Lewis (Lotus-Ford 7), 1 m. 56.82 s.; J. Wadsworth (Lotus Elan), 1 m. 56.28 s.; J. R. Ashcroft (Austin-Healey 3000), 2 m. 6.27 s.; W. G. Brown (Jaguar), 1 m. 56.49 s.; J. B. Lewis (Lotus-Ford 7), 1 m. 57.59 s.; J. Charnock (Lotus-Ford 23), 1 m. 53.38 s.; J. A. Lepp (Lotus Elan), 1 m. 56.38 s.; G. Brown (Jaguar XK 120), 1 m. 52.96 s.; D. Burke (Lotus-Climax 16), 2 m. 2.37 s.

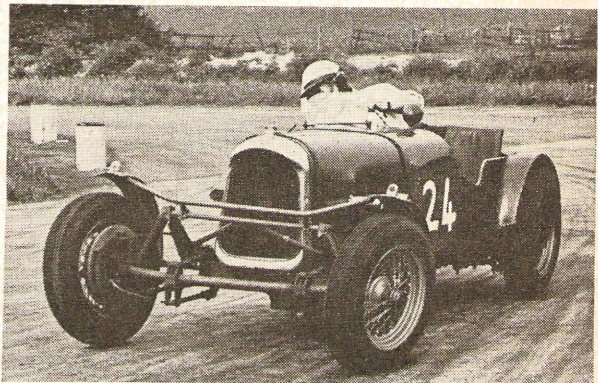
Bentley. Bertie Brown had forsaken his E.R.A. for the Frazer-Nash, Murray drove his E.R.A., the Appleton Special was fast on its first run and Footitt, as always, motored the A.C.-G.N. to good effect. St. John's Type 51 Bugatti, beautifully rebuilt and now with the right sort of engine, was fast but not quite quick enough to beat Neve in his Type 35.

An enjoyable event, which should be repeated.

JOHN WILLIS.



TYRE-BENDING exercise for F. Gilbert's 1927 Bugatti (above). VERY FAST, as always, was Ron Footitt in his A.C.-G.N., seen here rounding the bend on to the final straight (below).

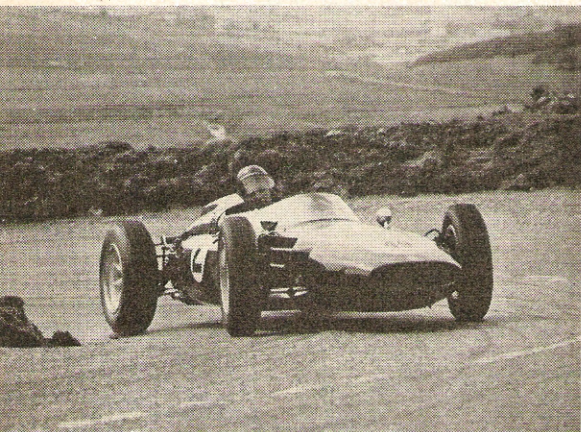


NEWRY & D.M.C.

SPELGA HILL-CLIMB

DRIVING his big, 2.7-litre Cooper-Coventry Climax, John Pringle equalled his own record of 56 secs. for the hill-climb organized by the Newry & D.M.C. through the Spelga Pass in the Mourne Mountains on 16th May. The event, which attracted a record entry, was held in excellent weather conditions through one of the most scenic parts of the mountains. Runner-up to Pringle was the Lotus entered by Irish Racing Cars and driven by Tommy Reid, only 0.8 sec. slower than the Cooper. Driving his Triumph TR3 as a secondary entry to his Lotus Cortina, Billy Reid snatched the general handicap class with a very fast climb in 68 secs. Up to this it looked as if John Watson had the class neatly tied up with his Sprite, but Reid's final net time of 45 secs. was three seconds better than the Austin-Healey.

The day lacked any dramatic incidents, although drivers of the faster cars were complaining about the surface being rather bumpy between the middle and top of the hill. Competitors were given two practice climbs before the first official ascent, both of which weren't officially timed because of a fault in



IRISH EXPERT John Pringle equalled his old course record, getting down to 56 secs. in his 2.7-litre Cooper-Coventry Climax.

M.G.C.C. (S.E. CENTRE)

DRIVING TESTS

EVEN at the end of this comparatively well organized event most of the competitors were unsure as to the correct destination of the title of the event—The Rat Rags Delight. Whilst Norman Dunton and his charming wife, the chief geni of the event, seemed delighted, some of the competitors were still muttering about the tests being unnecessarily tight and they didn't seem delighted. So I suppose the organizers qualify as the "Rat Rags" on this basis.

Be that as it may, 50 competitors gave up the joys of "fighting on the beaches" and reported at Malta Barracks, Aldershot, for scrutiny, carried out by M.G.C.C. (S.E. Centre) secretary Gordon Cobban.

Nine tests were promised, with two runs at each. These were found to be in three sets of three leaving each test rather less space on this rubber-surfaced parade ground than their ingenuity deserved.

Each of the three test layouts were reused with subtle route variations. The quality of the entry was high, and as this event was yet another in the currently highly successful series of Championship events of the A.C.S.M.C., eight classes to the requirements of this series were available.

Don Harris eventually achieved B.T.D. with 412.3 secs., his classmate Doug Worgan still not at home in his very smart D.H.W. Special.

Doug Worgan was brilliant in his evergreen Sprite, and, at 429.6, was faster in this car than his Special by nearly 50 secs. He took the award for the best member of the organizing club, leaving class honours to W. Dolman (Midget).

In the small-engined "Spridget" class P. Fisk and P. Mann fought a day-long battle, finish-

the recording equipment. A system, however, was devised before the start.

The small saloon car class was led by D. E. McEnaney (D.K.W.) in 90.4 secs. David Blackledge surprised many of the old hands in the 950-1,500 c.c. class with an excellent climb of 73.4 secs. in his Mini-Cooper S.

Stanley Porter put in a very good climb with his Lotus Super 7 to establish early supremacy in the class for sports cars up to 1,150 c.c., recording 65.2 secs. The class for all other sports cars was in the hands of Brian Nelson's V8 Daimler-powered Crossle, which took 61.4 secs. to get to the top of the hill, followed by Calvert's E-type (which had become a sports car!) with his recorded 70 secs.

Walter Kinnear's Lotus 7 was the only entrant in the class for Ford side-valve cars, but although he had the trophy in his pocket, he pushed up the hill in a very fast 67.4 secs.

It was the *Formule Libre* class, however, that created most interest, for Tommy Reid was in the lead with his Lotus, having returned a good time of 57.2 secs. against 58 secs. by Pringle and 60.6 secs. by the Kingham Lola. On the second climb McEnaney again recorded 90.4 secs. in the D.K.W. but he had to share the class lead with G. R. Cree whose Mini was credited with the same time on the second ascent.

Porter couldn't better his first climb in the sports car class up to 1,150 c.c. Brian Nelson was able to clip 1.6 secs. off his first climb in the over 1,150 c.c. sports car class, which seemed to leave second place to John Killen with his Lotus 7. Killen, in fact, finally had to share third place with Billy Reid's TR3 at 68 secs.

In the *Formule Libre* class, while Tommy Reid was able to reduce his time to 56.8 secs. Pringle now really got down to work and, despite losing quite a bit of time through excess wheelspin at the start where the road was now black with deposited rubber, he equalled his old course record established in 1963 with a climb in 56.8 secs. to return B.T.D.

BRIAN WADDELL.

RESULTS

B.T.D.: J. R. Pringle (Cooper-Coventry Climax), 56 s. (Equals hill record.) Class winners: D. E. McEnaney (D.K.W.) and G. R. Cree (Mini), 90.4 s. (tie); R. D. Blackledge (Mini-Cooper S), 73.4 s.; J. R. Calvert (Jaguar 3.8), 69 s.; C. S. Porter (Lotus), 65.2 s.; B. Nelson (Crossle-Daimler), 59.8 s.; W. Kinnear (Lotus-Ford 7), 66.2 s.; J. R. Pringle (2,746 c.c. Cooper-Coventry Climax), 56 s.; W. J. Reid (Triumph TR), net time 45 secs. Baird Trophy: N. Robb (Lotus), 68 s.

ing with the latter 1 sec. ahead. Such was the intensity of their activity that they pulled out an 18 secs. lead over their next competitor, D. Williams. A similar needle match was evident in the class for large saloons, but A. Shirley's Vitesse finished 1.2 secs. ahead of "Noddy" Noad's much-rallied Volkswagen 1200.

Graham Hutchings was impressive with the Imp and trounced the usually quick D. Lockyear in the Morris 1100 in the class for saloons up to 1,100 c.c. (other than ADO 15s). The class for improved Minis and Mini-Coopers went to John Farncombe (S). D. Lockyear (the same one) borrowed a standard Mini from D. Kelly and proceeded to beat the owner and eight other Mini owners to take Class A by 11.6 secs.

In retrospect a sound event, not brilliant, not particularly quick or slick, but of a standard sufficiently high to be worth another visit another year. It was crowned by the fabulous sunny weather which left us all too exhausted to mutter very much anyway.

LEO CRUTTENDEN.

RESULTS

B.T.D.: D. Harris (D.M.F.2), 412.3 s. Best Visitor: P. Mann (Sprite), 456.8 s. Best M.G.C.C. Member: D. H. Worgan (Sprite), 429.6 s. Class Winners: D. Lockyear (Mini), 473.8 s.; J. Farncombe (Mini-Cooper S), 467.2 s.; G. Hutchings (Imp), 504.0 s.; A. Shirley (Vitesse), 540.4 s.; P. Fisk (Midget), 457.8 s.; W. Dolman (Midget), 458.4 s.; J. Fenwick (M.G.B.), 543.0 s.

EDINBURGH UNIVERSITY M.C.
EAST FORTUNE SPRINT, 10th May.

RESULTS

B.T.D.: I. D. MacAlister (Condor-Ford). Class Winners: N. Mains (Triumph TR2); J. S. McCaig (Mini-Cooper S); A. G. Marjoribanks (A.-H. Sebring Sprite); F. Kinloch (Mini); A. McDougal (Hillman Imp); C. Pearson (Hillman Husky).

HAGLEY & D.L.C.C.

AUTOCROSS

EIGHT competitors from six different Midland clubs contested the third annual Whitson Autocross, organized by the Hagley & District Light Car Club at Inkberrow, Worcs, on Whit Monday, when despite a predominance of entries from the organizing club, members of the Dudley & District Car Club walked off, or drove off, with three of the awards.

Best time of the day was put up by Peter Hawthorne, who swept round the tricky course in 1 min. 45 secs. in his 1,132 c.c. Mini-Cooper. Hawthorne did not appear to be in the running for the top award after his first two runs, Barrie Williams having done 1 min. 47.7 secs., but Hawthorne really stormed round on his third run.

Dentist Brian Pickering (M.G. Midget) easily won the up to 1,200 c.c. class for open production saloons. The over 1,200 c.c. class for similar cars saw victory go to Brian Harper with his quick Elan. A stern battle in the class for f.w.d. and rear-engined cars, excluding all Mini-Coopers, was resolved finally in favour of the Mini of R. W. Beech.

Hawthorne's Mini being a contestant in the specials class, Barrie Williams's time of 1 min. 47.7 secs. easily won him the battle of the Minis. Final contest of the day was the always exciting team relay event, and this year, despite the attentions of no fewer than five Hagley teams, the Dudley No. 1 team of Minis, driven by Hawthorne, Ian Mitchell, Robin Morris and Phil Darbyshire, were all-conquering, defeating the Hagley No. 1 team in the final. R. D. HILL.

RESULTS

Class Winners: P. A. Blankstone (Lotus Cortina) 1 m. 52.2 s.; B. Pickering (M.G. Midget), 1 m. 49.4 s.; B. Harper (Elan), 1 m. 46.5 s.; R. W. Beech (Mini), 1 m. 51.3 s.; B. Williams (Mini-Cooper S), 1 m. 47.7 s.; P. Hawthorne (Mini-Cooper), 1 m. 45 s.

Silverstone—continued

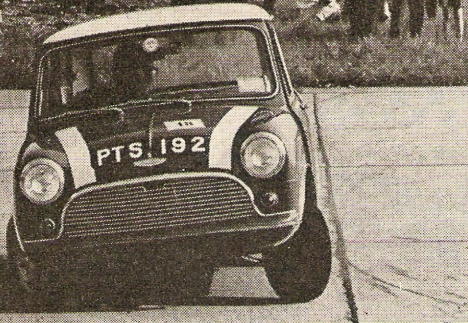
from Peter Ross at Becketts on the second lap, and by Woodcote had stormed into the lead, which he maintained.

The next event was for Triple M Register members (original Midgets, Magnas and Magnettes), run as a handicap over five laps. Unfortunately, Tony Statham's unusual Q-type, two-stage blown, after making splendid noises during the morning, lifted its head and, despite furious work, was seen no more. Don Pitt reappeared with his K3, and it was eventually to Bruce Beer, by virtue of his spirited piloting of his M.G. J3 into first place, that Mrs. Joanne Thornley presented the Mary Harris Trophy. Into second place came Sid Beer with the M.G. NE, followed by Tony Miles in a PB.

When the tumult had subsided, the grid assembled for the 10-lap final of the "all-comers" handicap, with A. J. T. Smith's Lotus-M.G. handicapped out of sight on scratch, which was rather a pity. John Allan (Fairthorpe) almost got into real difficulties at Woodcote, but held the car well without greatly inconveniencing Mike Allott, who was close behind with his Morgan Plus 4, and Hawkesworth's Falcon eventually took the flag, with Peter Glover, whose progress in his Lotus Elite had been more and more enterprising each time round, in close attendance.

RESULTS

M.G.A 1600 and Mk. 2 (5 laps): 1, L. Hall (M.G.A), 72.54 m.p.h.; 2, D. Crook (M.G.A); 3, P. Godfrey (M.G.A). M.G.A Twin-Cam, M.G.B. Austin-Healey, etc. (5 laps): 1, J. Gott (Austin-Healey 3000), 76.17 m.p.h.; 2, R. Caldicott (T.V.R. Grantura); 3, P. F. Rose (Austin-Healey 100). M.G. TC, TD, etc. (5 laps): 1, I. Matheson (M.G. TC), 67.63 m.p.h.; 2, M. Vincent (M.G. TC); 3, P. Ross (M.G. TC). M.G. Midgets, Sprites (5 laps): 1, D. G. D. Lucas (A.-H. Sprite), 69.08 m.p.h.; 2, K. Patullo (M.G. Midget); 3, R. G. Bell (M.G. Midget). M.G. Championship Handicap (10 laps): 1, P. N. Ross (M.G. TC), 64.59 m.p.h.; 2, S. F. Beer (M.G. NE); 3, G. R. Brading (M.G. TC). "All-Comers" Handicap: Heat 1 (5 laps): 1, R. H. Budd (M.G.B.), 69.15 m.p.h.; 2, J. H. Allan (Fairthorpe); 3, C. Dodd (Elva Courier). Heat 2 (5 laps): 1, D. L. Crook (M.G.A), 68.49 m.p.h.; 2, A. Hamilton-Smith (M.G.A Twin-Cam); 3, K. Patullo (M.G. Midget). Heat 3 (5 laps): 1, R. G. Bell (M.G. Midget), 66.75 m.p.h.; 2, P. Coates (M.G. Midget); 3, K. Williams (H.R.G.). M.G. TD, TC and H.R.G. cars (5 laps): 1, I. D. Matheson (M.G. TC), 64.69 m.p.h.; 2, M. Vincent (M.G. TC); 3, P. N. Ross (M.G. TC). Triple M Cars Handicap (5 laps): 1, B. Beer (M.G. J3); 2, S. Beer (M.G. NE); 3, A. Miles (M.G. PB). "All-Comers" Handicap Final (10 laps): 1, M. R. Hawkesworth (Falcon), 77.18 m.p.h.; 2, P. Glover (Lotus Elite); 3, J. Cramer (M.G. K3).



LEADING CONTENDER for the "Top Gear" driving tests championship, Jim Dryden, pressing on in his Mini-Cooper S.

SCOTTISH S.C.C.

SLALOM

GLORIOUS sunny weather at an excellent venue in the shape of the concrete apron of Glasgow's future airport at Abbotsinch was the scene for the Scottish Sporting Car Club's Slalom driving tests on 23rd May. An entry of 59 drivers tackled six fast tests, which would have delighted a tyre dealer and sent rubber shares rocketing.

The first class featured a battle between Barry Filer (Mini) and David Donaldson (Imp), which ended with less than a second separating them. The next class took in the Mini-Coopers, with Jim Dryden and Ian R. Ower, down from the Dundee centre of the Seven-Fifty M.C., the main contenders for class honours, the former in his S-type model taking five tests and only beaten by Ower in Test 5 by 0.1 sec.

The over 1,100 c.c. class went to Hamish Wilson in his Cortina, while James G. Martin took the big car class "running-in" a big-engined Mini-Cooper in place of his Vauxhall damaged during the Scottish Rally, against such redoubtable competitors as Ronnie Morrison sharing a 3.8 Jaguar saloon with Hugh Patrick, and D. S. Robertson and R. W. Peter (Rapiers) of the Dundee contingent.

The largest class was that for G.T.s, sports and specials, with Frank Inglis holding some fine slides in his Sprite and Brian E. Cocks fighting hard in his Fairthorpe. But the main interest was Andrew Bonar in his fight for B.T.D. with Jim Dryden. After three tests he was only 1.7 secs. in arrears to the Mini-Cooper man after some neat driving in his Turner. Andrew McCracken was much more spectacular in the Lotus Cortina, some 0.3 sec. after Bonar, while Ronnie Morrison, this time in his well-known Jaguar E, dropped out of the reckoning when he fouled the markers after making best time of all in Test 2.

In the overall fastest stakes, however, with one test to go, Dryden led Bonar by 0.3 sec. who, in turn, was 0.6 sec. ahead of McCracken, so the final test was a needle match with no holds barred. Dryden, first off, cracked around in 25.7 secs., to be answered with 25.4 secs. from Bonar, so that only 0.1 sec. was Dryden's advantage. Andrew McCracken was well on form, but a splutter from the engine reduced his time to 26.1 secs.

So ended this enjoyable event, ably organized by Douglas Organ and Duncan Paterson, with 0.1 sec. separating the leaders.

BILL HENDERSON.

RESULTS

Premier Award: J. A. S. Dryden (Mini-Cooper), 137.3 s. Class winners: Barry O. Filer (Mini), 160.7 s.; J. A. S. Dryden (Mini-Cooper), 137.3 s.; J. A. Wilson (Cortina), 166.0 s.; James G. Martin (Mini-Cooper S), 148.9 s.; A. D. T. Bonar (Turner), 137.4 s.

COVENTRY & WARWICKSHIRE M.C. ATTLEBOROUGH DRIVING TESTS

THE Coventry and Warwickshire M.C. enjoyed good weather and the spacious runways of Church Lawford for their Attleborough driving tests on 10th May. There were 10 tests, each to be attempted twice with the better time to count.

Class one saw C. Malkin (Mini) take an

early lead which he maintained throughout, but not without pressure from B. Wilkinson's Mini-Cooper and the Midget of R. Court and the Sprite of A. Ratcliffe. In the larger car class C. Malkin again took the honours in a Hillman Minx.

In laying out the tests efforts were made to include tests which would give the big cars a fair chance against the Mini brigade.

C. W. FIELD.

RESULTS

B.T.D.: C. Malkin (Mini). Class winners: C. Malkin (Mini), 420 s.; C. Malkin (Minx), 503 s. Team Award: B. Wilkinson (Mini-Cooper) and C. Malkin.

RILEY M.C. (SOUTHERN CENTRE) HEMERDON HILL-CLIMB

ON Whit Sunday the Riley M.C. (Southern Centre) held their hill-climb at Hemerdon Mine, near Plymouth. The hill is about 440 yards long, consisting of a concrete surface throughout with a chicane, two right-hand bends and two left-hand bends. A good entry of some 60 cars took part.

Some good times were recorded. John Grafton, David van Horn (Morgan) and Amie Lefevre (M.G. Midget) fought hard for honours, with John recording 23.78 secs. in his Lotus. Amie was second, with David following a close third. Directly their runs were completed Amie and John left for Wiscombe and Silverstone respectively.

In Class 6, the fairer sex, in the shapely figure of Sylvia MacGregor, beat all the boys present, including her husband, who drove the Mini as well!

RICHARD SPEAKMAN.

RESULTS

B.T.D.: John Grafton (Lotus-Ford 7), 23.78 s. Class winners: T. Rhodes (Sprite), 26.24 s.; J. Burgess (Mini-Cooper), 26.46 s.; J. Bounty (M.G.A.), 26.70 s.; D. Lowen (M.G.B.), 27.90 s.; M. Chipman (Ford), 26.52 s.; Mrs. S. MacGregor (Mini), 26.54 s.; A. Lefevre (M.G. Midget), 24.32 s.; G. Smerdon (Mini-Cooper S), 25.46 s.; D. Van Horn (Morgan), 24.80 s.; J. Grafton (Lotus Ford 7), 23.78 s.

CORRESPONDENCE

Credit Where It's Due

AMERICAN magazines, racing reports and even official results rarely admit the parenthood or nationality of the various British cars that are now competing successfully, with American engines, across the Atlantic.

Thus, the A.C. Cobra is almost invariably referred to as the Shelby-Cobra, the Cobra-Ford, or even the Ford Cobra (!) and one could not really blame American followers of the sport for believing this car was manufactured or designed in their own country. Similarly, few are made aware that the so-called King Cobra is in fact a Cooper, and I have even seen the Lotus 29 ("powered by Ford") that was the moral winner at Indianapolis last year referred to as Ford!

All this may be merely the regrettable result of feelings of deep frustration, that in spite of all the vast resources of the American Motor Industry there is still no all-American competition car of International significance; but it is, nevertheless, most unfair to British manufacturers and designers.

P. R. EASTON.

Ancient and Modern

NOTHING bores me more than reading the ill-informed and utterly biased diatribes of writers like Joseph Bayley in a recent issue on the subject of today's cars and drivers v. those who raced before the war. What is it about self-satisfied pre-war enthusiasts and Vintage car owners that makes them so smugly convinced that no progress has been made in car design in recent years? Surely nothing could be further from the truth! To say that the most rapid advances in Grand Prix design were made during the years 1934 to 1937 as if it were an indisputable fact is just one instance of this frame of mind.

Just what were the technical advances? The ability to make a larger engine; what else? Surely it would be much nearer the truth to say that the past five years have produced infinitely greater technological advances; in particular from the drawing board of that genius Colin Chapman. Cars are quicker than pre-war cars on any given circuit purely through improved chassis design, using a fraction of the power and a fraction of the fuel—and even that comes from a pump instead of being doped. Drivers need even greater skill—as distinct from pure brute strength—and quicker reactions than ever before to get the best from today's cars. To say that drivers of today are of merely average ability is absurd.

Moss and Fangio were every bit a match for Nuvolari; and no other pre-war driver is in any way superior to Jim Clark, no matter how relaxed he looks and how easy he makes it appear. I am perfectly certain that Clark for one would have given every bit as good account of himself in a pre-war monster; after all, on his

very first day out in his very first season he was, in a D-type Jaguar, the very first driver to lap at a "ton" in a sports car on a British circuit. Within a month—and, mark you, he had never driven anything faster than 110 m.p.h. prior to the season—he was clocking 175 m.p.h. with the best down the Masta straight at Spa. Could any pre-war driver claim to have done this so early in his career?

Put that in your megaphone and stuff it, Mr. Bayley!

GREENLAW, BERWICKSHIRE.

IAN SCOTT WATSON.

B.A.R.C. Penalties

ON Sunday, 10th May, at the B.A.R.C. race meeting at Brands Hatch, I was penalized 1 min. on the first lap of the saloon car up to 1,200 c.c. race for leaving the course with all four wheels. This, of course, dropped me from first place to nowhere in the results, which I think is ridiculous. To add insult to injury, the B.A.R.C. and Ken Costello allege that I pushed the latter off the track at Clearways on the fourth lap, hence the reason why he was not penalized. Anyone who witnessed, or better still, has a cinefilm of this incident, please contact me at Maida Vale 4491.

LONDON, N.W.6.

BILL MCGOVERN.

Vintage Austin Sevens

THE miserably spiteful letter from "The Offenders" (AUTOSPORT, 15th May) compels me to point out that your reporter M. Kettlewell, in his report on the V.S.C.C. Silverstone meeting, hinted that he knew the inside story of the "disqualification", but left his readers in doubt as to what this was. I think it high time that the truth was made known.

In my capacity as R.A.C. scrutineer I was on duty at this meeting, where I examined and accepted one of the Austins. During a break from duty I overheard a conversation between Jack French and Frank Tiedeman which raised doubts as to the eligibility, for Vintage racing, of the latter's car. This inspired a second look at the cars, and I found that three of them had four-speed gearboxes and post-vintage cylinder heads with 14 mm. plugs. Both these items are expressly forbidden, in a manner which cannot be twisted or misunderstood, by the current V.S.C.C. regulations. (One cylinder head was later replaced by an acceptable one owing to a crack developing.)

It is realized that these non-permissible items should have been observed at the initial examination, but in what I considered fairness to the other competitors in this "vintage only" race I pointed out these mistakes to the Chief Scrutineer, who afterwards told me that the cars had been voluntarily withdrawn by the entrants. If my action is considered "small-minded, leading to unnecessary embarrassment of senior officials, spoiling the entertainment . . . , satisfying a personal grudge . . . , or an unwarranted repugnant interference", then perhaps the authors of these charges will come out from behind the screen of the Seven-Fifty Motor Club with some evidence to substantiate them.

BIRMINGHAM, 13.

W. H. FAULKNER,
R.A.C. Scrutineer.

[The correspondence concerning Vintage Austin Sevens is now closed—Ed.]

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

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**2ND FERRARI
John Surtees**

**3RD LOTUS/CLIMAX
Peter Arundell**

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