AUTOSPORT

BRITISH GRAND PRIX

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

JULY 26, 1963

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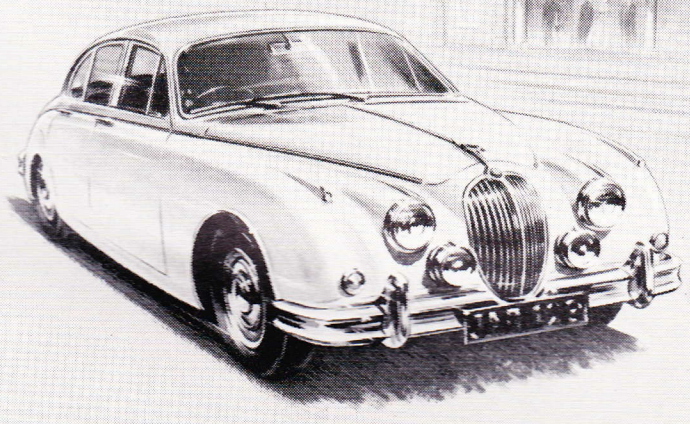
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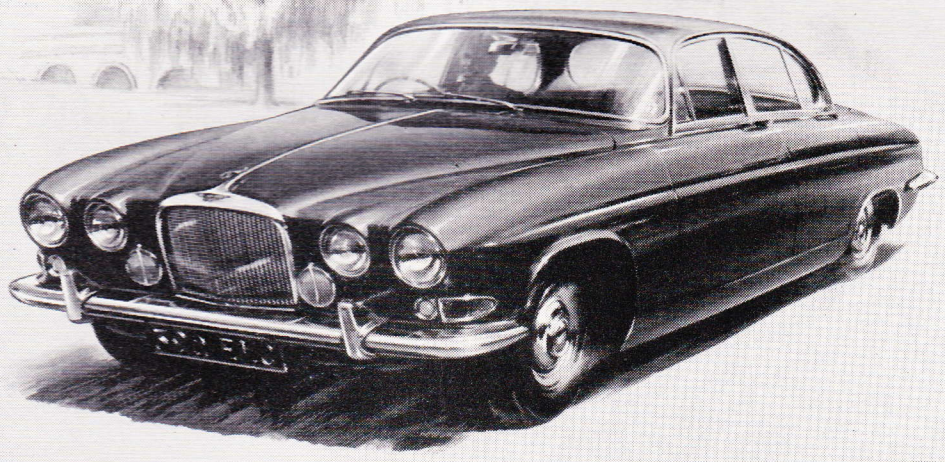
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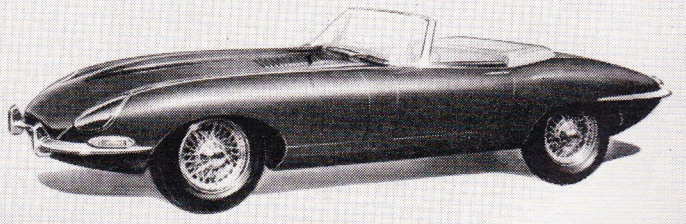


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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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July 26, 1963 Volume 27 Number 4

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EDITORIAL

SILVERSTONE—THE PITS

IT is now very obvious that the positioning of the pits for the Silverstone Grand Prix is hazardous. Placed as they are just past Woodcote Corner, they constitute a danger to all who have to work in that area. Mechanics, in particular, cannot possibly concentrate on their job, feeling that at any moment they may have to jump for their lives should a car get out of control. Last Saturday's unfortunate accident was a case in point. The victim, popular Harold Cree, was doing his job, and had every right to be walking in front of the pits counter, within the yellow line area. Any driver can make a mistake, or be led into a dangerous situation, causing temporary loss of control. At Woodcote speeds are extremely high, and a spin may result, with everything happening at lightning speed. The pits wall itself offers adequate protection to people not on the pits apron, but marshals and mechanics cannot do their job from the pits counter. Moving the pits installations would, of course, be an expensive undertaking, and the only alternative would be alteration of the circuit itself, either to remove the kink coming out of Abbey, or to insert a chicane. With two fatalities in a couple of weeks involving people in the pits area, the circuit controllers have no option but to modify that particular spot.

JIM CLARK'S FEAT

IN winning the 18th British Grand Prix, Jim Clark of Team Lotus recorded his fourth successive victory in a *grande épreuve*, and at Nürburgring on 4th August the potential World Champion will be all out to emulate Jack Brabham's record and make it five in a row. Brabham's own cars put up an admirable show, and he and Gurney have boundless sympathy for the mechanical troubles which finally eliminated the strongest challenge to the Lotus-Climax. John Surtees, in gaining second place for Ferrari, may have been somewhat lucky in that Graham Hill's B.R.M. ran short of fuel within the last half-mile, but his performance with a lone entry will be a great encouragement to Maranello. B.R.M.s, in the hands of Hill, Richie Ginther and Lorenzo Bandini, finished 3—4—5, a splendid demonstration of reliability. Also, a new name was added to the list of Championship points winners, namely, America's Jim Hall, with a B.R.P. Lotus, also powered by B.R.M. Altogether, the B.R.D.C. and the *Daily Express* staged a superb day of racing and one must believe that the crowd of 115,000 was the largest ever to watch a motor-racing circuit event in this country. The supporting events were also very exciting, especially the opening Formula Junior race, in which Peter Arundell (Lotus) managed to halt the run of Brabham successes, and set up a new lap record.

OUR COVER PICTURE

JIM CLARK made it look all too easy at Silverstone last Saturday when he won the 18th British Grand Prix—his fourth grande épreuve *victory in a row! It seems that nothing can stop the "Flying Scotsman" these days short of mechanical failure interrupting a potential winning drive in his remarkable Coventry Climax-engined Lotus 25. Jim is all set to make it five in a row at the Nürburgring on 4th August. . . .*

Photo: Francis Penn



SUNBEAM RAPIER

The Sunbeam Rapier combines all that is best in sports car and saloon. Power with docility, sensitivity with comfort, performance with luxury. The rakish lines are full of character, the 1.6 litre engine full of 'go'. Steering is light and precise, cornering steady, stopping swift and sure (thanks to front disc brakes). No car anywhere near the price can touch it for performance and reliability—proved by its rally-winning record. It's a zestful car for zestful people. Ask any Rootes Dealer for a demonstration ride.

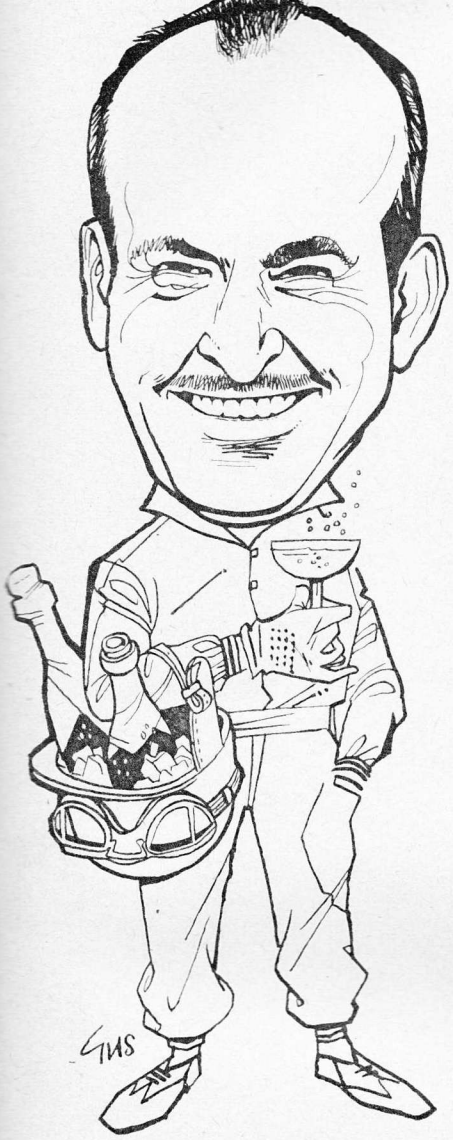
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OPTIONAL EXTRAS: WHITEWALL TYRES, OVERDRIVE ON 3RD AND 4TH GEARS

BY APPOINTMENT TO HER MAJESTY THE QUEEN MOTOR VEHICLE MANUFACTURERS ROOTES MOTORS LIMITED

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AUTOSPORTSMAN by Gus
No. 12: Maurice Trintignant

CARLO ABARTH has entered no fewer than six machines for the Tour de France: two Fiat-Abarth 1000s, two Abarth-Simca 1300s and two Fiat 2300s. One of the last-named will be conducted by René Trautmann, while Mauro Bianchi and Roger de Lageneste will also be in the team.

FLORIDA Development Commission had a splendid reception when the Florida European Showcase was introduced at European circuits by Wendell Jarrard and his enthusiastic staff. The mobile exhibit was visited by thousands of people at Le Mans and elsewhere.

THE Armstrong "500" will be run at Bathurst, Australia, on 6th October. Unfortunately, a petition by the organizers to secure the entry of imported cars has failed. This limits the field slightly, but eligible cars include Falcon, Zephyr, Cortina, 997 Anglia, Minis, Austin Freeways, Valiants, Holdens, Fiat 1100, Hillman, N.S.U., Studebaker and various Vauxhalls.

A SPECIAL exhibition of the sculptures and paintings of the late Charles Sykes, creator of the famous Rolls-Royce "Spirit of Ecstasy", will be held at Beaulieu next month.

THE Renault Gordini is to be now equipped with disc brakes on all four wheels as standard equipment.

THE 30th July will be the 100th Anniversary of the birth of Henry Ford.

GRAND TOURING CAR MANUFACTURERS' CHAMPIONSHIP
Trying to Sort out the Muddle!

A FEW weeks ago we published the then current positions in this year's Grand Touring Car Manufacturers' Championship—before the hill-climbs and rallies began to complicate matters, as if it was not already over-complicated by the various co-efficients and sub-divisions. Well, since that date we have had the Consuma Hill-Climb, the Rossfeld Hill-Climb, Le Mans, the Monza Lottery Grand Prix, the Wiesbaden Rally and the Auvergne Trophy.

Having gathered sufficiently full results to work out the latest positions in the three divisions (up to 1-litre, 1-2 litres and over 2-litres), it is found that Abarth, Porsche and Ferrari are leading these, which is, of course, no cause for surprise. Nevertheless the battles farther down the list look interesting.

For the record, we discovered that the Masten Gregory/David Piper 3-litre Ferrari at Le Mans was officially a G.T. car although it had the 330LM prototype bodywork. Also interesting is the fact that Ferrari did not win one of the qualifying rounds: in the Wiesbaden Rally (which was combined with the recent German Rally) an Austin-Healey reigned supreme—did Stuart Turner know about this?

Class 1: Up to 1,000 c.c.

1. Fiat-Abarth	54
2. D.B.	4
3. Austin-Healey	3

Class 2: 1,001-2,000 c.c.

1. Porsche	116
2. Lotus	49
3. Abarth-Simca	26
4. M.G.	22
5. Alfa Romeo	17
6. Volvo	3

Class 3: Over 2,000 c.c.

1. Ferrari	126
2. Jaguar	20
3. Austin-Healey	18
4. A.C. Cobra	15
5. Lancia	10
6. Chevrolet	4
Aston Martin	4
8. Morgan	1

PIT and PADDOCK

F.I.A. PROTOTYPE CHAMPIONSHIPS

HAVING found it possible to collect sufficient information to work out the current positions in the G.T. Manufacturers' Championship, we decided to try our luck with the F.I.A. Prototype Championships which are, of course, for unlimited and up to 3-litre cars.

There have so far been four qualifying rounds: Sebring, Targa Florio, Nürburgring and Le Mans. Ferrari are unbeatable in both categories, even though there are two qualifying events still to be run: Tourist Trophy and Paris 1,000-km.

With relatively few prototypes participating in these events, the little cars, *i.e* Alpine and René Bonnet, often found themselves in the first half dozen and are therefore well placed.

Prototypes up to 3-litres

1. Ferrari	72
2. Porsche	30
3. René Bonnet	19
4. Austin-Healey	16
5. Alpine	6
6. Triumph	4
Fiat-Abarth	4
8. Austin	2

Prototypes Unlimited

1. Ferrari	72
2. Porsche	27
3. René Bonnet	16
4. Austin-Healey	13
5. Alpine	6
6. Fiat-Abarth	4
7. Triumph	2
Austin	2

THE COUPES BENELUX MEETING AT ZANDVOORT

ONE HUNDRED AND FORTY drivers from eight different countries competed for the Coupes Benelux, organized by the Belgium Motor Union St. Josse at the Zandvoort circuit in Holland on 7th July.

Practice took place the day before the race and a good deal of rubber and oil was deposited in the opening sessions by the big touring cars. In the second half torrential rain made the track exceedingly difficult through the pine woods and on braking into the Tarzan hairpin. However, the small crowd of enthusiasts who braved the weather witnessed some extremely interesting motor racing.

On Sunday, the day of the race, a good crowd filled the stands. The weather was little improved, but the rain held off throughout the day, mainly due to the fresh breeze blowing down the straight.

The touring cars were divided into three races each with at least two classes. The first event for cars in the 700 c.c. and 850 c.c. classes provided a close-fought battle between Kernevi (Fiat-Abarth T.C.), Schreiber (D.K.W.) and van Heel (B.M.W. 700). By the fourth tour the Fiat had built a fair lead, but the D.K.W. could not get away from van Heel's fast B.M.W., both cars jockeying for position into the Tarzan hairpin. However, at the close Schreiber (D.K.W. 850) led van Heel's (B.M.W.) into second place by three lengths behind Kernevi's winning Fiat.

The 1,000 c.c. and 1,300 c.c. event proved the most interesting of the touring car races. Vernaeve (Mini-Cooper S), just returned from Brands Hatch, held pole position, but was never able to get away from Thurston's similar car and was eventually forced out with tyre trouble. De Barsy, in second place, mounted the retaining fence at Tarzan and punched a hole 10 ft. up a Caltex sign, letting Holvoet (D.K.W.) and Kissner (Longbacon Morris-Cooper), leaders in the 1,000 c.c. class, into second and third overall, in front of Rader's Alfa Romeo.

In the third event Mike Pendleton (Jaguar) and "Remordu" (Jaguar) set a good lead over the following Alfas and Volvos. Never more than a length between them the two cars hurtled through the fast, swinging, bends, but Pendleton could not be passed and eventually pulled out a 6-secs. lead over "Remordu". Third was Hacquin (Alfa Romeo) from Ackerman's Volvo, each leading their classes.

Thirty cars came to the line for the grand touring car event including 15 Porsches, 2 Ferraris and an E-type Jaguar. A wonderful race developed between the elderly "Remordu" (Ferrari GTO) and Ben Pon (Porsche). Nine times the Ferrari led down the straight, but each time the Porsche would retake the lead as the big car snaked dangerously under braking into the Tarzan curve. On the fast twisting sections through the pine woods the Porsche would increase its lead, only to be passed yards from the line. Then, on the last lap with every spectator on his toes, Pon pulled out all the stops to beat the Ferrari by a mere .2 sec. Zeller (E-type) ran into third place ahead of Welcker's class-winning Lotus Elite.

The sports car event was a Lotus benefit. Firmin Dauwe (Lotus 23) made a fine start to hold the lead for three laps. Then Tonio Hildebrand moved ahead and was able to establish a 30-secs. lead by the flag. However, the interest lay in the dice for second place between Dauwe and the American Anderson (Super 7). Anderson drove a magnificent race, passing Dauwe at the difficult Hunz Rug, to lead the 23 over the line by some 7 secs.

The last race of the day for Formula Junior cars proved an easy win for Jean-Claude Franck (Cooper) from Andre Pilette (Merlyn), these two lapping the rest of the field. Franck, however, set up fastest lap of the day, which entertained the spectators and brought its due reward.

The day finished in sunshine and prizes were presented at a lively gathering at the circuit restaurant. British cars won four of the six events.

NIGEL MOORES.



A Volkswagen, a Volvo, a Simca and a Saab—these are the four continental cars that Bill Bengry has been testing on Cinturas. Bengry was the only British driver to complete the course on the East African Safari this year, and he's well known for his experience of foreign cars—he's been driving and selling them for years. So Pirelli asked him to test Cinturas on several of the most popular continental cars—here are some of the things he said in his report.

Versatile 'What I notice about the Cintura is how well it adapts itself to different road surfaces and even different driving techniques—so many conventional tyres are only good under certain conditions. I find this a great advantage when I'm rallying: Cinturas give a really firm grip on any surface—even loose gravel or mud—and I noticed particularly on the Saab what good traction and positive steering I was getting on very greasy surfaces'.

Adaptable 'The thing about the Cintura is that it seems to bring out the best in a car and at the same time help eliminate any difficulties. The Simca for example is one of the best cars that exists for driving on a wet road, yet Cinturas make it even better; fit Cinturas to a Volkswagen, on the other hand, and the ordinary driver will hardly notice the different handling problems that a rear-engined car can sometimes offer'.

Predictable 'I always feel that with Cinturas I know my limits exactly, whichever car I'm driving. The Cintura is a much *safer* tyre. Steering is more precise—especially on corners—and braking is more accurate; the general comfort of the ride is much improved too, and there's far less noise. I'd say that in every case Cinturas have improved the cars' performance—handling, braking, cornering, and general roadability'.

What's the secret of the Cintura? The



basic structural fact is that the tyre has its own built-in safety belt—an inextensible textile belt running right round the circumference of the tyre under the tread. Result? The tyre profile remains virtually unchanged under all conditions. So you get exceptional road-holding, longer tyre life, cooler, safer running at high speeds, less absorption of engine power and reduced fuel consumption. Whatever car you drive—continental or otherwise—change to Cintura—**the fabulous tyre with the built-in safety belt.**

PIRELLI CINTURA

To: the Pirelli Performance Bureau, 343-345 Euston Road, London NW1. Please send me a copy of the Cintura book and Bill Bengry's full test report. B/Q

Name

Address

Make of car

Usual garage

TRENTO-BONDONE HILL-CLIMB

As mentioned briefly in last week's issue, Edgar Barth won the Italian Trento-Bondone Hill-Climb on 14th July, a qualifying round of the European Mountain Championship. He drove a works 2-litre Porsche "8" to record a time of 12 mins. 18 secs. up the 17.3-km. hill, breaking the record held by Lodovico Scarfiotti by 7.9 secs.

Heini Walter, a past champion, only has an old four-cylinder Porsche to play with these days, so had to be content with fourth place behind the rapid Abarth 2-litres of Hans Herrmann and Odoardo Govoni. Edoardo Lualdi, who now has a V6 Ferrari 2-litre, cannot have pleased Enzo with only sixth position behind yet another Abarth, that of Mauro Bianchi.

Results and latest positions in the European Mountain Championship are as follows, and it will be seen that ex-Champion Barth has now moved into the lead.

RESULTS

1, Edgar Barth (Porsche 8-cyl), 12 m. 18.0 s.; 2, Hans Herrmann (Abarth 2000), 12 m. 22.4 s.; 3, Odoardo Govoni (Abarth 2000), 12 m. 36.3 s.; 4, Heini Walter (Porsche RS), 12 m. 38.1 s.; 5, Mauro Bianchi (Abarth 2000), 12 m. 41.0 s.; 6, Edoardo Lualdi (Ferrari 196SP), 12 m. 48.8 s.; 7, A. Scheiber (Lotus-Ford 23), 12 m. 49.2 s.; 8, Sepp Greger (Porsche RS), 12 m. 55.0 s.; 9, Herbert Müller (Porsche Carrera), 13 m. 12.0 s.; 10, Tommy Spychiger (Abarth 1000), 13 m. 17.5 s.

Championship Placings

1.	Edgar Barth (Porsche Carrera and Porsche 8-cyl.)	18
2.	Heini Walter (Porsche RS)	12
3.	Sepp Greger (Porsche RS)	9
4.	Herbert Müller (Porsche Carrera)	6
	Hans Herrmann (Abarth 2000)	6
6.	Giampiero Biscaldi (Abarth-Simca)	4
	Anton Fischhaber (Lotus-B.M.W. 23)	4
	Odoardo Govoni (Abarth 2000)	4
9.	Hermann Müller (Porsche RS)	3
	Edoardo Lualdi (Ferrari 196SP)	3
11.	Eberharde Mahle (Fiat-Abarth)	2
	Mauro Bianchi (Abarth 2000)	2
13.	Michel Weber (Porsche Carrera)	1
	Régis Fraissinet (Lotus-Ford 23)	1



PHOTOGRAPHIC MODEL Cary Crook is the proud owner of the first Fiat 1500 Cabriolet to be imported. The car was supplied by her father's firm, Anthony Crook Motors.

CIDONIO GRAND PRIX

ANOTHER of those delightfully obscure continental Formula Junior races was held on 14th July, the Cidonio Grand Prix, near Aquila in Italy. Victory went to the German Kurt Ahrens, Jnr. (Cooper-Ford), and he was followed by Ernesto Brambilla (Wainer-Ford), Kurt Bardi-Barry (Cooper-Ford), Guglielmo Bellasi (Lotus-Ford) and Klaas Twisk (Brabham-Ford), representing Italy, Austria, Italy and Holland respectively.

SPORTS NEWS

THE G.M. Carburettor Co., Ltd., has been renamed Mangoletsi, Ltd. Plans already in hand include a new garage with a car agency and pumps, a new office block, a dynamometer test house, distribution of several Continental and American car components and increased exports.

SOLITUDE GRAND PRIX

A VERY good entry has been obtained for this Sunday's German Solitude Grand Prix for Formula 1 cars. The list comprises Jim Clark, Peter Arundell and Trevor Taylor in works Lotus 25s, Jack Brabham (Brabham), Phil Hill in Scuderia Filipinetti's Lotus-B.R.M., Jo Bonnier in Rob Walker's Cooper, Innes Ireland and Jim Hall in British Racing Partnership cars, Lorenzo Bandini (Centro-Sud B.R.M.), Mario Araujo Cabral and Carlo Abate (Centro-Sud Coopers), Tony Settember and Ian Burgess (Sciroccos), Mike Hailwood and Chris Amon in Reg Parnell's Lolas, Tim Parnell (Lotus-B.R.M.), Ron Carter and Alf Lovejoy in Tim Parnell-entered Lotuses, Carel Godin de Beaufort and Gerhard Mitter (Porsches), Bob Anderson (Lola), Jo Schlesser (Brabham-Ford), Kurt Kühnke and Ernst Marang (Lotus-Borgwards), Bernard Collomb and André Pilette (Lotuses), Joseph Siffert (Lotus-B.R.M.), Ian Raby (Gilby-B.R.M.) and Gunther Seifert (Lotus-B.R.M.).

All in all, this is quite a formidable entry. Supporting races are for Formula Junior and G.T. Cars.

FRANCIS BRADLEY, who drove a Lotus 19 to the Canadian Championship in 1962, has announced his retirement from sports and formula racing.

Panhard-Levassor Story

NEXT week's AUTOSPORT will feature the first of three parts of "The Panhard-Levassor Story", by John Bolster.

THE main events at the Vintage S.C.C. Silverstone meeting this Saturday are the 12-lap Boulogne Trophy race and an All-Comers scratch race over a similar distance. A total of 175 cars has been accepted, and the Relay race has a record entry of 21 teams. The Boulogne Trophy race includes the cars which filled the first three places in the Vintage Seaman Trophy race at Oulton Park, namely, Nigel Arnold-Forster's 1922 5-litre Delage II, Bob Ashley's 1930 1½-litre Boulogne Frazer-Nash, and Peter Binns's 1929 1,100 c.c. Riley.

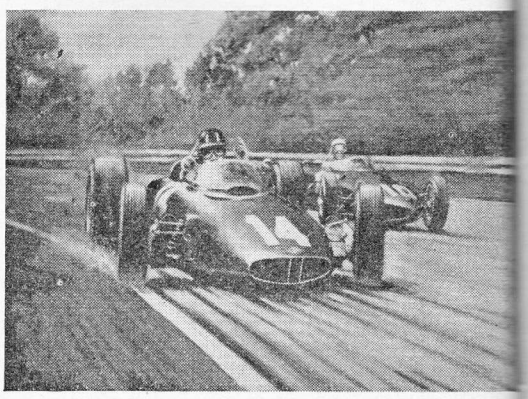
MOTOR RACING REGISTER

GEOFFREY DEMPSEY's hard work compiling the 1963 Motor Racing Register has been rewarded, for this informative publication now contains so much detail as to make it invaluable to everybody connected with the Sport.

As well as including short histories of the Register's members, of which there are over 600 to date, it also contains such information as current lap records at most British circuits, some abbreviated R.A.C. regulations, a fixture list, and much other informative material.

Although originally intended as a straightforward reference book, this latest edition, with its general information and many illustrations, should have a wide appeal. Copies, at 12*s.* 6*d.* each plus postage, may be obtained from Motor Racing Register, 25 Hans Place, London, S.W.1.

P. S. McN.



JOHN DAVIES, Vice-Chairman and Managing Director of Shell-Mex and B.P., Ltd., recently presented Graham Hill with a painting by Donough O'Brien. It depicts Graham passing Phil Hill's Ferrari in last year's Italian G.P.

POST-RACE PARTY

AFTER the Grand Prix, Graham and Bette Hill staged a party at their Mill Hill home, which was attended by numerous members of the motor racing fraternity (and sorority). Amongst the drivers present were Jim Clark, Innes Ireland, Bruce McLaren, Tony Maggs, Carel de Beaufort, Richie Ginther, Jim Hall, Jo Bonnier, John Campbell-Jones, Mike Salmon, etc.—and, of course, Stirling Moss. Les Leston invented many versions of the Twist, including the Graham Hill Glide, the Clark Clomp, the Stirling Moss Shuffle, and the de Beaufort Bull-doze. Altogether a bright and breezy affair, with everyone in the highest spirits. Incidentally, someone inadvertantly removed a police truncheon; would taker please return this urgently to Graham Hill.

WORLD CHAMPIONSHIP OF DRIVERS

Provisional—No Score Included for Graham Hill at Rheims; F.I.A. Decision Not Reached.

1.	Jim Clark	36
2.	Richie Ginther	14
3.	Graham Hill	13
	Dan Gurney	13
	John Surtees	13
6.	Bruce McLaren	10
7.	Tony Maggs	8
8.	Jack Brabham	4
9.	Innes Ireland	3
10.	Jo Bonnier	2
	Jo Siffert	2
	Lorenzo Bandini	2
13.	Carel Godin de Beaufort	1
	Chris Amon	1
	Lodovico Scarfiotti	1
	Trevor Taylor	1
	Jim Hall	1

CONSTRUCTORS' CHAMPIONSHIP

Provisional—as above.

1.	Lotus-Climax	37
2.	B.R.M.	18
3.	Cooper-Climax	16
4.	Brabham-Climax	14
5.	Ferrari	13
6.	B.R.P.-B.R.M.	3
	Lotus-B.R.M.	3
8.	Lola-Climax	1
	Porsche	1

RALLYING FORDS

FORDS are to enter six Cortina G.T.s in the Marathan de la Route, the subtitle of which has now been changed to Spa-Sofia-Liège, held between 27th-31st August. There will be a Group 4 car (permitted under the regulations) for Henry Taylor/Brian Melia, a Group 3 car for Pat Moss/Jennifer Nadin (Pat has decided to retain her maiden name in competitions), and four in Group 2 tune for David Seigle-Morris/Barry Hercock, Peter Riley/Tony Nash, Anne Hall/Denise McCluggage, and the successful Belgian pair Stapelaere/Meuwissen.

More **Sports News** *on page* 120



WINS AGAIN!

SILVERSTONE, July 20th

BRITISH GRAND PRIX

1st Jim Clark — **LOTUS COVENTRY CLIMAX**

FORMULA JUNIOR RACE

1st Peter Arundell — **LOTUS FORD** *(entered by Ron Harris Team Lotus)*

G.T. & SPORTS CAR RACE

1st GENERAL CLASSIFICATION **Roy Salvadori** — **COOPER MONACO** *(entered by C. T. Atkins)*

1st 1150—2000 cc CLASS **Mike Beckwith** — **LOTUS FORD** *(entered by Normand Racing Division)*

(Subject to official confirmation)

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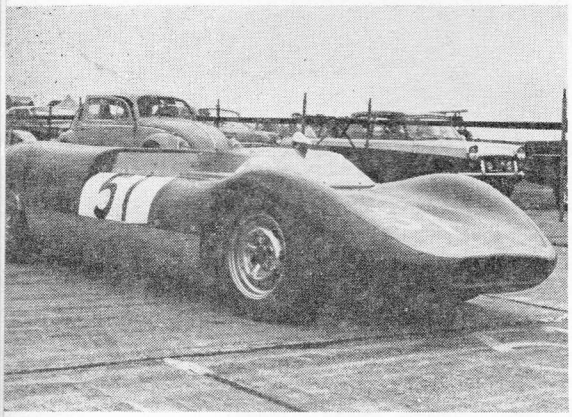
ALWAYS LOOK TO ESSO FOR THE BEST

Sports News—*continued*

A READER amused at the Rheims organizers' spelling of Richard Attwood's name (Attowogod) has sent us a French paper's treatment of the number one driver of a British-based American Grand Prix team: Yonny Settembert (Sciwouo-B.R.M.).

THE R.A.C. are to recognize national sprint records for the standing quarter mile in the near future.

THE will be no Formula 1 race at the Roskilde Ring this year. Instead, the feature race at the 18th August Copenhagen Grand Prix meeting will be for Formula Junior cars.

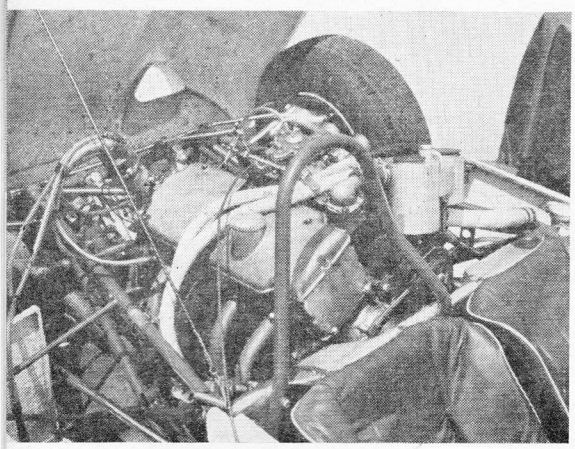


PURPOSEFUL-LOOKING rear-engined sports-racing car is one of the latest machines built by John Crossle of Belfast. Suspension is conventional, but, unusually, square tubing is used in the space-frame chassis. This particular car is fitted with a 1½-litre Coventry Climax engine, but Crossle markets the cars tailor-made to suit various power units.

THE Rolland/Augias Alfa Romeo, which won the G.T. category in the Alpine Rally, was fitted with Cibié lamps. This equipment was also used on the Dagenham Ford works cars.

THAT very fast Morgan driver Adrian Dence has now sold his familiar beige Plus 4 and hopes to acquire a more modern, low-line Super Sports.

TWO new members for Team Anglia in the forthcoming Six-Hour Relay Race are Norman Abbott (1.5 Anglia) and Mike Young (1.2 Anglia).



NEAT INSTALLATION of a B.M.W. 1500 engine as fitted to German Toni Fischhaber's Lotus 23. The engine has been bored out to 1,800 c.c. and is tuned by Martini. Fischhaber is having some success in European hill-climbs.

B.A.R.C.-WEBBAIR TO NÜRBURGRING

THE German authorities have given special permission for B.A.R.C.-Webbair flights to the German Grand Prix at the Nürburgring to use the nearby military air-base of Beuchel, which will save a lot of traffic jams. The flights are being operated from Gatwick, one on Thursday, 1st August, and the other on race-day, 4th August. Both return during the Sunday evening—so you can spectate at Brands on the Monday as well!

Return fare for the longer trip, including demi-pension hotel accommodation, is £31 10s., and for the day return flight is £24 3s. Full details may be obtained from Miss Sheila Mekie, John Webb Air Services, Ltd., Brands Hatch Circuit, Fawkham, Dartford, Kent.

ENTRIES for the Guards International Trophy Race organized by the B.R.S.C.C. at Brands Hatch on 5th August include a team of three works Aston Martins, including the 215, a 4½-litre V8 Chaparral, the Zerex-Duralite Special, two Maseratis (one of which will be the 5-litre Le Mans car), Jaguar E-types and Cooper Monacos.

CARS and motor-cycles operated privately by members of the British Armed Forces and other N.A.T.O. troops stationed in the Bundesrepublic of Germany must have either a German Third Party insurance policy or, if issued by an insurance company of another land, the policy must be underwritten by a German company. At the same time German laws will apply in connection with any offences against the Traffic Act.

Anyone requiring more detailed information or advice should contact Messrs. Paul Childs, Ltd., Insurance Consultants, at Insurance House, 377 Uxbridge Road, London, W.3. They have anticipated the new arrangements and have set up an efficient organization in B.A.O.R. area at Herford, Mindenerstrasse 28.

T.V.R. CARS, Blackpool, now owned and run by Grantura Engineering, are rumoured to be about to produce two cars. The first will be a Fiore of Paris-bodied soft-top car aimed at the American market and will be powered by the 1,800 c.c. M.G.B engine.

The second, and still very secret, is rumoured to be powered by a three-cylinder, two-stroke, 1,500 c.c. engine, built by Keith Shorrock and will be blown. The engine will be mounted in the rear and the car is expected to exceed 130 m.p.h.

GERMAN GRAND PRIX

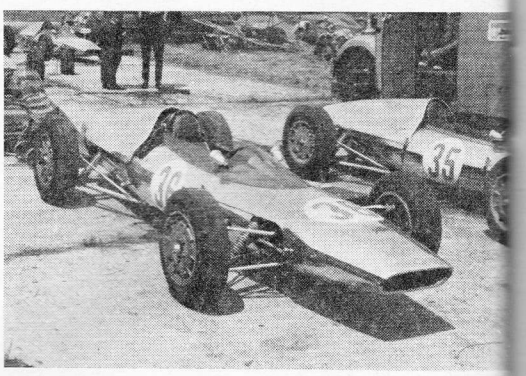
THE usual works and private team entries for the German Grand Prix will appear at the Nürburgring on 4th August. The probable line-up is as follows:

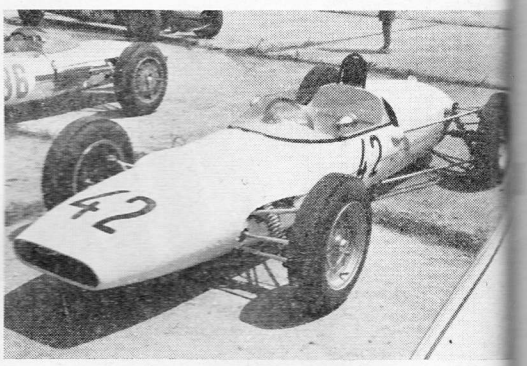
B.R.M. *Owen Racing Organization:* Graham Hill, Richie Ginther; *Scuderia Centro-Sud:* Lorenzo Bandini. **Lotus-Climax.** *Team Lotus:* Jim Clark, Trevor Taylor. **Ferrari.** *Sefac Ferrari:* John Surtees. **B.R.P.-B.R.M.** *British Racing Partnership:* Innes Ireland. **Lotus-B.R.M.** *British Racing Partnership:* Jim Hall; *Siffert Racing Team:* Joseph Siffert; *Reg Parnell:* Masten Gregory; *Tim Parnell:* John Campbell-Jones. **Lola-Climax.** *Reg Parnell:* Chris Amon, Mike Hailwood; *D.W. Racing Enterprise:* Bob Anderson. **Cooper-Climax.** *Cooper Car Co.:* Bruce McLaren, Tony Maggs; *R. R. C. Walker:* Jo Bonnier. **Brabham-Climax.** *Brabham Racing Organization:* Dan Gurney, Jack Brabham. **A.T.S.** *Automobili Turismo Sport:* Phil Hill, Giancarlo Baghetti. **Porsche.** *Ecurie Pan-American:* Carel Godin de Beaufort, Gerhard Mitter. *Scuderia Serenissima:* Carlo Abate. **Scirocco-B.R.M.** *Scirocco-Powell (Racing Cars):* Tony Settember, Ian Burgess.

WINNER of the NASCAR Grand National Championship race at Daytona on 4th July was Fireball Roberts in a 1963 Ford at an average speed of 150.927 m.p.h. Fred Lorenzen and Marvin Panch were second and third in similar cars.

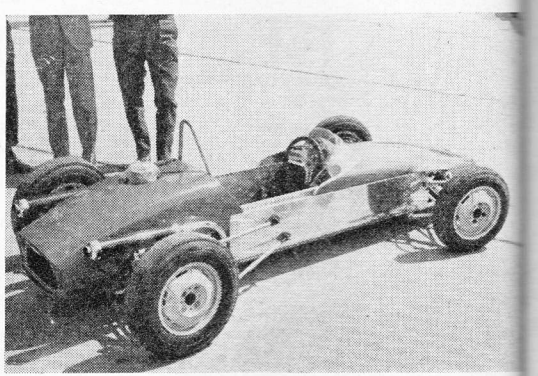
MOTOR racing enthusiast, 16-year-old Graham Tees, 3 Rockhaven Road, Cowies Hill, Natal, South Africa, would like a pen friend.

AT La Place Raceway, Louisiana, last month, Al Waits (Waits Dragster) did the ¼-mile in 8.22 secs., a speed of 180.33 m.p.h.





THREE INTERESTING European single-seaters to be seen this year are the Melkus (top), the S.E.G.-Wartburg (above) and the car built for the Italian Formula Baby Junior by Ernesto Prinoth (below). The latest version of the East German Melkus-Wartburg Junior, which is a state-subsidized venture, is very neat. Heinz Melkus of Dresden has a team of five to six cars and about half a dozen are on order to a Russian motor club. The neat Lotus 20-like S.E.G.-Wartburg has been built by former East German Formula 3 Champion Willy Lehmann. Prinoth's car is for the Baby Junior Formula, which stipulates minimum dimensions, either Fiat 500 or Steyr-Puch 500 engines in Group 2 form, and which at the moment operates as a national formula.





WINS AGAIN!

SILVERSTONE, July 20th

BRITISH GRAND PRIX

1st Jim Clark — **LOTUS COVENTRY CLIMAX**

FORMULA JUNIOR RACE

1st Peter Arundell — **LOTUS FORD** *(entered by Ron Harris Team Lotus)*

G.T. & SPORTS CAR RACE

1st GENERAL CLASSIFICATION **Roy Salvadori** — **COOPER MONACO** *(entered by C. T. Atkins)*

1st 1150—2000 cc CLASS **Mike Beckwith** — **LOTUS FORD** *(entered by Normand Racing Division)*

(Subject to official confirmation)

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



ALWAYS LOOK TO ESSO FOR THE BEST



THREE LOTUSES cornering in Dunboyne village, with Sidney Taylor in his winning Lotus Elite, leading Frank Keane and Lingard Goulding in Lotus 18s.

LEINSTER - MARTELL TROPHY RACE

Sidney Taylor (Lotus Elite) Winner of Annual Irish Handicap Event

Report and Photography by BRIAN FOLEY

SIDNEY TAYLOR drove his Lotus Elite to a surprise and popular victory in the Leinster Trophy Race at the Leinster-Martell Meeting at Dunboyne, Co. Meath, last Saturday. Richard Heeley took his M.G. Midget first across the line in Heat 1 of the Holmpatrick Trophy Race, and in Heat 2 Mervyn Wingfield took the chequered flag in his very rapid Triumph TR4.

THURSDAY evening's practice sessions did not reveal true form, most of the faster men being on Dunlop R6s which appeared unsuitable for this road circuit. On Friday evening, everyone was back on Dunlop D12s but John Pringle's fastest lap at 96.65 m.p.h. was down on his 100 m.p.h. lap record of last year. Second fastest, behind the 2½-litre Cooper-Climax, was Mervyn McKinney who lapped at 94.12 m.p.h. in his F.J. Cooper-Ford. Tommy Reid took his Lotus 22 around at an average of 93.31 m.p.h. Malcolm Templeton was disappointingly slow in his Lotus 22, which is now powered by a 1,600 o.h.c. Elan engine. His best lap was 91.72 m.p.h. Sidney Taylor was over three m.p.h. up on his handicap when he took his white Lotus Elite around at 88.34 m.p.h. John Sharp in a 1,798 c.c. M.G. Twin-Cam and Jack Slater in a 1,600 Lotus 23 were also up on their handicap speeds. John Crossle created quite a sensation when he got in a very fast lap at 90 m.p.h. in his new 1,500 c.c. Crossle-Ford sports-racing car. He was no less than six m.p.h. above his set handicap speed and he looked a very likely winner of the Holmpatrick Trophy. Alex Poole (M.G. Midget) and Dave Huet (M.G. Midget-Ford) exceeded their set handicap speeds in the slower Heat 1 of the Holmpatrick Trophy. As darkness descended on the village of Dunboyne, Adam Wyllie arrived with his monocoque F.J. Lotus 27. He missed the boat by three minutes, and the Scotsman did not get in any practice laps.

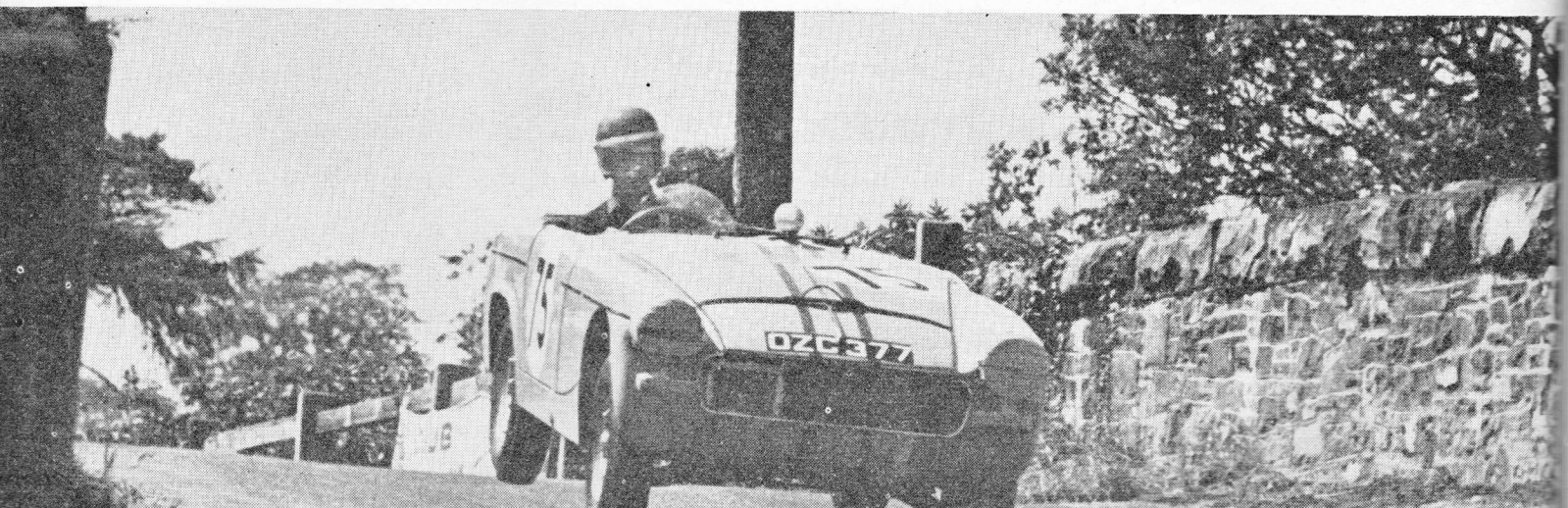
The sun came out bright and early on the Saturday, and by the time the first race started at approx. 2.45 p.m., reports from all around the four miles circuit indicated that the tar was melting, and this was particularly dangerous at the Loughsallagh and Sheaf-of-Wheat hairpins. The left-hander through the village was also in a bad condition from melted tar, as well as from rubber and oil which was deposited in practice.

Richard Heeley went into the lead in the first heat of the Holmpatrick Trophy *Formule Libre* Handicap and he won at an average speed of 76.21 m.p.h. in his M.G. Midget. Alex Poole lapped his Midget at 79.56 m.p.h., and after Heeley passed Colin Holohan's Sprite to take the lead, it looked as if Poole would take Heeley before the finish. On the 10th lap Poole had a tappet go, and one exhaust valve was closed. This dropped him right back, and after a pit stop he was down in 13th place. Huet retired his Midget-Ford on the fourth lap with engine trouble. Clive O'Donoghue finished second at an average speed of 72.81 m.p.h. in his Sprite, and Dubsky recovered well from a spin in the village to take third place at an average speed of 73.54 m.p.h.

On the first lap of the 100 miles, Leinster Trophy, Adam Wyllie went straight on at the Sheaf-of-Wheat hairpin and bent the front end of his Lotus 27. David Rees put a rod through the side of his fast Marcos, also on the first lap, while Miss Goodwin also retired her Lotus Seven on the opening tour with engine trouble. From the start, limitman John Sharp led in his M.G. Twin-Cam, from Steve Appleton (1.1 Cooper-Climax monoposto), Derek Wharton (Lotus Elite), and David Porter, who was going like the hammers



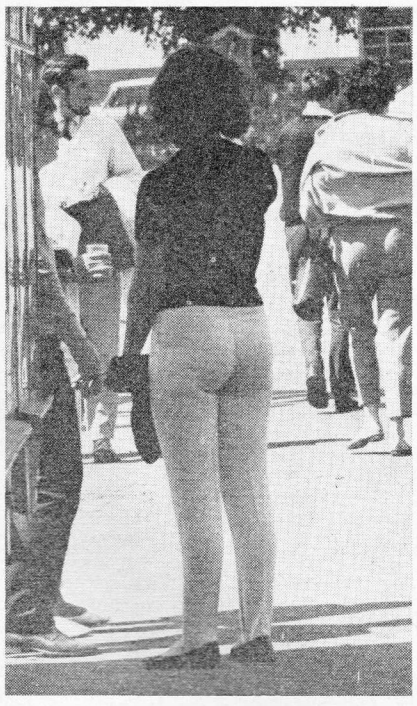
CHARLES EYRE-MAUNSELL uses the kerb as he takes a very tight line in his Sunbeam Alpine at Dunboyne (above). UP AND OVER! Richard Heeley, winner of Heat 1 of the Holmpatrick Trophy, takes his M.G. Midget over one of the railway bridges in fine style (below).



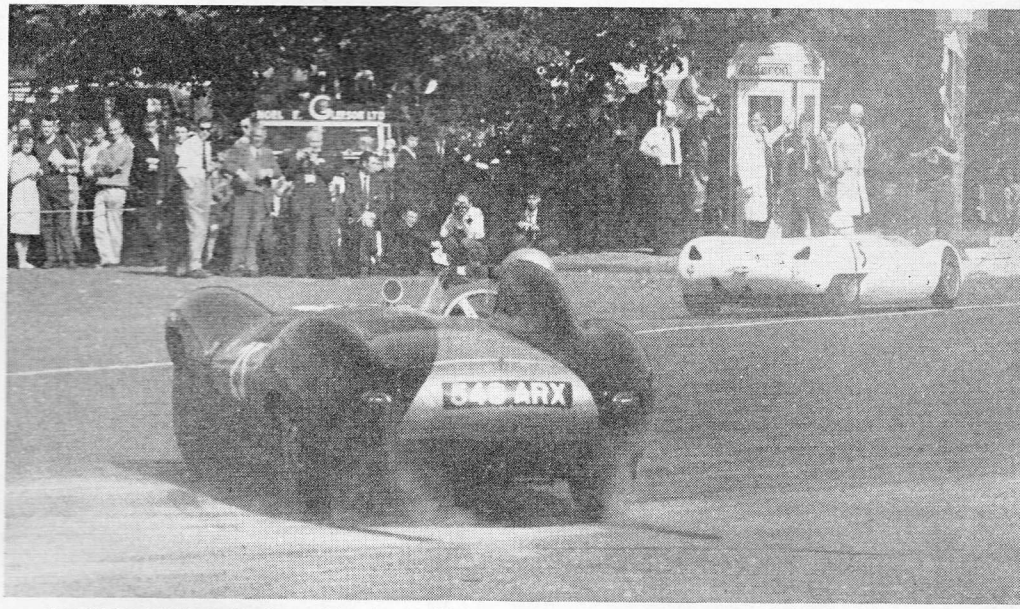
in his very special Lotus Seven, which sported independent rear suspension and magnesium wheels. Jack Slater (1,600 Lotus 23) and Mervyn McKinney (F.J. Cooper-Ford) were having a great dice which lasted throughout the race. Slater had a lap on McKinney on handicap, but the Formula Junior man just could not pass the sports-racing car, try as he could. On the sixth lap, John Pringle took his 2½-litre Cooper-Climax around at 96.37 m.p.h., which was the fastest lap of the day, but he just could not make any impression on the limitmen. On lap 15, Sid Taylor went into second place in his Lotus Elite ahead of Appleton who was getting around nicely in the elderly Cooper. Bill Rigg treated the spectators to a gilhooley in the village in the massive D-type Jaguar, and shortly afterwards Luke Duffy lost his Cooper-Ford on the approach to the village. The car spun, clipped a kerb, and the flying Cooper was brought to earth by a wall. Luke hopped out unhurt, but his car was very badly bent. A sad end to a very fine drive, as he was going extremely well and his cornering through the village could only be described as fabulous. Taylor was catching Sharp by some five seconds a lap but his task appeared to be hopeless. Going into the last lap. Sharp was about 15 secs. ahead, but, surprise, surprise, the white Elite, looking very distinctive with its green shamrocks on the sides, came into the village and took the chequered flag to win the Leinster Trophy at an average speed of 83.75 m.p.h. Jack Slater finished second, still with McKinney on his tail, at an average speed of 89.30 m.p.h. The unlucky Sharp had his clutch pack up on his last lap and he toured in to finish third at an average speed of 79.92 m.p.h. Next three places were taken by Messrs. Appleton, Wharton, and Porter.

W. McGucken led the first five laps of Heat 2 of the Holmpatrick Trophy in his 1,172 c.c. Ford Special. On the sixth lap, Mervyn Wingfield had a six secs. lead over McGucken, with Des Cullen lying third in his supercharged M.G. Midget. Cullen came into the pits on the following lap, with a loose petrol union, and the 1961 winner was out of the hunt. Miss Rosemary Smith was lifting wheels as she bombed through the village in the works Le Mans Alpine, and on the 12th lap she displaced McGucken for second place. Adrian Boyd disappeared for a few laps, but got going again in the silver Marcos. He was really spectacular through the village, but overdid it on the 13th lap and mounted a kerb. He got back onto the road, and crossed over to the Paddock entrance as Wingfield came through in the TR4. This could easily have been an extremely nasty incident. Another scratchman, John Crossle, circulated for several laps with blood all over his face cut by a flying stone. He retired his Crossle with engine trouble mid-way during the race. The third scratchman, John l'Amie, was making very peculiar noises with his Crossle-Climax sports racer but nevertheless he was motoring very briskly. Mervyn Wingfield could just not possibly be caught on handicap as he was six miles an hour faster than the handicappers reckoned and he won at an average speed of 81.88 m.p.h. John l'Amie snatched a last minute second place from Rosemary Smith, who very nearly lost it in the village on her final tour. The overall result of the Holmpatrick Trophy, based on both heats, showed Wingfield as the winner, from Heeley, l'Amie, Miss Rosemary Smith, Brian Nelson (Turner-Climax), and Charles Eyre-Maunsell (Alpine).

Wingfield's Triumph TR4 was examined by the scrutineers afterwards, when it was found that certain modifications were not declared on his entry form. Results therefore are very much subject to official confirmation.







JACK SLATER in his Lotus 23, *ahead of Mervyn McKinney* (*Cooper-Ford*), *and Tommy Reid* (*Lotus* 22), *sweeping around the left-hander in Dunboyne Village* (*top*). *BILL RIGG does some sideways motoring in his Jaguar D-type, as Bill Bradshaw flashes by in his white Lotus* 23 (*above*). *MOTOR CARS, and motor racing, were not the only attractions at Dunboyne* (*below, left*).

RESULTS

Holmpatrick Trophy-Heat 1 (60 miles): 1, Richard Heeley (997 M.G. Midget) 76.21 m.p.h.; 2, Clive O'Donoghue (997 Sprite); 3, Robert Dubsky (2191 Triumph TR3); 4, P. J. White (1172 Lotus 7); 5, David Popplewell (1622 M.G.A); 6, Brendan Dempsey (1600 M.G.A). **Leinster Trophy (100 miles):** 1, Sidney Taylor (1216 Lotus Elite) 83.75 m.p.h.; 2, Jack Slater (1594 Lotus 23); 3, John Sharp (1798 M.G. Twin-Cam); 4, Steve Appleton (1097 Cooper-Climax); 5, Derek Wharton (1216 Lotus Elite); 6, David Porter (997 Lotus 7).

Holmpatrick Trophy-Heat 2 (60 miles): 1, Mervyn Wingfield (2138 Triumph TR4), 81.88 m.p.h.; 2, John l'Amie (1500 Crossle-Climax); 3, Miss R. Smith (1592 Sunbeam Alpine); 4, Brian Nelson (1098 Turner-Climax); 5, Charles Eyre-Maunsell (1592 Sunbeam Alpine); 6, Capt. John Burke (1490 Gordini). **Combined Holmpatrick Result:** 1, Wingfield; 2, Heeley; 3, l'Amie; 4, Rosemary Smith; 5, Nelson; 6, Maunsell.

"AUTOSPORT" CHAMPIONSHIP

ROY SALVADORI has done it; with his victory in the ill-starred last race at Silverstone he scored a "possible"—45 points in Class G from five wins. He therefore heads the Championship table, and Mike Beckwith, who also won his class, now lies second, three points behind Roy with four wins and second place constituting his five best scores.

Alan Foster's class win puts him once more at the head of Class A and third overall, and Roger Nathan, who finished second in his class behind John Whitmore, has got in the "first eleven", that select band with 30 points or better which, subject to confirmation, is now composed as follows:

1.	Roy Salvadori (Cooper Monaco)	G	45	5
2.	Mike Beckwith (Lotus 23B)	F	42	5
3.	Alan Foster (M.G. Midget)	A	37	5
4.	Graham Hill (Jaguar E)	D	36	4
	Andrew Hedges (M.G. Midget)	A	36	5
6.	Frank Gardner (Brabham)	F	35	5
7.	Warwick Banks (Turner-Climax)	A	34	5
	Tony Hegbourne (Lotus 23B)	F	34	5
9.	Roger Nathan (Lotus Elite)	B	33	4
	Chris Williams (Lotus 23)	E	33	5
11.	Robin Benson (Elva Mk. 7)	E	30	5

Since the Nottingham S.C.C. is now running a restricted meeting at Silverstone, the only qualifying events for the Championship on August Bank Holiday Monday will be at Brands Hatch and Aintree.



JIM CLARK MAKES IT FOUR IN A ROW

Victory in Lotus-Climax in British Grand Prix—Brabhams Meet Mechanical Trouble After Strong Challenge—Second Place to John Surtees (Ferrari) After Last-lap Drama for Graham Hill (B.R.M.)—115,000 People Watch Day of Exciting Racing at Silverstone

BY GREGOR GRANT

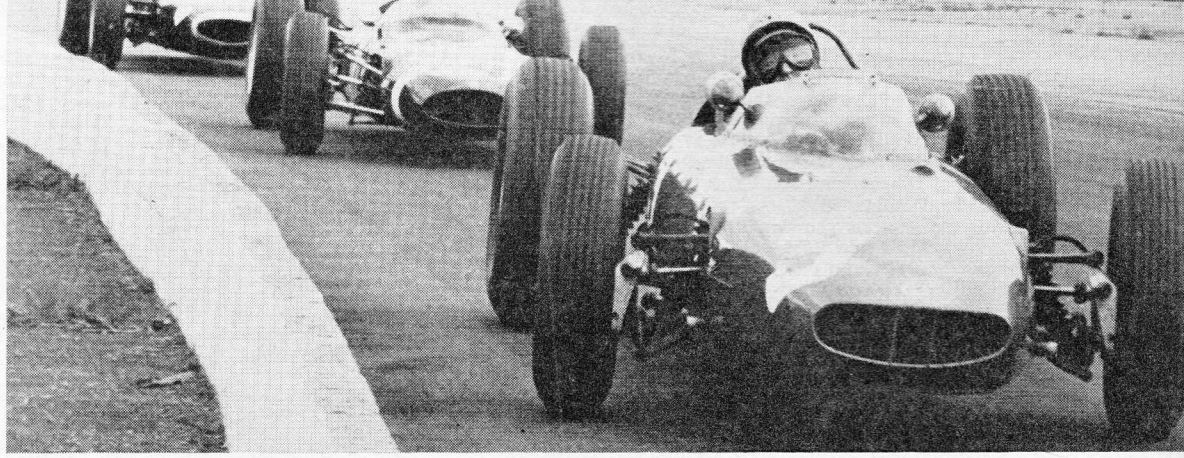
PHOTOGRAPHY BY FRANCIS PENN

THE skirl of the pipes was heard after last Saturday's British Grand Prix, when a kilted countryman greeted Jim Clark who brought in his Lotus-Climax to score his fourth successive victory in a *Grande Epreuve*. The "Flying Scotsman" took over the lead from Jack Brabham (Brabham-Climax) on the fourth lap, and held it till the end. The Brabhams of Gurney and Jack Brabham offered the strongest possible challenge to the Lotus, but both were eliminated with engine trouble after 59 and 27 laps respectively.

Into second and third place came John Surtees (Ferrari) and Graham Hill (B.R.M.): Surtees overtook Hill on the last lap, when the B.R.M. ran out of petrol. The three leaders were the only ones to complete the 82 laps distance, the three next places being occupied by Richie Ginther (B.R.M.), Lorenzo Bandini (B.R.M.) and Jim Hall (Lotus-B.R.M.). Surtees set fastest lap with 1 min. 36 secs. (109.76 m.p.h.), and Clark averaged 107.75 m.p.h. to win by 25.8 secs., after a sparkling and faultless exhibition of Grand Prix driving. Thirteen of the 23 starters finished the race, including all the Parnell entries, with Amon and Hailwood filling seventh and eighth places.

A tremendously exciting Formula Junior race was won by Peter Arundell (Lotus-Ford) at the remarkable speed of 104.10 m.p.h. Arundell battled grimly with Denis Hulme (Brabham), and the Lolas of Dickie Attwood and David Hobbs. He snatched the lead from Hulme during the closing stages, then with less than half a mile to go, the New Zealander spun off and hit a barrier at Club Corner, leaving Arundell to win from Attwood by 19 secs. The Team Lotus driver set up a new lap record with a sensational 1 min. 39.4 secs., 106.01 m.p.h.

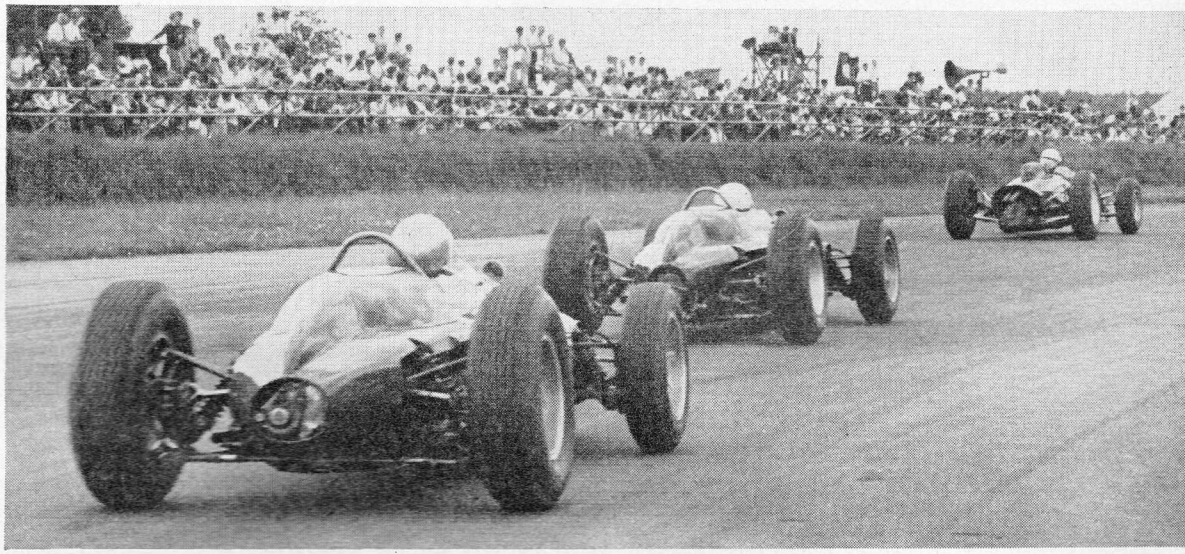
The big Galaxies of Jack Sears and Sir Gawaine Baillie completely dominated the Touring Car Race, the former winning at 91.14 m.p.h. This was extremely satisfactory to entrant John Willment and team manager Jeff Uren, for mechanics had to work all night to reconvert the 7-litre saloons to drum brakes, after the R.A.C. had refused to let them run with disc units on the front. The other classes went to



TYRE SMOKE. The start of the 18th British Grand Prix (opposite page) with Jim Clark nearest the camera, then Dan Gurney, Graham Hill and Jack Brabham, all with their tyres smoking under heavy initial acceleration. Behind can be seen Bruce McLaren, while his Cooper team-mate Tony Maggs has his arm raised, the Coventry Climax engine of his Cooper not having started.

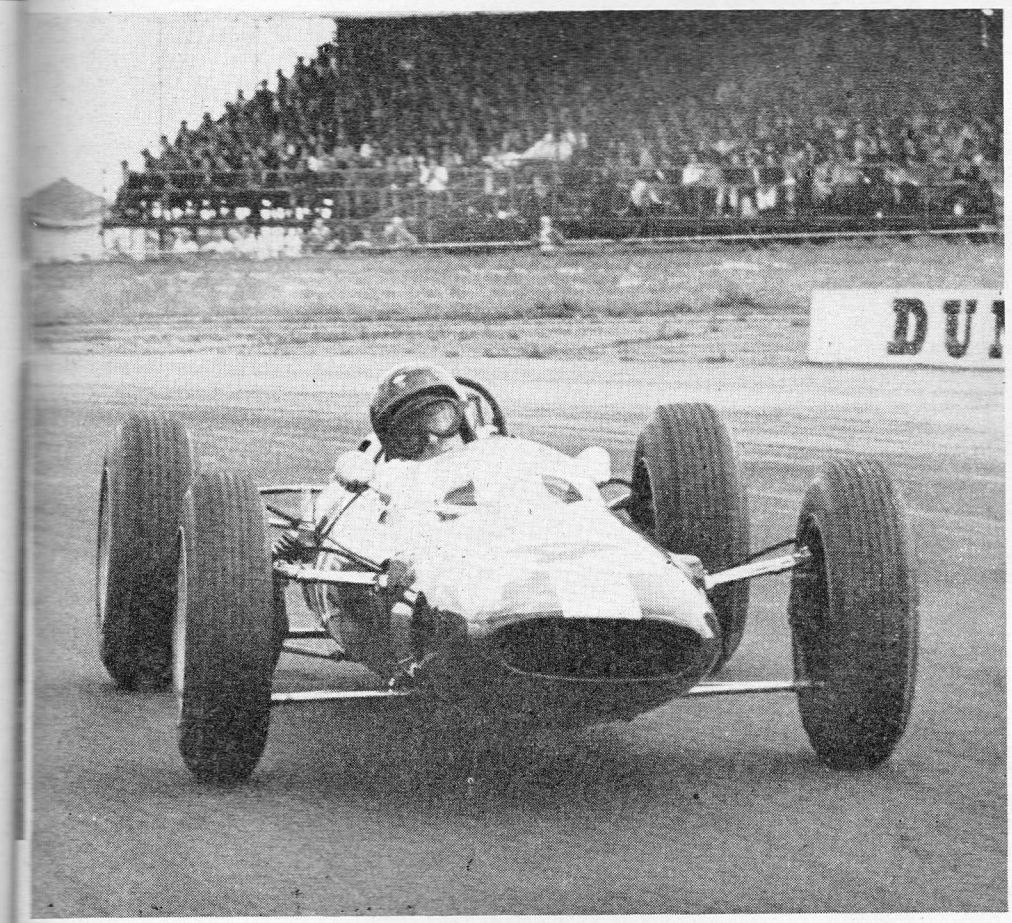
★

DICE OF THE DAY was waged between Richie Ginther, Lorenzo Bandini and Jo Bonnier. At Stowe Corner on one lap (above, right) Bandini (B.R.M.) leads Bonnier (Cooper-Climax) and Ginther (B.R.M.), while leaving the corner on another lap (right) Bonnier leads from Ginther and Bandini. Lorenzo Bandini's entertaining driving was one of the features of the race.



★

FLYING SCOTSMAN Jim Clark on his way to four Grand Prix wins in a row. Jim's Coventry Climax-engined Lotus 25 appeared with a yellow stripe at Silverstone and is seen at Stowe Corner (below).



Sir John Whitmore (Austin-Cooper S), Bob Olthoff (Ford Cortina), and Alan Mann (Ford Zodiac). New class records were set up by Jimmy Blumer (Ford Cortina), Whitmore and Mann.

The Sports and G.T. race was marred by a fatal accident at the pits, when Christabel Carlisle lost control of her Austin-Healey Sprite at Woodcote, and knocked down well-known scrutineer Harold Cree, who later succumbed to his injuries. Mike Parkes (4.0 Ferrari) was involved in a starting grid shunt, which eventually led to his retirement. The race proved to be a runaway victory for Roy Salvadori in the Tommy Atkins Cooper-Climax. The other two sports-car class winners were Paul Hawkins (Ian Walker Lotus-Ford) and Mike Beckwith (Lotus-Ford). The G.T. sections went to Alan Foster (Jacobs M.G. Midget), John Whitmore (Stirling Moss Lotus Elan), and Jack Sears (Maranello GTO Ferrari).

The meeting, organized by the B.R.D.C. with the support of the *Daily Express* attracted the largest crowd ever to watch a circuit motor race in Great Britain, the official figures being given as 115,000. Vast traffic jams were caused by the influx of thousands of vehicles, but the police did a splendid job of coping with the endless queues of cars, which started from early morning.

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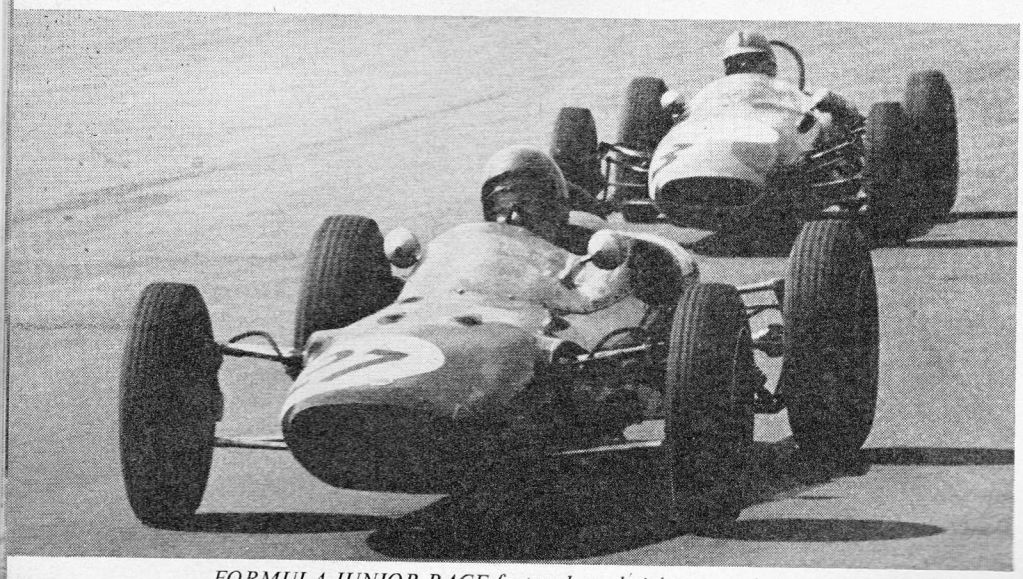
PRACTICE began on Thursday, Graham Hill (B.R.M.) and Jack Brabham (Brabham-Climax) sharing best time with 1 min. 36 secs., 109.76 m.p.h. The Owen Organization decided not to run the new monocoque machines, so Hill and Ginther had the modified 1962 models. Things having been sorted out between Signor Dei and B.R.M., the Centro-Sud car

reappeared painted Italian red, as it was officially entered from Italy. A.T.S. decided to withdraw, so the unfortunate Phil Hill was left without a drive.

Jim Hall (B.R.P. Lotus-B.R.M.) and Jo Bonnier (Walker Cooper-Climax) both did 1 min. 38 secs., and Jim Clark achieved a gentle 1 min. 39.6 secs. However, during the afternoon session the Scotsman tore round in 1 min. 34.4 secs., one second better than Ireland's 1,500 c.c. record, and only a fifth of a second slower than the same driver's outright figures with the 2.5-litre car. Graham Hill equalled the May record, and Bruce McLaren (Cooper-Climax) was only one fifth of a second slower. Next best were Dan Gurney (Brabham-Climax) and John Surtees (Ferrari), each with 1 min. 35.8 secs. Trevor Taylor's Lotus-Climax was fitted with a new six-speed Colotti gearbox, and his best was 1 min. 36.8 secs., which was equalled by Ginther (B.R.M.). Two Scirocco-B.R.M.s appeared, but Settember's best was 1 min. 45 secs., and Burgess's, 1 min. 49.4 secs. Surtees tried out the spare Ferrari, but found it was not as quick as his own.

Reg Parnell decided to do some swopping around in his equipe, so Mike Hailwood was allocated a Lotus-Climax, and Tim Parnell's entry of John Campbell-Jones was changed to a Lola-Climax, and Gregory had a Lotus-B.R.M.

Friday's times saw no fewer than five drivers crack the official 1,500 c.c. record, and McLaren equal it. The best times were Gurney (Brabham-Climax), 1 min. 34.6 secs., Clark (Lotus-Climax), 1 min. 34.6 secs., Hill (B.R.M.), 1 min. 34.8 secs., Brabham (Brabham-Climax), 1 min. 35 secs., Surtees (Ferrari), 1 min. 35.2 secs., McLaren (Cooper-Climax), 1 min. 35.4 secs., Maggs (Cooper-Climax), 1 min. 36 secs., Bandini (B.R.M.), 1 min. 36 secs.





FORMULA JUNIOR RACE featured an almighty struggle between Denis Hulme (Brabham-Ford) and Peter Arundell (Lotus-Ford) throughout the 25 laps, making it the most closely fought event of the day. During the second to last lap Arundell led Hulme at Club Corner (above), but on the very last lap, while trying to regain the lead, Hulme spun (below). His Brabham hit the bank and was badly damaged, but Hulme jumped out immediately and fled to the bank for safety.

Nasif arrived after the official practice, had difficulty in persuading the Tomaso "8" to start, and the car was subsequently posted as a non-starter.

In the other events, the best Junior times were recorded by Hulme (Brabham), 1 min. 40.6 secs., Arundell (Lotus), 1 min. 41.2 secs., Gardner (Brabham), 1 min. 41.2 secs., and Attwood (Lola), 1 min. 41.6 secs. Also very quick were Hobbs (Lola), Spence (Lotus) and Rees (Lola), all seven having Ford of Dagenham engines.

The Galaxies of Sears and Baillie were quickest in the touring car category, with 1 min. 53.2 secs. and 1 min. 54.6 secs., respectively. Next was Mike Salmon (Jaguar) with 1 min. 55.2 secs., and then Denis Hulme (Galaxie), 1 min. 56.6 secs. Best in the smaller classes were Whitmore (Austin-Cooper S), 2 mins., Blumer (Cortina), 2 mins., and Coundley (Mercedes-Benz), 2 mins. 06.6 secs.

Then, just as training ended, came the blow to Galaxie. The R.A.C. refused point-blank to accept the homologation of the big 7-litre cars with the type of disc brake fixings used. This was a remarkable decision, in view of Jeff Uren's letter in last week's issue of AUTOSPORT. John Willment was, at first, tempted to withdraw the Sears car, and also the private entry of Gawaine Baillie. After a great deal of wrangling, it was decided to re-fit the original drum brakes on the front. Hulme, in the Alan Brown car, was posted as a non-starter. It is certain that there would have been an unholy row had the Galaxies not appeared, for the general public does not care one hoot about homologation, and doesn't understand the meaning of the word anyway.

Mike Parkes, who had done a 1 min. 54.8 secs. in the wet with the Coombs 3.8-litre Jaguar, was not permitted to drive by Enzo Ferrari, in view of his commitment with the 4-litre Ferrari in the sports-G.T. race. His place was taken by Mike MacDowel, making a welcome return to racing.

Parkes, in the 4-litre Ferrari, was fastest in the sports-G.T. section with 1 min. 38.8 secs., followed by Salvadori (Cooper-Climax), 1 min. 39.2 secs., Tim Mayer (Cooper-Climax), 1 min. 41.6 secs., and John Counldey (Lotus-Climax), 1 min. 42.4 secs. Next best were Beckwith (Lotus 23), 1 min. 42.4 secs., Gardner (Brabham), 1 min. 42.6 secs., and Greene (Lotus 23), 1 min. 42.8 secs. Fastest G.T. car was the Ferrari of Sears (1 min. 43.2 secs.), and then Protheroe's E-type Jaguar (1 min. 44.6 secs.), 0.4 sec. faster than Piper's GTO. Chris McLaren wrecked his Marcos when he spun off at Club Corner, and fortunately was unhurt. Mayer, unhappily, had to withdraw his Cooper-Climax, which developed mechanical trouble.

* * *

AFTER a dull dawn, the sun broke through for race day, and by 8 a.m. the traffic was rapidly thickening on all routes to the circuit. AUTOSPORT had an innovation, in that a four-page tracksheet was prepared at the circuit, and included in all copies distributed at Silverstone. It contained practice news and times, and also gave the starting grid for the Grand Prix.

Long before the Formula Junior race was due to start at 10.15 a.m., there were great crowds of spectators, many thousands of whom had spent the night in, or around, the circuit. People arriving told tales of immense traffic queues, controlled by courteous police. One feels that if some of the men in blue behaved like they are depicted in Z-Cars, Chief Constable John Gott would have them on the carpet in double quick time.

Rarely has such a huge gathering watched the start of a Silverstone meeting, the stands being practically filled when the Juniors appeared for their warming-up lap. There were 11 non-starters, including both Italian entries, "Geki" and Deserti, and Grandsire, Maglia and Bernusset. Consequently, overseas representation consisted of several Australians, a New Zealander, a South African, a Belgian and two Americans. So, the starters lined up as shown on the next page.

Right away, Denis Hulme seized the lead in his Repco-Brabham, pursued by Peter Arundell, Frank Gardner, Dickie Attwood, Mike Spence, David Hobbs and John

STARTING GRID

17 Attwood (Lola-F.) 1 m. 41.6 s.	5 Gardner (Brabham-F.) 1 m. 41.2 s.	27 Arundell (Lotus-F.) 1 m. 41.2 s.	3 Hulme (Brabham-F.) 1 m. 40.6 s.
23 Rees (Lola-F.) 1 m. 42.0 s.	29 Spence (Lotus-F.) 1 m. 41.8 s.	19 Hobbs (Lola-F.) 1 m. 41.8 s.	
9 Procter (Cooper-M.) 1 m. 43.2 s.	36 Rhodes (Merlyn-F.) 1 m. 43.2 s.	4 Hawkins (Brabham-F.) 1 m. 43.0 s.	28 Fenning (Lotus-F.) 1 m. 43.0 s.
10 Mayer (Cooper-Austin) 1 m. 43.6 s.	1 Ampt (Alexis-F.) 1 m. 43.4 s.	12 J. Taylor (Cooper-F.) 1 m. 43.4 s.	
11 Revson (Cooper-F.) 1 m. 45.6 s.	7 Prophet (Brabham-F.) 1 m. 44.8 s.	6 O'Sullivan (Brabham-F.) 1 m. 44.6 s.	14 Pike (Gemini-F.) 1 m. 44.0 s.
18 Bradley (Lola-F.) 1 m. 47.2 s.	35 Mastin (Lotus-F.) 1 m. 47.0 s.	31 Driver (Lotus-F.) 1 m. 45.8 s.	
2 Pearce (Alexis-F.) 1 m. 50.4 s.	8 Banting (Brabham-F.) 1 m. 49.0 s.	38 Belcher (North Star-F.) 1 m. 48.8 s.	34 Long (Lotus-F.) 1 m. 47.4 s.
32 Gibbs (Lotus-F.) 1 m. 55.6 s.	24 Selby (Lola-F.) 1 m. 53.0 s.	37 Pilette (Merlyn-F.) 1 m. 51.6 s.	

Fenning—Lotus, Brabham, Lola, Lotus, Lola, Lotus. On the second lap there was a triple shunt at Copse, putting out of the race Peter Procter (Cooper), O'Sullivan (Brabham) and Mayer (Cooper). Paul Hawkins was also unlucky, packing up at the pits with broken suspension on his Brabham.

Gardner nosed in front of Arundell, and Hobbs was on Attwood's tail. The yellow Ian Walker Brabham took the lead after a sizzling third lap in 1 min. 40.0 secs.—a new lap record at 105.37 m.p.h. This was equalled by Attwood, but broken by Arundell with 1 min. 39.4 secs (106.01 m.p.h.). The leaders were chopping and changing on every part of the circuit, putting up a really splendid race. Behind, Spence and Fenning were battling merrily, and John Taylor (Cooper-Ford) was leading another bunch, comprising Rhodes, Mastin, Revson and Long. Bill Bradley, up with the leaders, was a lap behind having made a pit-stop, whilst Jack Pearce abandoned his Alexis with a rod through the side.

Back and forth switched the lead. It was Gardner on lap 4, then Arundell, Gardner again, then Hulme once more. The crowd loved it, as these push-rod 1,100 c.c. single-seaters hurtled round at speeds which would have easily won the Grand Prix a few years ago. In point of fact, the leaders were all turning in laps faster than half a dozen of the Formula One machines did in training!

As Hulme, Gardner and Arundell began to catch the back-markers, both Attwood and Hobbs were baulked, and dropped back from the leading trio. The battle raged fast and furious. Gardner ceded second place to Arundell on lap 7, but next time round, the position was reversed. Gardner, really trying, moved up to attempt to take Hulme, but the New Zealander was not having any. Then, coming up to complete his eighth lap, Gardner spun at Abbey and collided with the wall. Ampt (Alexis) and Rees (Lotus) both crashed at the same spot, the former being taken to hospital with head and chest injuries. He was later quoted as saying that his thumb jammed in the steering wheel.

This left Hulme and Arundell to fight it out, and it was a case of nose-to-tail the whole way round. Farther back, Taylor grimly held on to seventh place, with Revson, Rhodes, Prophet, Mastin and Long having a rare struggle for the ensuing places.

At 12 laps, Hulme led Arundell by the thickness of a coat of paint, and the race average was 103.80 m.p.h. Revson's Cooper-Ford went out with engine trouble, and Bradley also packed it in. Len Gibbs was another retirement, and Pike stopped for good at Chapel with the Gemini.

The remainder of the field was forgotten, as Hulme and Arundell continued their stern duel. With three laps left to go, the Team Lotus man made his supreme effort, and got past. However, Hulme was back in the lead up Abbey Curve. Then Arundell tried again, and this time held his lead as Hulme became mixed up with Rhodes at Stowe. The last lap was highly dramatic; Hulme put every possible effort into keeping the Brabham run of victories intact, closed right up into Stowe, but completely lost it at Club and walloped the outside barrier. Arundell came through on his own to take the chequered flag, and then came Attwood, Hobbs, Spence, Fenning and Taylor in that order.

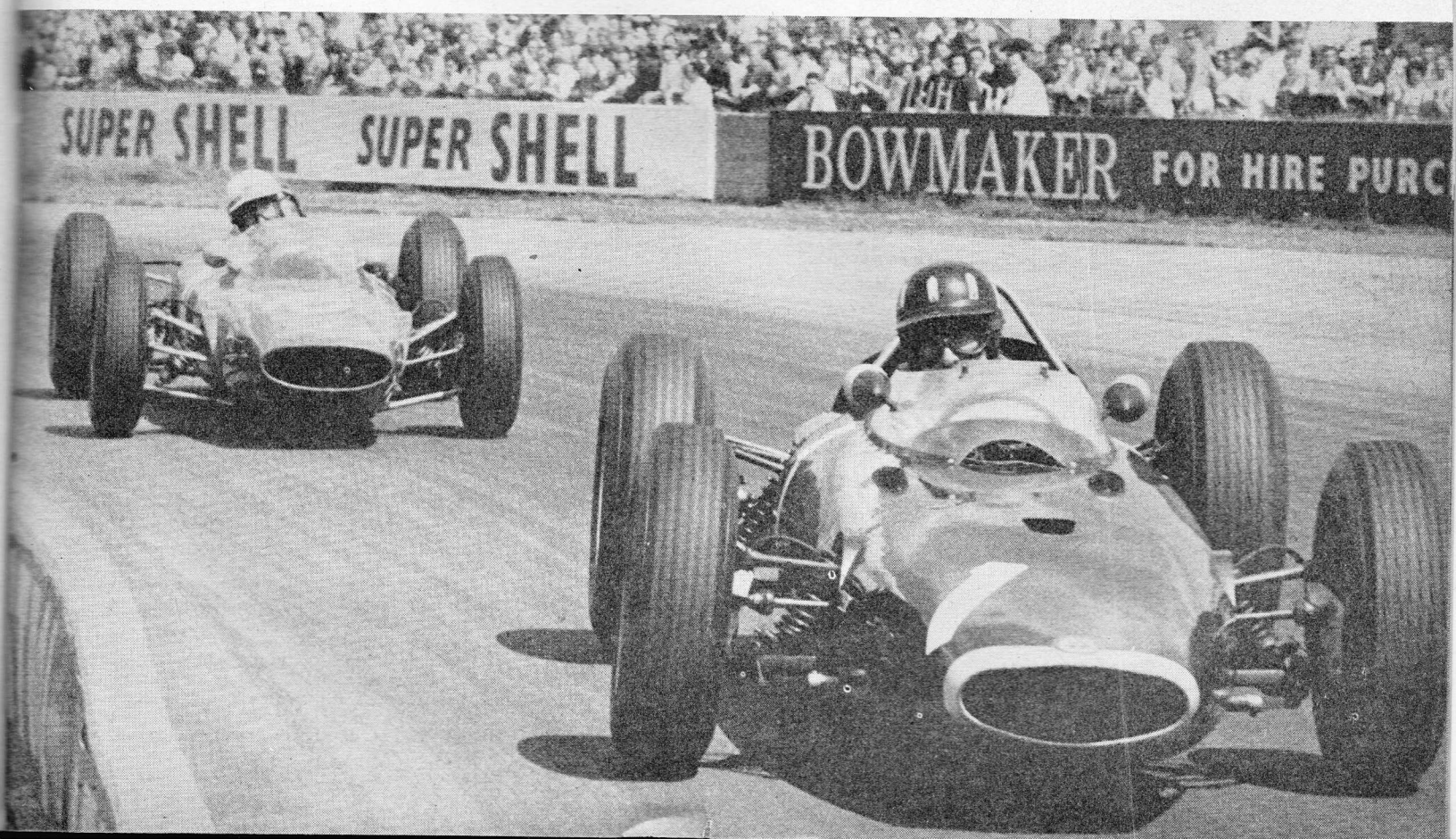
FORMULA JUNIOR

(25 laps)

1, P. Arundell (Lotus-Ford), 42 m. 10.6 s. 104.10 m.p.h.; 2, R. Attwood (Lola-Ford), 42 m. 29.6 s.; 3, D. Hobbs (Lola-Ford), 42 m. 41.4 s.; 4, M. Spence (Lotus-Ford), 42 m. 44.4 s.; 5, J. Fenning (Lotus-Ford), 42 m. 45.0 s.; 6, J. Taylor (Cooper-Ford), 43 m. 50.4 s.; 7, J. Mastin (Lotus-Ford), 43 m. 53.6 s.; 8, D. Prophet (Brabham-Ford), 43 m. 55.8 s.; 9, J. Rhodes (Merlyn-Ford), 24 laps; 10, M. Long (Lotus-Ford), 24. Fastest lap: P. Arundell (Lotus-Ford), 1 m. 39.4 s., 106.01 m.p.h. (record).

With their appetites whetted by this superb race, spectators eagerly awaited the touring car event. Down went the flag, and Sears thundered off in the huge Galaxie, followed by Salmon (Jaguar) and Baillie (Galaxie). For two laps, Salmon gallantly held second place, but then the 7-litre barouche boomed past, and that was that! Behind came Adams, MacDowel and Powell in their Jaguars, but Blumer was in front of the other Jaguars with his Alan Andrews Cortina, and Olthoff in a Willment Cortina headed a furiously struggling bunch comprising Pendleton (Jaguar), and the Cooper S Minis of Whitmore, Christabel Carlisle and Hopkirk. Coundley (Mercedes-Benz) and Mann (Ford Zodiac) disputed the 3-litre class.

RACE LONG DUEL between Graham Hill (B.R.M.), seen drifting through Stowe, and John Surtees (Ferrari) was spoilt when the reigning World Champion slowed on the last lap, having run out of fuel.



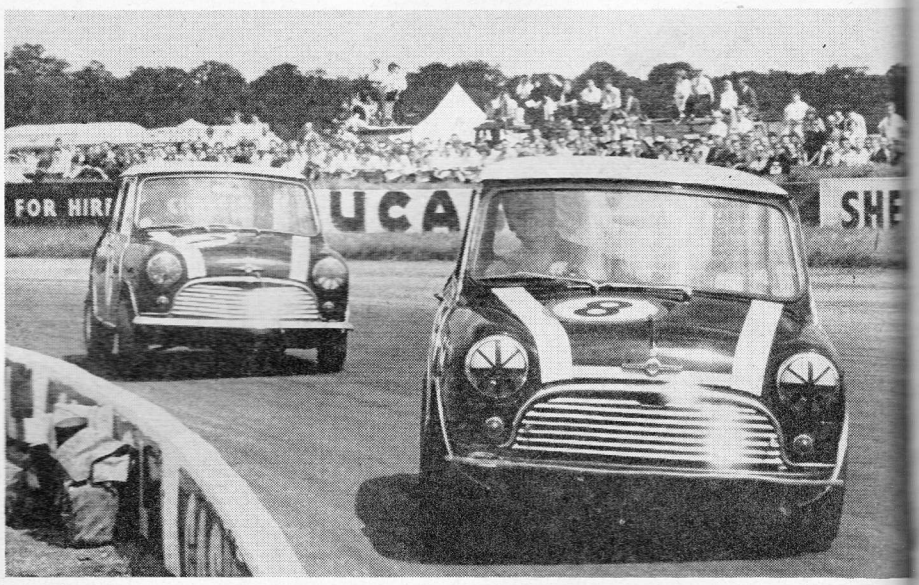


FIERCE RACING down the field in the Touring Car race between Alan Mann (Ford Zodiac) and Anita Taylor (Ford Anglia), seen here at Becketts (left). Harry Ratcliffe (Mini-Cooper) is tucked in behind, biding his time.

MORE scrutineering trouble was encountered by the two Ford Galaxies, but, fortunately, they did run, and provided a spectacle of their own. Jack Sears (below, left), having been led by Mike Salmon's Jaguar in the early stages, soon got by to register yet another victory.

MINI-COOPERS of John Whitmore and Paddy Hopkirk played together all through the race (below).





Miss Burns-Greig had the appalling misfortune to suffer a flat tyre on the starting grid, and after ineffectual attempts to change the wheel herself, abandoned. There was some pretty enterprising and forceful driving of Minis; down at Club Corner, Ralph inverted his example, and climbed out of the wreckage shaken but unhurt. Elizabeth Jones came to rest at Copse, and abandoned with some obscure mechanical problem.

Nothing could live with the titans, Sears and Baillie pulling well away from everyone else, and Salmon easily out-pacing the other Jaguars, by 1-2 secs. per lap. Blumer went on confidently in the buff-painted Cortina, but Olthoff was well within striking distance, and David Haynes was also very much in the picture, the three G.T. Cortinas hauling away from Peter Harper's Rapier.

However, it was the Cooper S scrap that provided the main interest, Hopkirk, Whitmore and Miss Carlisle all taking turns to lead, the little cars doing some pretty entertaining antics in the swerves. Then on the ninth lap, Salmon's engine gave up the ghost, and he abandoned at Copse. Powell had already retired with his engine emitting peculiar noises, and Cuff Miller had lost most of the water from his Rapier.

Olthoff put on the pressure, and gradually closed on Blumer. Alas, for the Darlington man's hopes, the Cortina glided to a standstill at Becketts, and Olthoff swept on to lead the class. Christabel Carlisle had dropped out of the Mini battle, disputed hotly by Whitmore and Hopkirk. Whitmore, doing even more spectacular sideways motoring, knocked the lap record for the class down to 1 min. 59.6 secs. (88.10 m.p.h.). Blumer had set up a new 1,600 c.c. record with 1 min. 59.8 secs., and this was equalled by Christabel Carlisle in the smaller category.

Sears took the chequered flag to win, as they say in rowing, easily. He was followed by Baillie, who had closed up to within 5.2 secs., but MacDowel, in the leading Jaguar, was over a minute behind. Olthoff was sixth overall, and Whitmore and Hopkirk, still hammering away at each other, crossed the line about a second in front of Pendleton's 3.8 Jaguar. Mann managed to beat the Mercedes-Benz by 1.8 secs., and also set a new class record.

TOURING CARS

(12 laps)

Up to 1,300 c.c.: 1, J. Whitmore (Austin-Cooper), 24 m. 36.2 s., 85.66 m.p.h.; 2, P. Hopkirk (Morris-Cooper), 24 m. 36.6 s.; 3, Christabel Carlisle (Morris-Cooper), 24 m. 39.8 s.; 4, M. Clare (Morris-Cooper), 24 m. 59.0 s.; 5, J. Fenning (Morris-Cooper), 25 m. 05.0 s. **Fastest lap:** Whitmore, 1 m. 59.6 s., 88.10 m.p.h. (record). **1,301-2,000 c.c.:** 1, B. Olthoff (Ford Cortina), 24 m. 27.6 s., 86.16 m.p.h.; 2, D. Haynes (Ford Cortina), 24 m. 39.8 s.; 3, P. Harper (Sunbeam), 11 laps; 4, A. Hutcheson (Riley), 11. **Fastest lap:** J. Blumer (Ford), 1 m. 59.8 s., 87.96 m.p.h. (record). **2,001-3,000 c.c.:** 1, A. Mann (Ford Zodiac), 11 laps, 23 m. 40.2 s., 81.61 m.p.h.; 2, J. Coundley (Mercedes-Benz), 23 m. 42.0 s.; 3, J. Uren (Ford Zodiac), 25 m. 06.00 s. **Fastest lap:** Mann, 2 m. 05.0 s. 84.30 m.p.h. (record). **Over 3,000 c.c.:** 1, J. Sears (Ford Galaxie), 23 m. 07.4 s., 91.14 m.p.h.; 2, Sir Gawaine Baillie (Ford Galaxie), 23 m. 12.8 s.; 3, M. MacDowel (Jaguar), 24 m. 14.8 s.; 4, J. Adams (Jaguar), 24 m. 15.2 s.; 5, C. McLaren (Jaguar), 24 m. 25.6 s.; 6, M. Pendelton (Jaguar), 24 m. 38.0s. **Fastest lap:** J. Sears, 1 m. 52.2 s., 93.91 m.p.h.

Before the race, the four turbine-powered Rovers gave a most interesting exhibition, and the "race" handicap worked out exceedingly well, as the quartet all crossed the line in formation, led by Graham Hill in the Le Mans car. Just before lunch, there was an amazing demonstration of balancing by a French stunt artist, who drove a Simca round the circuit on its nearside wheels—dreadfully hard on Dunlops, for he managed to wrench off a front tyre, and had to change a wheel. Then followed a splendid exhibition by aircraft of the Tiger Club, one small single-seater doing some remarkable aerobatics.

As 2 p.m. approached, the vast crowd,

now swollen to about 115,000, settled down to await the start of the Eighteenth Grand Prix to be organized in this country. Up went the 5-mins. board accompanied by the raucous blast from the Lucas horns, and activity on the starting grid reached its climax. Two minutes to go, starters whirred and engines burst into life. The track was cleared, and photographers brought their cameras up to eye level. Twenty-three pairs of eyes carefully watched Kenneth Evans and his Union Jack. Up went the flag, the crescendo of noise increased, and cars began to edge forward. A clear-cut downwards sweep without any "Toto-isms", and the field was unleashed—that is, all except the unlucky Tony Maggs, whose engine petered out and refused to restart. In accordance with the regulations, he was pushed to the pits, and mechanics set about finding the trouble.

STARTING GRID

8 Brabham (Brabham-C.) 1 m. 35.0 s.	1 Hill (B.R.M.) 1 m. 34.8 s.	9 Gurney (Brabham-C.) 1 m. 34.6 s.	4 Clark (Lotus-C.) 1 m. 34.4 s.
7 Maggs (Cooper-C.) 1 m. 36.0 s.	6 McLaren (Cooper-C.) 1 m. 35.4 s.	10 Surtees (Ferrari) 1 m. 35.2 s.	
11 Ireland (B.R.P.-B.R.M.) 1 m. 36.8 s.	5 T. Taylor (Lotus-C.) 1 m. 36.8 s.	2 Ginther (B.R.M.) 1 m. 36.0 s.	3 Bandini (B.R.M.) 1 m. 36.0 s.
19 Amon (Lola-C.) 1 m. 37.2 s.	12 Hall (Lotus-B.R.M.) 1 m. 37.0 s.	14 Bonnier (Cooper-C.) 1 m. 36.8 s.	
15 Settember (Scirocco-B.R.M.) 1 m. 40.8 s.	20 Hailwood (Lotus-C.) 1 m. 39.8 s.	22 Anderson (Lola-C.) 1 m. 39.0 s.	25 Siffert (Lotus-B.R.M.) 1 m. 38.4 s.
23 de Beaufort (Porsche) 1 m. 43.4 s.	16 Burgess (Scirocco-B.R.M.) 1 m. 42.6 m.	26 Raby (Gilby-B.R.M.) 1m. 42.4 s.	
	24 Campbell-Jones (Lola-C.) 1 m. 48.8 s.	21 Gregory (Lotus-B.R.M.) 1 m. 44.2 s.	

Clark headed a tight bunch into Copse, but through Becketts the Brabhams of Gurney and Brabham were well up in the traffic jam, and on Hangar Straight they burst out of the ruck, to lead the race. Back at Woodcote, the crowds eagerly awaited the end of lap 1. Sure enough, it was Jack Brabham who belted through in the lead, followed in rapid succession by Gurney, McLaren, Hill, Clark, Surtees, Ginther, Taylor and Hall. Ireland and Bonnier came through side-by-side, and Anderson led Burgess's Scirocco.

Lap 2, and Jim Clark scuttled past both Hill and McLaren, to put the pressure on the two Brabhams, and next time round, the Lotus had split the Byfleet cars. Mechanics worked desperately on Maggs's car, plugs were changed and there were audible sighs of relief when the V8 motor burst into full song. Off he went, over three laps in arrears—a disquieting start to a Grand Prix.

On the fourth circuit, Jim Clark streaked into the lead, just as Campbell-Jones came in for a brief stop to sort out his gear-change selectors. To the dismay of Coopers, McLaren came to rest on Hangar Straight in a cloud of smoke, climbed out of the car and removed his battle-bowler. It certainly wasn't Surbiton's day—Rheims all over again! Raby pulled into his pit to have a fuel line union tightened on the Gilby, and Settember's Scirocco had an ignition lead come adrift; mechanics also reset the dampers.

Team Lotus were also in trouble, for Trevor Taylor's engine began cutting out, so in he came to have a replacement fuel pump fitted. Masten Gregory, plagued with a chronic misfire, lost nearly four laps as mechanics tried to get fuel through from the tanks. The trouble was found to be a blocked breather, most difficult to diagnose, having all the indications of a faulty petrol pump.

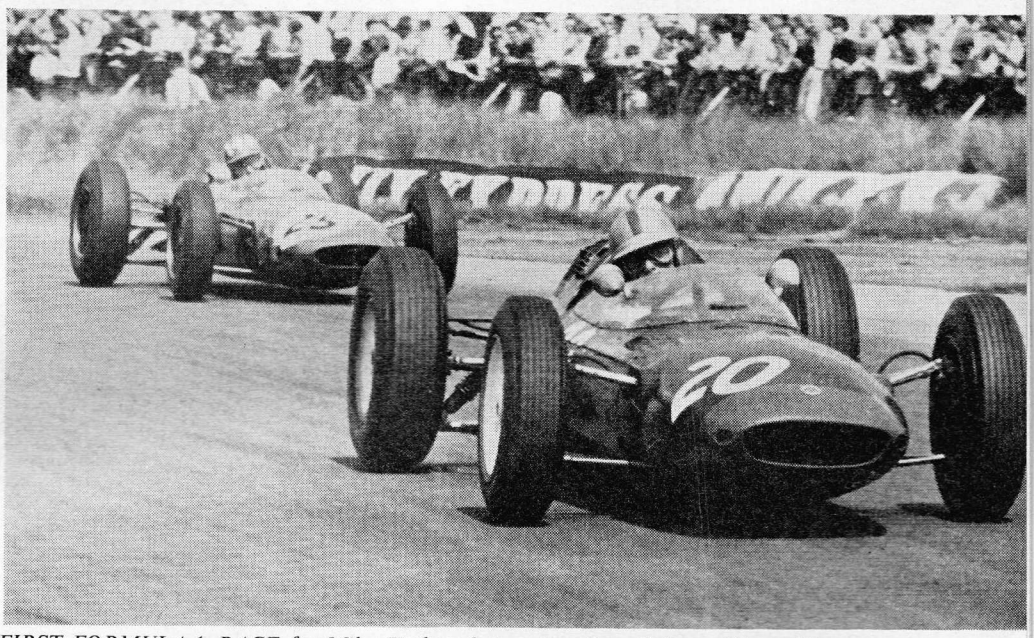
Settember restarted, but came in once more to have his gearbox sorted out. Clark was getting away from Brabham at around a second a lap, and with 10 on the board, 5.3 secs. separated them. Next time round Gurney had replaced the driver-constructor in second spot, and the race order was: 1, Clark; 2, Gurney; 3, Brabham; 4, Hill; 5, Surtees; 6, Ireland; 7, Bonnier; 8, Ginther; 9, Bandini; 10, Amon; 11, Hall; 12, Anderson.

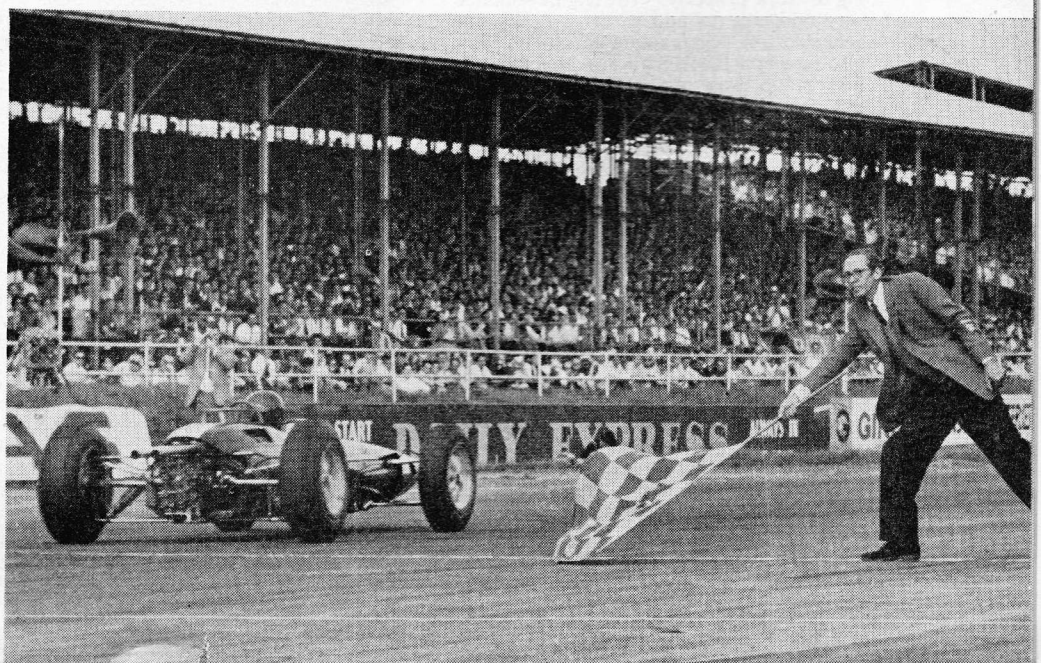
Innes Ireland had rocketed up from 12th to 6th place, and was closing fast on Surtees, when his engine began popping and banging. Into the pits he came, and watched disconsolately while Tony Robinson and his men fiddled with the ignition system.

By 16 laps, Clark had stretched his lead to 7½ secs., and Surtees had pinched fourth place from Graham Hill. Farther back, Ginther, Bonnier and Bandini were engaged in combat. Burgess could not shake off de Beaufort's veteran four-cylinder Porsche, but both were doubled by Clark, and on lap 19, Siffert and Hailwood received the same treatment.

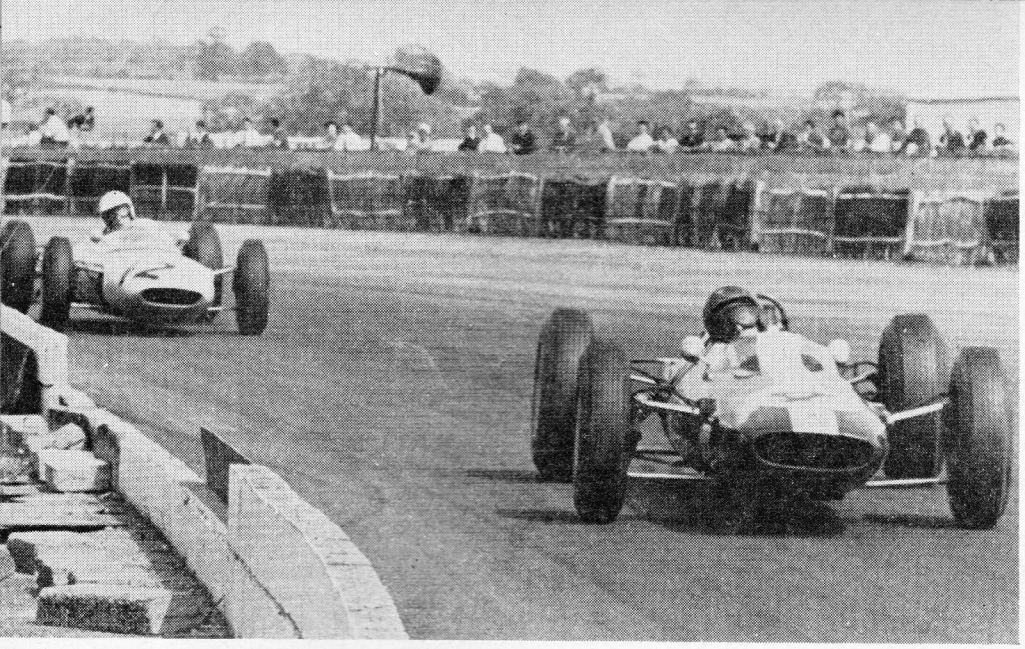
Jim was driving with superb artistry, completely devoid of fireworks, but tremendously fast. It was grand to see the Brabhams doing so splendidly, but it was pretty plain that the circuit was slippery in places and had to be treated with respect by all drivers. Surtees turned in the fastest lap of the afternoon with 1 min. 36 secs. and one felt that this would be about the limit, with so much oil and rubber about. The Ferrari was handling far better than it did last May, John staying all the way with Hill's B.R.M., which had been snapped back into fourth place.

By 20 laps, 10 cars were on the same tour, and Clark's average was 107.51 m.p.h. Gurney was about 9 secs. behind, closely followed by Jack. Farther back, Chris Amon came up to join the Bonnier-Ginther-Bandini dispute, which was now being led by Ginther by a few inches from the Italian, and Bonnier slip-streaming the bright red B.R.M. However, on the 25th lap, Bandini squeezed past the works car,

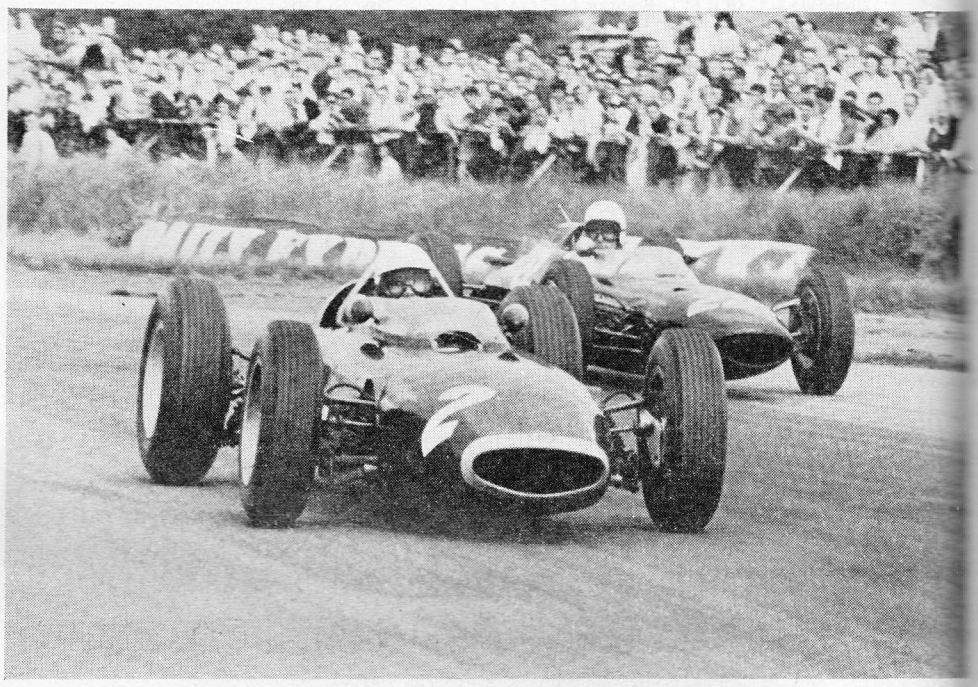




FIRST FORMULA 1 RACE for Mike Hailwood, in a Reg Parnell Lotus-Climax 24, resulted in eighth place, after a steady drive. For most of the time Mike kept close company with Jo Siffert (Lotus-B.R.M. 24), the pair being seen at Stowe Corner (above). VICTORY FOR JIM (below). After his superb drive Jim Clark takes the chequered flag in his works Lotus, having led for 79 of the 82 laps.



ON HIS winning way, Jim Clark (Lotus-Climax) leads Jim Hall (Lotus-B.R.M.) through Stowe Corner, passing by a stretch of wall battle-scarred from a previous race (above).



RICHIE GINTHER, who finished fourth in the second works B.R.M., laps Bob Anderson (Lola-Climax) on the approach to Stowe (right). Ginther's playmates of earlier in the race, Jo Bonnier and Lorenzo Bandini, retired and spun respectively, although the Italian was not far behind in fifth place.

to the huge delight of "Mimo" Dei. In front, the order was Clark, Gurney, Brabham, Hill and Surtees, with Jim holding a 12 secs. advantage.

Ireland, who had got going again, had a nasty moment at Woodcote when his engine cut out. His reflexes moved like lightning and up went his hand whilst quick-thinking by de Beaufort avoided a possible shunt. So it was the pits again for the light green B.R.P.-B.R.M.

Just when everyone was talking about the fine showing of the Brabhams, Jack went missing. He had stopped at Becketts with serious engine trouble, the end of a valiant effort. The hopes of the small Byfleet concern now rested entirely on Dan Gurney, as the Australian set off to walk back to his pit.

Siffert and Hailwood were having a go, the latter driving extremely well and showing all the signs of making a career on four wheels. Jim Hall, who has greatly improved in recent races, was motoring splendidly in tenth place, but Trevor Taylor was having a dreadful day, nothing appearing to work properly. The engine sounded very odd and, to add to his troubles, the gear selectors began acting up. Ireland was also having a Black Saturday, this time the fuel pump was not delivering properly. His car was in the pits for a long period, as was Burgess's Scirocco, the engine of which had cooked its sparking plugs. Raby was trailing oil from a cracked gearbox pressure pipe, and the fault was cured by the simple expedient of bashing the pipe closed with a hammer.

On the thirty-seventh circuit, Surtees again decided to have another go at taking Hill, but the red car held third place for just one more lap. Ireland miserably tried to start his engine, received a crafty push from his mechanics, subsequently leading to disqualification: Silverstone stewards have beady and eagle eyes! By now Jim Hall had been overtaken and doubled by the Flying Scotsman, leaving eight cars on the same lap. Dan Gurney was still losing ground, and with 40 tours completed, 16 secs. separated the two leaders, and Clark had averaged 107.82 m.p.h. The order at half-distance (41 laps) was: 1, Clark; 2, Gurney; 3, Hill; 4, Surtees; 5, Bandini; 6, Ginther; 7, Bonnier; 8, Amon; 9, Hall (40 laps); 10, Siffert (39); 11, Hailwood (37); 12, Anderson (37); 13, de Beaufort (36); 14, Campbell-Jones (34); 15, Gregory (34); 16, Burgess (32); 17, Raby (32).

Both the blue and white Sciroccos were being worked on at the pits. Taylor re-emerged, but his car was aided to start by muscle-power, leading to automatic exclusion. I wouldn't think that Trevor was too worried, much preferring to spend the rest of the race watching rather than driving. Burgess also got going again but the engine sounded awful, and the car was abandoned with incurable ignition problems.

As Clark went to double Bandini and Co., there was a slight mix-up and eventual reshuffle, for the Italian came through behind Ginther and Bonnier, with Amon also in his mirrors. Nothing dismayed, Bandini immediately set about retrieving the situation.

On went Clark on his immaculate and triumphant way; Gurney, Hill and Surtees could only plug on and hope. The two last-named were still at it hammer-and-tongs, never more than a few feet apart. Ginther could not shake off Bonnier, whilst Bandini was trailing slightly, but ahead of Amon. Bob Anderson seemed to be slowing somewhat, and he came in to his pit to complain of severe cramp in his throttle foot, losing about four laps before he recovered.

As 60 laps approached, the Brabham hopes were dashed. Dan Gurney shot down Hangar Straight trailing an ominous cloud of smoke from one of his exhausts. Into Stowe, there was a metallic clatter, and the Brabham-Climax came to a halt at Club Corner, with a probable broken piston. This was surely the cruellest of fortune, for Dan had seemed to be absolutely secure in second place, driving fast and the car sounding as if it could go on for ever.

This left Jim with over 49 secs. lead from Graham Hill and Surtees—the trio now being the only ones on the same lap. Out came the oil flag at Stowe, and officials hurriedly scattered sand on several patches, possibly deposited by Gurney's engine. Tony Maggs revolved at Becketts but carried on without hitting anything; he was in twelfth place and moved up one when Gurney abandoned.

Jim Clark had eased off considerably, and Hill was gaining about a second a lap. Settember rejoined the race, many, many laps in arrears, but the car sounded far from well. Then, with 66 laps chalked up, Bonnier was completing his sixty-fifth in fifth position when the oil gauge needle suddenly zeroed, and Jo hastily switched off and pulled on to the grass at Becketts to retire. This put Chris Amon up to sixth spot, but unfortunately for Parnell hopes, the young New Zealander had to stop for fuel, and dropped back to seventh place behind Hall, losing over a lap at the pits. Bandini had fallen back slightly after a spin on lap 64. Maggs was closing rapidly on Hailwood and the consistent de Beaufort whistled round in the orange Porsche ahead of Gregory, Campbell-Jones and Anderson.

Siffert abandoned just after the bridge with gearbox trouble, having covered 66 laps. Settember's Scirocco retired at the pits with ignition failure; it could not possibly be classified with only 36 laps completed. So the lucky 13 were still circulating, with Jim Clark in complete command of the situation, and Colin Chapman not in the least worried that Hill and Surtees were gaining. Anyway, with ten laps to go,

Clark had 37½ secs. advantage, and unless anything untoward occurred, he was safe, home and dry. Maggs had at last overtaken Mike Hailwood for eighth place, but was a couple of laps behind Amon.

As Jim Clark set off to complete his last lap, Surtees made a final effort to catch Graham Hill. Only 3 secs. separated them, then to Hill's horror, his engine started spluttering, and nearly conked out. Surtees shot past into second place, and Hill concentrated on nursing his car to the finish. Shortage of fuel was the trouble, and it was a great relief, when the motor still kept turning going up Abbey, and coasted over the line. Raby had abandoned earlier with a seized gearbox, having lost most of the oil from the damaged pressure pipe.

Meanwhile, the crowds had risen to welcome the victorious Clark, and suddenly a joyous pibroch was heard, as Corporal Duncan, of the London Scottish, let go on his bagpipes, and marched along with a swing of the kilt. Jimmy was mobbed by an excited crowd, and led to the specially prepared rostrum on a tractor where he received the winner's laurels, and the massive *Daily Express* trophy from the Hon. Max Aitken. The Marquess Camden also presented him with a replica of the R.A.C. trophy. Surtees wore a delighted grin after his unexpected second place, and Graham felt quite happy to secure third spot, being convinced that his car was going to peter out on Abbey.

BRITISH GRAND PRIX

(82 laps)

1. **Jim Clark (Lotus-Climax)**, 2 h. 14 m. 09.6 s., 107.75 m.p.h. (172.75 k.p.h.).
2. **John Surtees** (Ferrari), 2 h. 14 m. 35.4 s., 107.00 m.p.h.
3. **Graham Hill (B.R.M.)**, 2 h. 14 m. 47.2 s., 106.84 m.p.h.
4. Richie Ginther **(B.R.M.)**, 81 laps, 105.75 m.p.h.
5. Lorenzo Bandini **(B.R.M.)**, 81, 105.51 m.p.h.
6. Jim Hall **(Lotus-B.R.M.)**, 80, 104.13 m.p.h.
7. **Chris Amon (Lola-Climax)**, 80, 103.70 m.p.h.
8. **Mike Hailwood (Lotus-Climax)**, 78, 102.03 m.p.h.
9. Tony Maggs **(Cooper-Climax)**, 78, 101.10 m.p.h.
10. Carel Godin de Beaufort (Porsche), 76, 99.27 m.p.h.
11. Masten Gregory **(Lotus-B.R.M.)**, 75, 97.69 m.p.h.
12. **Bob Anderson (Lola-Climax)**, 75, 97.14 m.p.h.
13. **John Campbell-Jones (Lola-Climax)**, 74, 96.46 m.p.h.

Winners' Equipment

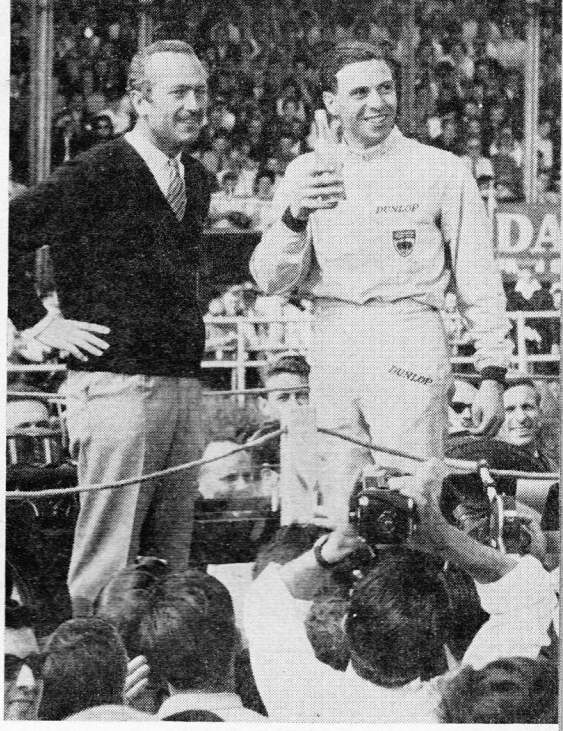
1st	2nd	3rd
Clark.	Surtees.	Hill.
(Lotus-Climax.)	(Ferrari.)	(B.R.M.)
Esso fuel and oil.	Shell fuel and oil.	Shell fuel and oil.
Dunlop tyres.	Dunlop.	Dunlop.
Lotus wheels.	Dunlop.	Dunlop.
Lucas injection.	Bosch.	Lucas.
Lucas-Bendix fuel pump.	Bendix.	Lucas.
Lucas ignition.	Marelli.	Lucas.
Lodge plugs.	K.L.G.	Lodge.
Armstrong dampers.	Koni.	Armstrong.
Climax pistons.	Borgo.	Hepolite.
Girling brakes.	Dunlop.	Dunlop.
Ferodo linings.	Ferodo.	Ferodo.

Retirements

McLaren (Cooper-Climax), engine, 6 laps; Settember (Scirocco-B.R.M.), ignition, 20; T. Taylor (Lotus-Climax), fuel pump and gearbox, 23; Ireland (B.R.P.-B.R.M.), ignition, 26; Brabham (Brabham-Climax), engine, 27; Burgess (Scirocco-B.R.M.), ignition, 36; Gurney (Brabham-Climax), engine, 59; Bonnier (Cooper-Climax), oil pressure, 65; Siffert (Lotus-B.R.M.), gearbox, 66.

Non-starters: P. Hill, Baghetti (A.T.S.), Nasif (Tomaso).

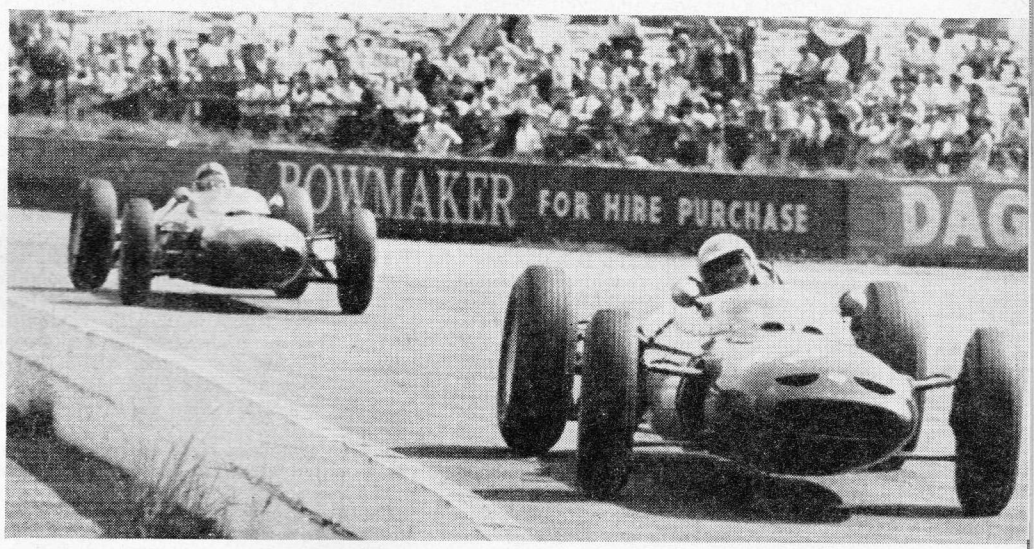
Fastest Lap by each competitor: Surtees (Ferrari), 1 m. 36.0 s., on lap 3, 109.76 m.p.h.; Clark (Lotus-Climax), 1 m. 36.6 s., 2, 5 and 16, 109.08 m.p.h.; Gurney (Brabham-Climax), 1 m. 37.0 s., 15, 32 and 38, 108.63 m.p.h.; Bandini (B.R.M.), 1 m. 37.2 s., 7, 108.41 m.p.h.; Hill (B.R.M.), 1 m. 37.4 s., 70, 74, 75, 77, 108.18 m.p.h.; Brabham (Brabham-Climax), 1 m. 37.6 s., 16, 23 and 27, 107.96 m.p.h.; McLaren (Cooper-Climax), 1 m. 37.8 s., 3 and 4, 107.74 m.p.h.; Ginther (B.R.M.), 1 m. 37.8 s., 64, 107.74 m.p.h.; Ireland (B.R.P.-B.R.M.), 1 m. 38.2 s., 3, 107.30 m.p.h.; Bonnier (Cooper-Climax), 1 m. 38.2 s., 32 and 64, 107.30 m.p.h.; Taylor (Lotus-Climax), 1 m. 38.4 s., 3, 107.09 m.p.h.; Amon (Lola-Climax), 1 m. 38.4 s., 14, 107.09 m.p.h.; Maggs (Cooper-Climax), 1 m. 38.4 s., 75, 107.09 m.p.h.; Hall (Lotus-B.R.M.), 1 m. 38.8 s., 22, 106.65 m.p.h.; Anderson (Lola-Climax), 1 m. 39.6 s., 73, 105.80 m.p.h.; de Beaufort (Porsche), 1 m. 39.8 s., 74, 105.58 m.p.h.; Siffert (Lotus-B.R.M.), 1 m. 41.0 s., 13 and 31, 104.33 m.p.h.; Hailwood (Lotus-Climax), 1 m. 41.0 s., 31, 104.33 m.p.h.; Gregory (Lotus-B.R.M.), 1 m. 41.0 s., 73, 104.33 m.p.h.; Settember (Scirocco-B.R.M.), 1 m. 42.8 s., 2, 102.50 m.p.h.; Campbell-Jones (Lola-Climax), 1 m. 43.2 s., 69, 102.10 m.p.h.; Burgess (Scirocco-B.R.M.), 1 m. 43.6 s., 11, 101.71 m.p.h.; Raby (Gilby-B.R.M.), 1 m. 44.8 s., 55, 100.55 m.p.h.

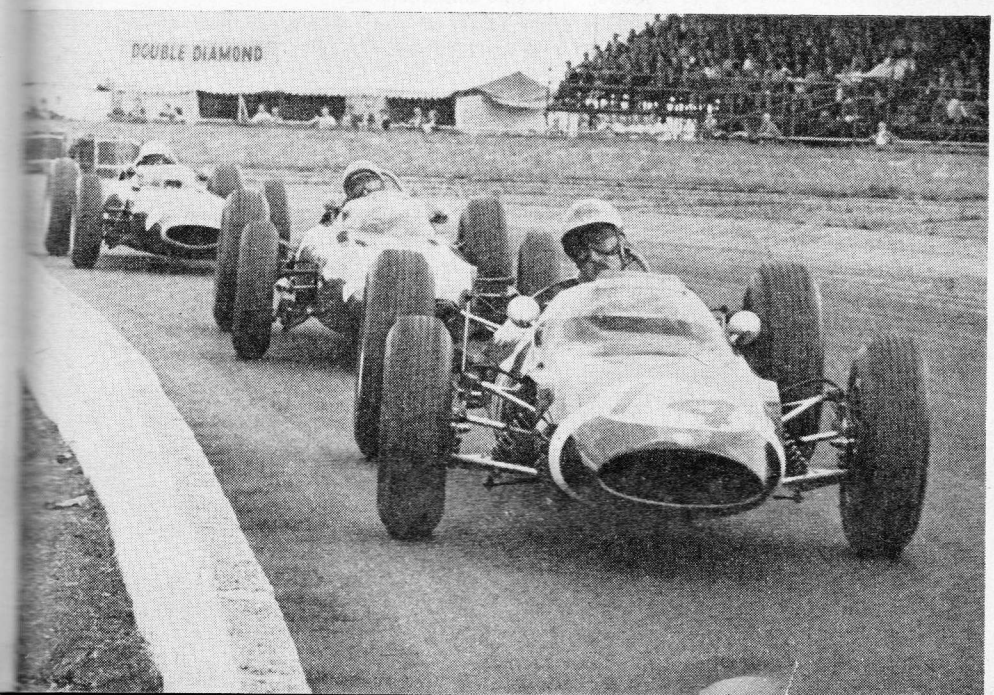


VICTORY. Colin Chapman and a thirsty Jim Clark look very happy after the race, as they should!

REG PARNELL team members Masten Gregory (Lotus-B.R.M.) and Chris Amon (Lotus-Climax) at Stowe (right). Young Chris, 20-years-old last Saturday, lost a certain sixth place when he had to stop for fuel.

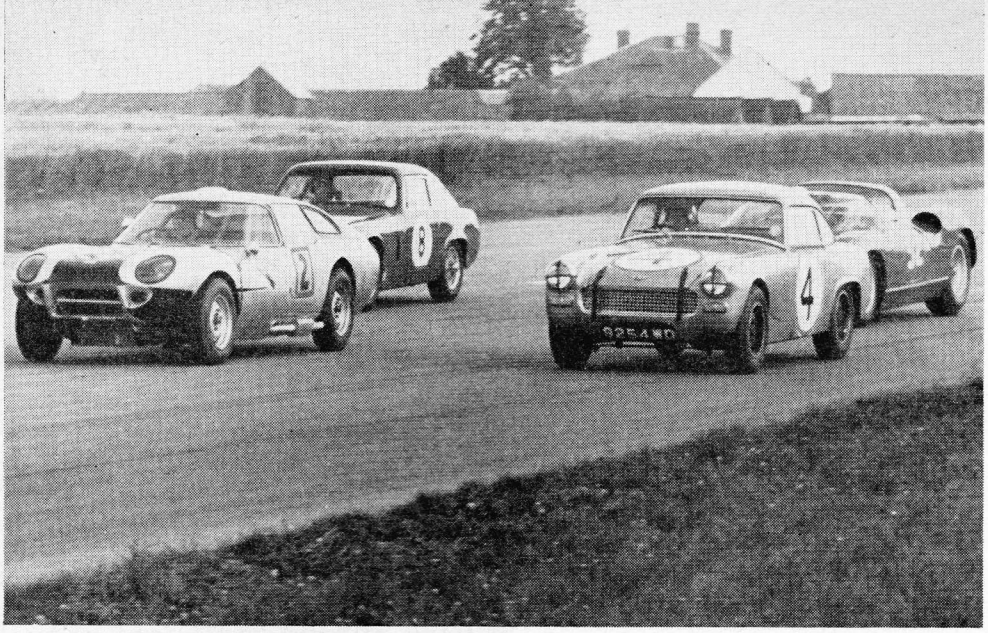
THE TRIO locked in battle (below). On this occasion Jo Bonnier leads Lorenzo Bandini and Richie Ginther, although by the next corner the order was probably reversed!





Now came the 25-lap sports and G.T. race. This had an unfortunate start, for as Mike Parkes moved off in the Ferrari, the engine fluffed; the red car hung back and was overtaken on both sides by several cars. Unlucky was Chris Williams (Lotus), who desperately tried to avoid hitting Parkes, but found Graham Warner's Elan coming up alongside. Williams banged into the back of the Ferrari, and was pranged by Warner. Off went Parkes with exhaust pipes trailing, but the other two were retired with suspension and bodywork damage. Bill Bradley (Lotus) abandoned with a serious oil leak.

Amidst all the confusion in the pit area, Mike Beckwith took the lead, followed by Salvadori, Keith Greene, David Piper and



LURKING BEHIND Tom Weber's Marcos, Christabel Carlisle's Sprite and Andrew Hedges' M.G. on the approach to Woodcote is the monster of the race, Mike Parkes's 4-litre Ferrari 330P The fantastic battle between the three tiddlers ended tragically when Christabel lost control of her Sprite at Woodcote.

Rodney Bloor. Beckwith held his lead for one lap, then Salvadori screamed past and thereafter began to pile up an impressive lead.

At the end of lap 1 there was a spectacular accident at Woodcote, when Banting's Lotus and Hutcheson's M.G.B touched. The former shot off course on the outside, but the M.G. rolled over, bounced on its anti-roll bar and hurtled into the safety barrier on the inside, as marshals scattered. One very courageous official, I think it could have been Cliff Davis, hastily picked up various pieces of M.G. and threw them out of the way of oncoming cars. Miraculously enough, Hutcheson escaped with bruises, and had shock treatment at the medical centre; Banting was uninjured.

The race then settled down to a chase of Salvadori by the Lotuses of Beckwith and Greene, followed by Piper's Ferrari, Coundley's Lotus 19 and Chris Summers' Cooper-Chevrolet. Lanfranchi lost the oil on his Elva and abandoned at Copse. Bloor stopped to change a plug, and Weber drove on to the grass at Copse, to retire with suspected petrol pump failure.

Christabel Carlisle, coming through Woodcote at a fair speed during a dice with Weber's Marcos and Foster's M.G., completely lost control. The Sprite dashed straight into the pits wall, struck Harold Cree, the scrutineer, who was on his way to check on which car was spilling oil on the track, and rebounded into the middle of the road. John Bolster was standing on the pits counter, exactly at the point of impact. Parkes had to take to the grass to avoid the damaged Sprite, and there were numerous narrow shaves before the wreckage was removed. Tragically, poor Harold Cree succumbed to his injuries, but Miss Carlisle was only slightly hurt.

Frank Gardner (Brabham), possibly suffering from the after-effects of his shunt in the Junior race, decided to abandon as he was feeling far from well. John Coundley spun his Lotus out of Copse, sat reflecting for a short time, then decided to carry on. The race order remained unchanged in the first three places, but Parkes, with most of his exhaust system missing, had moved up to fourth place, and Sears was threatening Piper. Dick Protheroe was in front of Mike Salmon in an E-type battle, and Alan Foster (M.G.) led the small G.T. class.

Roy Salvadori was out on his own, and Parkes, although travelling very rapidly, was not gaining anything, and, in fact, was not making very much impression on the Lotus 23s of Beckwith and Greene. Doug Graham was trying hard with the Ecurie Ecosse Tojeiro, sandwiched between Paul's Elva and Welch's Lotus. The latter dropped back following a spin at Club, and Kerrison's Ferrari went out with engine trouble.

Chris Summers was taken by Sears, Stein retired with a broken exhaust system, and Parkes also packed up with hardly any exhaust left, and an oil leak from the rear somewhere. Right at the end, Hedges (M.G.) abandoned with engine bothers, leaving team-mate Foster on his own. Paul Hawkins managed to keep in front of the very fast Elva of Paul, but only a car's length separated Beckwith and Greene in their battle for second place, and the lead in their class.

Salvadori eventually won in a canter at 102.99 m.p.h., with Summers runner-up in the class. Beckwith finished 1.2 secs. ahead of Greene, two laps ahead of the G.T. leader in this class, Whitmore in Moss's Lotus Elan hard top. To Hawkins went the small car category, to register another win for the Ian Walker stable.

SPORTS AND G.T. CARS

(25 laps)

Sports-Racing Cars

Up to 1,150 c.c.: 1, P. Hawkins (Lotus-Ford) 23 laps, 42 m. 43.0 s., 94.56 m.p.h.; 2, E. Paul (Elva-Climax), 42 m. 48.2 s.; 3, A. Welch (Lotus-Ford), 44 m. 15.4 s. **Fastest lap:** Hawkins, 1 m. 49 s., 96.67 m.p.h. **1,151-2,000 c.c.:** 1, M. Beckwith (Lotus-Ford), 25 laps, 43 m. 17.4 s., 101.42 m.p.h.; 2, K. Greene (Lotus-Ford), 43 m. 18.6 s.; 3, R. Bloor (Lotus-Ford), 23 laps. **Fastest lap:** Greene, 1 m. 41.6 s., 103.71 m.p.h. (record). **Over 2,000 c.c.:** 1, R. Salvadori (Cooper-Climax), 25 laps, 42 m. 37.8 s., 102.99 m.p.h.; 2, C. Summers (Cooper-Chevrolet), 44 m. 14.8 s.; 3, J. Blumer (Cooper-Climax), 24 laps. **Fastest lap:** Salvadori, 1 m. 39.8 s., 105.58 m.p.h.

Grand Touring Cars

Up to 1,150 c.c.: 1, A. Foster (M.G.), 22 laps, 44 m. 23.8 s., 87.03 m.p.h.; 2, R. Bunting (Speedwell, Sprite), 20 laps. **Fastest lap:** Foster, 1 m. 57.4 s., 89.75 m.p.h. **1,151-2,000 c.c.:** 1, J. Whitmore (Lotus Elan), 23 laps, 42 m. 44.4 s,. 94.51 m.p.h.; 2, R. Nathan (Lotus Elite), 43 m. 35.8 s.; 3, J. Derisley (Lotus Elite), 21 laps. **Fastest lap:** Whitmore, 1 m. 49.8 s., 95.97 m.p.h. **Over 2,000 c.c.:** 1, J. Sears (Ferrari), 25 laps, 44 m. 15.6 s., 99.20 m.p.h.; 2, D. Piper (Ferrari), 24 laps; 3, D. Protheroe (Jaguar), 24. **Fastest lap:** Sears, 1 m. 44.0 s., 101.32 m.p.h.

Circuit Chatter. All 23 starters in the Grand Prix did laps at over 100 m.p.h. . . 17 Formula Junior drivers also achieved this feat, as did a dozen sports and G.T. men. . . . So far, no touring car has exceeded the "ton". Quickest so far is Sears (Galaxie), at 94.42 m.p.h. . . . Bandini lapped faster than Hill and Ginther in the G.P. . . . Dunlops entertained several hundred people to lunch in their Woodcote marquee. . . . B.R.D.C. Press Service, under Tony Salmon, was as usual first-class. . . . Scott-Russell, Bassett and Douglas gave extremely well-informed commentaries over the P.A. . . . Mike Hailwood has purchased a half-share in a Formula One car to run with Reg Parnell Racing. . . Missing from the Sports-G.T. line-up was the Lola: it will appear shortly with a most powerful V8 engine. . . . John Surtees hopes to have the V8 Ferrari at Monza on 10th September. . . . Good news is that Willy Mairesse is making a complete recovery from the serious second-degree burns received at Le Mans. . . . A.T.S. may appear at Monza with monocoque construction.

INCREDIBLE was the display of two-wheel driving by José Canga in a Simca after the finish of the saloon car race. This demonstration was greeted with great cheers from the appreciative and bewildered crowd. Canga gets up on two wheels via a ramp (below, left) and completes his lap (below, right).





NURBURGRING 12-HOURS TO JAGUAR

Peter Lindner/Peter Nöcker (Jaguar 3.8) Beat Paul Frère/Lucien Bianchi (Fiat 2300S) by 2.2 Seconds

Report and Photography by BILL GAVIN



THE Lindner/Nöcker partnership scored another win for Jaguar in the International 12-hour touring car race at the Nürburgring on 14th July, but their victory was a narrow one, for the Fiat 2300S, driven by the Belgians Paul Frère and Lucien Bianchi, had led for the latter half of the race while Lindner and Nöcker strove to make up the ground they had forfeited during a 40-minute pit stop, the latter driver passing Frère on the final lap to cross the line just 2.2 secs. ahead.

ALMOST MONOTONOUS is the list of successes secured by those long-distance saloon car experts Peter Lindner and Peter Nöcker in 3.8 Jaguars. They did it again at the Nürburgring 12-hour race—by 2.2 secs.—after a 40-minute pit stop.

THE full 14-mile Nürburg circuit was used for this event organized by the A.D.A.C. Gau-Hansa of Hamburg. The first part of Saturday's practice took place under dry conditions, but rain set in before the best times recorded at the 6-hour race a few weeks previously were bettered. Fastest (10 mins. 24.3 secs.) was the Teddy Pilette/Möll Abarth-Simca 1300, which was running along with three Martini-B.M.W. Specials in a class for "Special and Prototype Touring Cars", Abarth's idea being to achieve a greater standard of reliability than exhibited by his cars at the 1,000-km. race in May. Fastest of the touring cars was the 3.8 Jaguar of Lindner and Nöcker at 10 mins. 58.0 secs., ahead of the Fiat 2300S of Arena and de Lageneste, which recorded 11 mins. 6.2 secs. A 1.6-litre Alfa Romeo Giulia, driven by Braun and Graf, was timed at 11 mins. 13.3 secs. which was just a little faster than the Frère/Bianchi 2300S Fiat, which, like the faster car, was prepared and entered by Abarth Corse. The interior appointments were considerably more luxurious than those of any other of the 88 Group 2 cars which started. Next fastest were a 2.6 Alfa Romeo and the Mantzel D.K.W. F12 and then came the Ford Cortina of Michael Brunt and Michael Donegan at 11 mins. 32.3 secs.

* * *

FOR race day the Nürburg skies were unusually clear and the sun was shining brightly as the cars lined up two by two for the 7 a.m. start, but a chill westerly breeze kept all aware that this was still the Eifel. An Indianapolis-type start was used with two lines of cars stretching some 500 yards behind the pace car which led the echelon down past the pits, around the South Curve and to the North Curve where they followed the Sudschleife link road back on to the main straight and past the timing line where the flag was dropped and Lindner gunned the big Jag quickly into the lead, while it was some 40 secs. before the last of the cars crossed the start line.

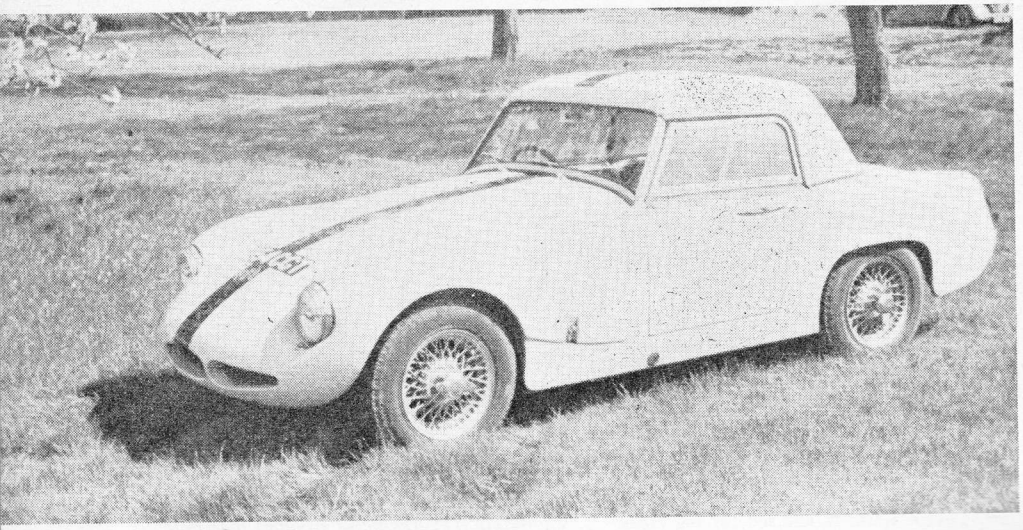
Lindner led on the first lap, but thereafter the Abarth 1300 led mostly, but as it was not truly a competitor we shall henceforth ignore it. Lindner steadily drew away from the big Fiats, which kept pretty close company, during the opening laps. At the end of the first three hours, at 10 a.m., the sun was very strong, the wind had dropped and there was no threat of rain—unbelievable at the "Ring"!

Lindner had lapped the Fiats by then, but the red cars had been joined by Braun's very swift Alfa Giulia. Next came three Volvos leading their 2-litre class and clear of the 2.6 Alfa which was running second to Lindner/Nöcker in the over 2,500 c.c. class, since the 3.8 of Fehling and Shadrack had retired after an early challenge. There was another Volvo before the Donegan/Brunt Cortina, which was second in the 1,600 c.c. class to the very quick Giulia. Then came the

(*Continued on page* 135)



BRITISH ENTRANTS Michael Donegan and Michael Brunt in their Ford Cortina pass the helpless N.S.U. Prinz of H. J. Raulf and D. Bohnhorst, who came unstuck at the Karussel.



JOHN BOLSTER tests

A SPEEDWELL MIDGET

THE details of the M.G. Midget, and its companion Austin-Healey Sprite model, are well known. This is an entirely conventional small sports car, with a front engine and rear drive.

The latest Midget has a long-stroke engine of 1,098 c.c. The subject of the current test is a 1961 Midget, which originally had a 950 c.c. unit. This has been bored out to 1,080 c.c. by Speedwell but retains the less exaggerated stroke dimension of the earlier engine. In consequence, it is more suitable for sustained operation at high revolutions, the stroke being 76.2 mm. against 83.7 mm.

This particular machine is tuned almost up to Formula Junior standards, but retains an acceptable degree of flexibility. It has been modified to "Clubman 85" specification, which costs £250 when the customer's existing unit is used as a basis. A special steel crankshaft is dynamically balanced, together with the light flywheel, connecting rods, and flat-top solid-skirt pistons. A new camshaft is employed with special rockers, giving extra leverage and a higher valve lift. The Speedwell light-alloy cylinder head contains large inlet valves and gives a compression ratio of 11 to 1. The manifolds are special and the carburetter is a twin-choke Weber 45 DCOE.

The exhaust system is very carefully tuned for length, and the result of all this is 89 b.h.p. at 7,000 r.p.m. with a maximum torque of 78 lb.-ft. at 5,500 r.p.m. Obviously the potentialities of such a power unit are very great.

A standard chassis is used, but great trouble has been taken to put it together about right. Commercial tolerances in assembly often cause standard Midgets and Sprites to steer badly because the designed suspension geometry is not reproduced. A Speedwell anti-roll bar is fitted in front.

Bodywork modifications include the fitting of a Speedwell "Monza" bonnet. This has central ducting to feed the water radiator, carburetter, and fresh-air intake, while the side ducts look after twin oil radiators. The cost of the "Monza" bonnet is £49 10*s*. A Speedwell "Clubman" hard top is also fitted, costing £37 10*s*. These components transform the aerodynamic stability of the car as well as reducing drag. The tail section of the current Midget is not well streamlined and even better results can be obtained with an early Sprite shell.

The performance of this little car on the road is very fine indeed. Although the engine is quite flexible, it is not at its best below 4,000 r.p.m., at which speed one is really in business. The power is well maintained up to 7,500 r.p.m. and so the effective band is a wide one. I was given permission to touch 8,000 r.p.m. but I obtained the best acceleration by changing up at 7,500 r.p.m., so this figure has been used in quoting the maxima in the gears. At the timed maximum speed of 105.8 m.p.h., the engine was turning at an indicated 7,300 r.p.m.

The fierce acceleration is emphasized by the standing quarter-mile time of 16.7 seconds, during which a speed of 80 m.p.h. was exceeded. Perhaps even more impressive, for so small a car, is the 0-100 m.p.h. time of 40.5 secs. The time taken to reach 80 m.p.h. from a standstill is identical to the 0-60 m.p.h. figure of a standard M.G.

Quite one of the best features of the car is the quiet exhaust system, which allows full acceleration to be used in towns. I did oil up one sparking plug in London but the car is without vice on the open road. Bucket seats, with adjustable back angles, are fitted. However, the adjusting wheel is strategically placed to catch my left funny bone during energetic manoeuvres, so I cannot praise this accessory.

Very remarkable is the stability at the maximum speed. Cars as small as this sometimes need holding at three-figure velocities but with this M.G. a couple of fingers on the wheel suffice. The over-steering tendency of the standard model has gone, the stability in side winds also being greatly improved.

To tune an engine while using the standard bottom end is either to accept rigid limitations or to risk a major blow-up. If you start off with a special crankshaft and a balancing job, you are halfway towards safe revolutions. A light flywheel is easy on the crank and, of course, the oil radiators are as good as an insurance policy. I covered many miles at a genuine 100 m.p.h. and the engine remained smooth and kept perfectly cool. An electric fan was fitted ahead of the radiator.

I was surprised to find that I averaged 26 m.p.g. during the flat-out performance testing. One could certainly rely on 30 m.p.g. at normal road speeds. The oil consumption was moderate and did not rise excessively at sustained high speeds.

I came to the conclusion that Speedwell have all the answers where the small B.M.C. engine is concerned. They can supply speed equipment for quite moderate tuning operations, but for the man who really wants to motor the "Clubman 85" job is the answer. You certainly can't break it, because I've tried! For further particulars, contact Speedwell Centre, Cornwall Avenue, London, N.3.

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Speedwell M.G. Midget. Price of special engine modifications £250. Bonnet £49 10*s*. Hard top £37 10*s*.

Engine: Four-cylinders 67 mm. x 76.2 mm. (1,080 c.c.). Pushrod operated overhead valves in special light alloy head. Compression ratio 11 to 1. 89 b.h.p. at 7,000 r.p.m. Weber twin-choke carburetter. Lucas coil and distributor.

Transmission: Single dry plate clutch, four-speed gearbox with synchromesh on upper three gears and short central lever, ratios 4.22, 5.73, 8.09 and 13.50 to 1. Open propeller shaft. Hypoid rear axle.

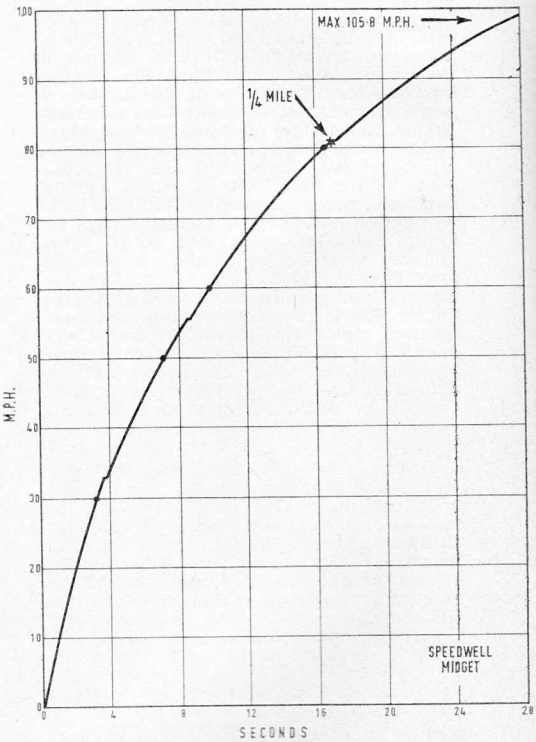
Chassis: Standard M.G. chassis with independent front suspension by wishbones and rear axle on quarter-elliptic springs. Disc front brakes and drum rear. Extra: Speedwell anti-roll bar and wire wheels.

Equipment: Standard equipment plus oil temperature gauge and electric radiator fan with thermostatic switch.

Dimensions: Wheelbase 6 ft. 8 ins. Track (front) 3ft. 9¼ ins. (rear) 3 ft. 8¾ ins. Weight 12 cwt. (approx.).

Performance: Maximum speed 105.8 m.p.h. Speeds in gears, 3rd, 81 m.p.h.; 2nd, 55.5 m.p.h.; 1st 33 m.p.h. Standing quarter-mile 16.7 secs. Acceleration: 0-30 m.p.h. 3.2 secs.; 0-50 m.p.h. 7.3 secs.; 0-60 m.p.h. 9.1. secs.; 0-80 m.p.h. 16.4 secs.; 0-100 m.p.h. 40.5 secs.

Fuel Consumption: 26-30 m.p.g.



ACCELERATION GRAPH

CORRESPONDENCE

A Corrected Bore Area G.P. Formula

MR. WATERS' proposal to limit G.P. engines by their "Total Corrected Bore Area" (AUTOSPORT, 12th July) is indeed an interesting one—if only from an academic point of view.

If I have understood the proposed formula correctly, it would lay down a maximum value for the total bore or piston area of an engine "corrected" by multiplying by the square root of the stroke/bore ratio. "Square" engines therefore would be limited solely on their piston area. Cubic capacity would be reduced by an increase in the number of cylinders and by a reduction in the stroke/bore ratio. The table below shows the effect of the formula on 4-, 6- and 8-cylinder engines, based on a limit of 237 square centimetres—the mean of the corrected bore areas of the current Ferrari 6-cylinder and B.R.M. 8-cylinder engines. The b.h.p./litre values, from which the estimated horsepowers are calculated, have been provided by an expression found to satisfy the specific power/crankshaft speed relationship of the majority of G.P. engines produced since the use of petrol became obligatory. The peak power speeds are those at which all the engines described reach the same inertia stresses, the "square" 4-cylinder unit being given the realistic figure of 7,500 r.p.m.

Considering the extremes, a "square" 4-cylinder engine of 2.06 litres and an "eight" with a 0.6 to 1 stroke/bore ratio permitted only 1.27 litres, one might well be excused for regarding the T.C.B.A. method as a leg-pull. I am sure that there is no such intention however; witness the statement claiming for the formula, ". . . the more complex type of engine now in use would have no inherent advantage over the simpler cheaper types." I submit that the "simpler" types—minimum numbers of cylinders and longest stroke—would be retained for their bonus on swept volume. Further, these long stroke "fours" would become less and less cheap as they were developed to run at hitherto unprecedented operating speeds—Titanium connecting rods a must, for instance.

We are kidding ourselves anyway, a G.P. formula must be understandable to the paying public, swept volume formulae have provided very close racing for many years, and from the steady climb in the factor over those same years, b.h.p./litre cannot without some reservations be asserted "invalid". The aim of the proposed new formula, to compensate for the use of higher and higher crankshaft speeds (with corresponding power benefits) permitted by the employment of increased numbers of cylinders and near extreme stroke/bore ratios, is admirable. It falls short, however, in its failure to recognize that b.h.p./litre/1,000 r.p.m. decreases linearly with increasing crankshaft speed. Even if the 1.27-litre 8-cylinder engine could equal the power output of the 2.06-litre "four", its 12,000 r.p.m. peak speed suggests a torque curve of doubtful use in a car.

ST. ALBANS, HERTS. TOM PRITCHARD.

No. of Cylinders	S/B Ratio	Bore m.m.	Stroke m.m.	Capacity c.c.	R.P.M. (peak power)	B.H.P. (estimated)	B.H.P./ Litre
4	1.0	86.8	86.8	2060	7,500	218	106
4	0.6	98.7	59.2	1810	8,500	212	117
6	1.0	70.9	70.9	1680	9,200	210	125
6	0.6	80.6	48.3	1480	10,400	205	138
8	1.0	61.4	61.4	1450	10,600	204	140
8	0.6	69.7	41.9	1270	12,040	199	156

The Project X

THANK you for a very complimentary mention in your report of the Trio Brands Hatch meeting in a recent AUTOSPORT.

This is the second time in three meetings that you have mentioned me favourably, and I do indeed appreciate it.

As a newcomer to *the* Sport, I am very pleased with the publicity afforded me by such as your good selves. Thank you, once again.

HALESOWEN, BIRMINGHAM. E. T. OGILVIE-HARDY.

More **Correspondence** *on page 140*

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

NURBURGRING—continued

first of the D.K.W.s, lying eleventh and twelfth overall.

The race order later changed as some of the main runners encountered trouble. The Arena/de Lageneste Fiat ran out of brakes and the pads, which had worn right down to the metal, were difficult to change, resulting in a 25-minute stop which put them well out of the running. Their strenuous efforts to climb back through the field was their undoing and eventually a connecting rod broke. Then Lindner brought the 3.8 in with some sort of trouble at the rear end which proved to be a broken Panhard rod bracket. The rear of the car was set up on stands, the axle removed and some welding done; then came the reassembly, a quick tyre change, and Nöcker was off after 40 mins. during which they had fallen from first place to about twentieth.

Bianchi had gone into the lead when the Jaguar went to the pits and held it, even during pit stops, until the ninth hour when the Skogh Volvo briefly took the lead when the big Fiat had a lengthy pit stop to change brake pads. During this stop Peter Lindner visited the Abarth pit and casually offered cigarettes to the Italian personnel and cautioned them "piano, piano"! which was all a bit demoralizing, for Nöcker was out there lapping at well under 11 mins., had pulled the car right up to fourth overall, and was just two laps behind when Frère took over for the final stint. Another Volvo was in third place and the Alfa 1.6 was fifth but, although a lap ahead of the Cortina, Braun seemed to panic when both cars arrived at the pits simultaneously, and the Cortina got away first. Donegan sensed his opportunity and put in a couple of very fast laps during which he drew clear of the Alfa. Braun then pressed the Giulia a bit too hard and the engine went rough very quickly, letting the Cortina through into first in class and ninth overall at this stage.

Frère was lapping none too quickly and on some laps the Jaguar would gain as much as 50 secs., but nevertheless it seemed barely possible that the Jaguar could win. At 6 p.m., when there was only one hour to run, Lindner came in and handed over to Peter Nöcker, who set off and really meant to do everything in his power to win overall. With just three laps left at around 6.30 p.m. the Fiat led by 1 min. 45 secs., but while Frère, the "retired racing driver", was having about the hardest race of his career, his lap times of just over 11 mins. were barely sufficient to keep the Jaguar at bay till the twelfth hour, for Nöcker was really motoring and lap times around 10½ mins. were going to give him the race. He held this fantastic pace and when Frère crossed the line at around 6.50, his lead of 28 secs. seemed insufficient. The chequered flag came out at exactly 7 p.m. and a few small cars completed their race. Then, to the tremendous roar of the German crowd, the Jaguar flashed across the line and almost immediately behind came the Fiat 2300S.

RESULTS

General Classification: 1, Peter Lindner/Peter Nöcker (Jaguar 3.8), 62 laps in 12 h. 0 m. 18.2 s., 120.0 k.p.h.; 2, Paul Frère/Lucien Bianchi (Fiat 2300S), 12 h. 0 m. 20.4 s.; 3, Jochen Neerpasch/Carl-Magnus Skogh (Volvo), 12 h. 2 m. 50.4 s.; 4, Friedh. Theissen/Josef Maassen (Volvo), 60 laps; 5, E. Weissgerber/B. Grab (Volvo), 60; 6, Josef Eschey/Georg Bialis (Volvo), 60; 7, Michael Donegan/Michael Brunt (Ford Cortina), 59; 8, Hans Dieter Dechent/Ernst Furtmayr (Alfa Romeo), 59; 9, Rudi Golderer/Helmut Kögel (Fiat 2300S), 58; 10, Ingemar Johansson/Bo Johansson (Saab 96), 57.

Up to 600 c.c. Class: 1, Hans Menzel/H. E. Böhm (N.S.U. Prinz), 53 laps in 12 h. 5 m. 25.5 s., 100.0 k.p.h.; 2, Roland Heck/Rolf Scheel (N.S.U. Prinz), 51 laps; 3, Josef Weber/Achim Zerbe (N.S.U. Prinz), 50. **601-700 c.c. Class:** 1, J. Ortner/Heinz Liedl (Steyr-Puch), 57 laps in 12 h. 3 m. 37.2 s., 107.7 k.p.h.; 2, K. Bongard/D. Eckellhoff (B.M.W. 700), 56 laps; 3, H. Gerhards, Jnr./Seppman (B.M.W. 700), 54 laps. **701-850 c.c. Class:** 1, Ingemar Johansson/Bo Johansson (Saab 96), 57 laps in 12 h. 1 m. 12.6 s., 108.3 k.p.h.; 2, Lars Thaung/O. Johansson (Saab 96), 12 h. 12 m. 26.2 s.; 3, Peter Marx/Eberhard Gerstle (D.K.W. Junior), 12 h. 13 m. 40.6 s. **851-1,000 c.c. Class:** 1, W. Warmbold/O. Linzenburg (D.K.W. F12), 54 laps in 12 h. 7 m. 20.4 s., 101.6 k.p.h.; 2, Fritz Baumann/Marcel Vionnet (Austin Mini-Cooper), 53 laps; 3, Luciano Fontana/Att. Zuppini (Fiat-Abarth 1000), 53. **1,001-1,300 c.c. Class:** 1, Hans Dieter Dechent/Ernst Furtmayr (Alfa Romeo), 59 laps in 12 h. 3 m. 28.7 s., 111.5 k.p.h.; 2, Abbes Donven/D. Marquardt (Glas 1204), 55 laps; 3, G. H. Schäfer/Kurt Friess (Glas 1204), 53. **1,301-1,600 c.c. Class:** 1, Michael Donegan/Michael Brunt (Ford Cortina), 59 laps in 12 h. 2 m. 50.9 s., 111.7 k.p.h.; 2, Frank Kalkuhl/Martin Frey (Alfa Romeo), 53 laps. **1,601-2,000 c.c. Class:** 1, Jochen Neerpasch/Carl-Magnus Skogh (Volvo), 62 laps in 12 h. 2 m. 50.4 s., 119.5 k.p.h.; 2, Friedh. Theissen/Josef Maassen (Volvo), 60 laps; 3, E. Weissgerber/B. Grab (Volvo), 60. **2,001-2,500 c.c. Class:** 1, Paul Frère/Lucien Bianchi (Fiat 2300S), 62 laps in 12 h. 0 m. 20.4 s., 120.0 k.p.h.; 2, Rudi Golderer/Helmut Kögel (Fiat 2300S), 58 laps; 3, Fritz Bischoff (Mercedes-Benz 220SE), 49. **Over 2,000 c.c. Class:** 1, Peter Lindner/Peter Nöcker (Jaguar 3.8), 62 laps in 12 h. 0 m. 18.2 s., 120.0 k.p.h.; 2, M. Rader/H. Bohlmeier (Alfa Romeo), 56 laps.



THE FIAT 2300S, entered by Abarth and driven by Paul Frère and Lucien Bianchi, finished second after a fantastically close finish.

BRIAN FOLEY'S

Report from Eire



DURING a reversing test on the seafront at Dun Laoghaire during the Tostal Trial, D. Cowan struck the kerb and did the front suspension of his Austin-Cooper no good at all.

ROB WOODSIDE, in a Morris-Cooper, won the Limerick Motor Club's Circuit of Munster Rally held on Whit Sunday/Whit Monday. David Glover finished second overall in an Austin Seven, and third was Peter Johnston in an Austin-Cooper. Class winners were as follows: Bob Millard (Austin Seven Special), 628 marks; David Glover, 503.5; Rob Woodside, 465; Brian Cullen (Austin-Cooper), 514. Mrs. C. Fitzgerald won the Ladies' Prize in her Dellow. The "Husband and Wife" award went to Billy and Hope Kilroy in a Volkswagen. The Omagh M.C. Team of Woodside, Johnston, and Robert McBurney (Okrasa-VW) won the Team Award.

Motor Enthusiasts' Club held their popular Tostal Trial on Saturday, 8th June. This event included the usual driving tests, a hill-climb at Altidore, an autocross, and the crowd-drawing driving tests on the seafront at Dun Laoghaire at the finish. Cecil Vard in an Austin-Cooper won the Premier Award with 406.8 marks. Class winners were: Johnny Moore (Austin Seven), 437.2; Leslie Vard (Austin-Cooper), 416; Larry Mooney (VW), 442.8; Stephen Griffin (G.T.S.), 421.8; M. Johnston (M.G. Midget), 433.8; Rob Woodside (Morris-Cooper), 410.6. The Novices' Award was won by C. Linehan (Austin-Cooper), 462.4. Jack Fildes was fastest in the hill-climb, recording 49.2 secs. in his hot M.G. Midget. He later retired with back axle trouble Cecil Vard and Rob Woodside were equal second best with 50.4 secs. Cecil Vard covered the three laps of the auto-cross in 2 mins. 18.4 secs., two-fifths of a second quicker than Woodside. Paul O'Flynn was third fastest in his Morris-Cooper with 2 mins. 19 secs., a second faster than the Volkswagens of Larry Mooney and D. E. McEnaney.

Positions in the Sexton Trophy Competition, for the Eire Speed Championship, at the end of May, showed Johnny duMoulin ahead with 106¾ points. In second place was Frank Keane with 106¼ points, and Jack Fildes was third with 101 points. Down in sixth position, was Dan McAlister who has won the Sexton in the past two seasons. Dan missed out at least three events while he was busy sorting out the supercharging problems of his 1½-litre Cooper-Climax.

The results of Mount Venus Hill-Climb on 1st June brought Frank Keane ahead with 123½ points. John Burke came into second place with 113½, and duMoulin dropped to third with 106¾. The Alfa Romeo Giulia that duMoulin was hoping to have will not now be available in Eire until September. He missed Mount Venus and two country events, but is now out in a new Austin-Cooper. Jack Fildes also missed several events, the very hot M.G. Midget being made even hotter for Alex Poole to drive in the Dunboyne and Phoenix Park Meetings. These two likely Sexton winners now appear to be out of the reckoning.

The Waterford Motor Club had perfect weather for their Rathmoylan Hill-Climb on Sunday, 16th June. Tommy Reid in the bright red, 1½-litre Lotus-Ford 18 set up a new record of 35.1 secs. Dan McAlister's best run was 35.7 secs., which just equalled his own record of last year. Frank Keane had one fabulous run of 35.8 secs. in his F.J. Lotus 18. With a handicap allowance of two seconds, Frank literally walked away with the Open Handicap. Dickie Barrett won the 850 c.c. saloon class with a run of 42.5 secs. in his blown Austin Seven. Dr. Gar O'Brien took the Mini-Cooper class with a run of 43 secs. in his blown Austin-Cooper. He was a tenth of a second ahead of John Hayes, who finished a tenth of a second ahead of Ronnie Noble, both in un-supercharged Austin-Coopers. Fastest saloon of all was the ex-duMoulin 1,652 c.c. Ford Anglia, which was ably driven by Dean McQuaid, who recorded 41.8 secs. Bertie McElhinney clocked 38.2 secs. to win the large sports car class with his Lotus Super Seven.

The Limerick M.C.'s Corkscrew Hill-Climb at Lisdoonvarna on Sunday, 23rd June was held in very bad weather. Torrential rain turned the very twisty road into a virtual river. Speeds were considerably down on last year, and Dan McAlister therefore deserves much credit for taking his blown Cooper-Climax to the top in 61.6 secs. He was only two-fifths of a second outside the record that stood for four years to the credit of Hector Graham in a 1,250 c.c. Cooper-J.A.P., but he was quite a bit outside his own record of 56.6 secs. set up last year. Tommy Reid was second fastest with 62.8 secs., and again third fastest was Frank Keane with 65.5 secs. Ronnie Noble won the Mini-Cooper class with a climb in 70.4 secs., which included mounting a bank on the fast right-hander near the finish. Michael Ivis recorded 70.7 secs. in his bored-out Austin-Cooper to win the over 1,000 c.c. saloon class and the saloon handicap. McAlister won the 1,500 c.c. racing class, and Brendan Dempsey in an M.G.A won the over 1,500 c.c. sports-racing class. The sports-racing handicap was won by Captain John Burke in the 1½-litre Gordini, from McAlister and Reid.

Tommy Reid was in record-breaking form at Ballylaneen Hill-Climb on Sunday, 30th June. The Carrick-on-Suir M.C. first held their Ballylaneen event in 1959 and on that occasion the record was set up by Joe Flynn at 47.3 secs. He was driving the Gordini now owned by Captain Burke. Brian Bleakley lowered the record to 41.7 secs. with his 1,000 c.c. Kieft-J.A.P. in 1960. Dan McAlister set up new records of 40.2 and 39.0 secs. in the past two years, with his Cooper-Climax. Tommy Reid's new record stands at 38.27 secs., more than nine seconds better than the first ever Ballylaneen record. McAlister had only one timed run at 39.09 secs., as part of his gear linkage came adrift on his second run and could not be effectively repaired in the time available. Frank Keane had yet another good run in 40.39 secs., which was third fastest. Fastest saloon was Dean McQuaid's Anglia in 44.63 secs. Captain Burke clocked 44.86 secs. in the Gordini.

Ballylaneen class winners are as follows: Dickie Barrett, 49.92 secs., Ronnie Noble, 47.78 secs., Captain John Burke, 44.86 secs., and Tommy Reid, 38.27 secs. Richard Heeley (M.G. Midget) won the sports-racing handicap from Brendan Dempsey (M.G.A) and Tommy Reid. The saloon car handicap was won by Frank Keogh, from Terry Power and Ronnie Noble, all three in Austin-Coopers. The same three finished in the same placings in the All-Comers Handicap. Dean McQuaid got a special award for setting up a new saloon record of 44.63 secs.

Dan McAlister turned the tables on Tommy Reid in the Galway M.C.'s hill-climb at Ben Hill, Loughrea on Sunday, 7th July. This event was first held last year, and Bertie McElhinney set up B.T.D. at 45.08 secs. with his 1,340 c.c. Lotus Super Seven. McAlister lowered the record to 40.98 secs., and Reid's best was 41.01 secs. Frank Keane recorded 43.44 secs. They finished in that order in the racing car class. McElhinney won the sports car class with his Lotus, which is now powered by a 1,500 engine. His best run was 44.83 secs. Captain John Burke (Gordini), and Brendan Dempsey (M.G.A) were second and third in this class. Dean McQuaid did 46.92 secs. in his Anglia to win the over 1,250 c.c. saloon class from R. Kelly (Sunbeam Rapier), and Connie Burke in a Hillman station wagon.

Sexton Trophy positions up to and including the Corkscrew Hill-Climb, show Frank Keane holding the lead with 157¼ points. Next in line are Captain John Burke, 144½; Dickie Barrett, 121; Dan McAlister, 119¾; Johnny duMoulin, 117½; and Jack Fildes, 101.



CURRENT LEADER of the Sexton Trophy competition, Frank Keane cuts it tight as he takes his Lotus 18 through the esses at the Ballylaneen hill-climb.

CLUB NEWS

By MICHAEL DURNIN

REGULATIONS are now available for the **Seven-Fifty M.C.'s** National British speed hill-climb at Wiscombe Park on 12th-13th October. Opening date for entries is 1st August and the entry limit is 100 plus 10 reserves. Application should be made to Mrs. P. Hood, High Noon, Petersfinger, Salisbury, Wilts. . . . The **Seven-Fifty M.C.** (Cumberland Centre) are promoting a restricted sprint meeting at Kirkbride R.A.F. Station on 4th August. Invitation is open to the Middlesbrough and D.M.C., Westmorland M.C., Cumberland S.C.C., Newcastle and D.M.C., Northumbrian M.C., Furness and D.M.C., Darlington and D.M.C., Kings College M.C., Border M.R.C. and Association Speed Championship entrants. Entries should be sent to Mrs. Stella Blair, Arthuret House, Longtown, Cumberland, not later than 29th July. . . . The **London M.C.** are holding a restricted sprint meeting at Brands Hatch on 1st September. Invited clubs are the B.A.R.C., Club Lotus, Jaguar D.C., Mini-Se7en C., M.G.C.C. (S.E. Centre), Mid-Surrey A.C., Sevenoaks and D.M.C., Thames Estuary A.C., United Hospitals and U.L.M.C. and West Essex C.C. There are 21 classes, six of which are for completely unmodified standard saloon cars. Entry closes on 24th August and regs. are obtainable from Miss Anne Colvin, 74 Great Russell Street, W.C.1.

COMING ATTRACTIONS

FOREIGN EVENTS

27th July. *PHOENIX PARK, Eire (F.L.).*
28th July. *SOLITUDE GRAND PRIX, Germany (F.1).*
HOOSIER GRAND PRIX, U.S.A. (F.L.).
RHODESIAN GRAND PRIX, Africa (F.L.).
CESANA-SESTRIERE HILL-CLIMB, Italy (S., G.T., T., F.J.).
1st-4th August. *POLISH RALLY.*
4th August. *GERMAN GRAND PRIX, Nürburgring (F.1).*

BRITISH EVENTS

27th July. *Vintage S.C.C. Race Meeting, Silverstone, near Towcester, Northants. Starts 12.30 p.m.*
Bristol M.C. and L.C.C. Hill-Climb, Dyrham Park, near Bath, Glos. Starts 1.30 p.m.
Sevenoaks and D.M.C. Hill-Climb, Valance School, Westerham, Kent. Starts 2 p.m.
Liverpool M.C., Severn Valley M.C. and B.A.R.C. (N.W. and Yorks Centres) Sprint, Oulton Park, near Tarporley, Cheshire.
28th July. *West Hants and Dorset C.C. Hill-Climb, Wiscombe Park, Southleigh, near Colyton, Devon. Starts 2 p.m.*
Border M.R.C. Sprint, Winfield, near Berwick. Starts 2 p.m.
West Essex C.C. Sprint, Debden, near Saffron Walden, Essex.
Dudley and D.C.C., Wolverhampton and South Staffs C.C., SUNBAC, Walsall and D.C.C. and Quinton C.C. Sprint, Church Lawford, near Rugby, Warwickshire. Starts 2.30 p.m.
B.A.R.C. (South Wales Group) Sprint, St. Athan, near Cardiff, Glam.
Craven M.C. Autocourse Driving Tests. Starts Farley Hill, near Reading, Berks, at 11 a.m.
Leicestershire C.C. Driving Tests. Starts M.R. 122/664210, at 2.15 p.m.
Cambridge C.C. 2nd Festival Autocross. Starts Longstowe, Cambs, at 2 p.m.

Herts County A. and Ae. C. BRANDS HATCH SPRINT

ONE of the most popular forms of motoring competition these days is sprinting and the Restricted Speed Trial held at Brands Hatch on 21st July by the Herts County Automobile and Aero Club provided a fully subscribed entry of 100 drivers with a good day's sport in brilliant sunshine.

Slick organization is essential in these events and the club were more than equal to the task of giving everybody two timed runs, of two laps each, between 1 p.m. and 5 p.m. Timing was to one-hundredth of a second and the watches were started by "hockey sticks", drivers going off in their own time at roughly 10-second intervals.

Inevitably, proceedings started with the Mini battle. In the 850 c.c. Production Class, John Fitzpatrick's car was by far the quickest, his 2 mins. 25.96 secs. being quite indecently fast, better, in fact, than that of the Cooper "S" of R. Lyons in the next class up. Lyons was nevertheless comfortably the master of his own group, with 2 mins. 27.39 secs. as against the 2 mins. 32.98 secs. of G. R. Gush. Most of the other cars in this class returned something around the 2:35 mark. There were more Minis in classes E and F, for "Production cars modified in excess of the requirements of the R.A.C. Vehicle Regulations" as the programme naïvely put it. F. E. Burton's Austin-Cooper had quite a ding-dong here with B. A. Morling in a Downton-tuned Morris-Cooper. Burton took the honours with 2 mins. 20.80 secs. on his second run, to which Morling could only reply with 2 mins. 21.64 secs. Bored-out Minis comprised class F and X. M. P. Bate returned a rousing 2 mins. 18.20 secs., although C. Boote ran him close with 2 mins. 19.17 secs.

Perhaps through lack of competition, classes C and D, both poorly supported, were won with times well above the potential of the vehicles concerned, the 2 mins. 38.82 secs. of D. Burgess's G.T. Cortina and the 2 min. 34.12 secs. of R. Dewar's 3.4 Jaguar being respectively sufficient.

M. Brandon's 997 c.c. Marcos won class H from a whole host of Sprites, his 2 mins. 9.84 secs. just disposing of P. Cole, who recorded 2 mins. 11.28 secs. in his extensively modified car, modestly described as an Austin-Healey. This little projectile weighs a mere 10 cwt. and is powered by an ex-Fenning F.J. engine. It must be one of the quickest Sprites currently sprinting. Of the others in the class, only Nick Ramus with 2 mins. 15.53 secs. came anywhere near. Poor Leslie Arnold lost his Sprite expensively coming out of Paddock, being badly shaken but otherwise unhurt after being flung out.

Class J, from 1,001-1,600 c.c., specifically excluded Climax-engined cars, and was well won by L. C. Fryer's Lotus Elan, his 2 mins. 15.20 secs. rather contradicting the suggestion made over the P.A. that he was running it in! J. Bransfield's G.S.M. went well in this class with 2 mins. 19.06 secs., and B. Martin in a rebuilt T.A. Midget, 109E-powered, returned a deceptively quick 2 mins. 20.42 secs.

B. White's Climax-powered Midget effectively saw off a couple of Elites in the Climax class with 2 mins. 17.17 secs. and M. Hall cruised around in solitary state in Class L, stopping the watch at 2 mins. 25.51 secs.

Morgans invariably go well at Brands, and Don Jones proceeded to win the over 2,000 c.c. class by an enormous margin in his Playford-tuned car, returning 2 mins. 11.55 secs. and 2 mins. 11.71 secs. in two consistently neat runs. Next up was W. Hemming, nearly 17 secs. slower in a TR3A.

Only one 750 Formula car turned out, that of R. Savage, who just managed to return 2 mins. 33.95 secs. before running completely out of brakes on his way back to the paddock. The 1172 Formula was only slightly better supported, with three starters, and of these Clive Garnham in the Wershat-prepared Terrier was easily fastest, with 2 mins. 11.35 secs.

In the sports-racing car sections, Climax-powered cars were again segregated. Mike Crabtree, who was expected to contend for B.T.D. with his Lotus 7, overdid things coming out of Druids, spun off into the undergrowth and finally inverted the model from an almost stationary position. Neither driver nor car suffered damage, and, following re-scrutiny, duly came out for their second run, which, perhaps not surprisingly, was below form at 2 mins. 10.07 secs. R. Dewar took this class, and was third fastest overall, with 2 mins. 6.78 secs., defeating Roy Millbank's Lola, which could only manage 2 mins. 8.40 secs.

Clive Lacey's 997 c.c. Merlyn looked all set for yet another B.T.D. with a first run of 2 mins. 5.04 secs., and it was as well for him that he reduced this to 2 mins. 3.30 secs. second time out, for D. Lewis circulated his 997 c.c. D.R.W. in a rousing 2 mins. 4.97 secs. on his second run, while Bob Bell came close with 2 mins. 6.92 secs. A. D. Elworthy had two exciting runs in his 948 c.c. Yimkin. He twice fell victim to brake-grab entering Paddock and made inroads, to the detriment of his times.

So ended a well-organized day of dicing, slightly marred by the sight of one of the "Production Car" Minis arriving and departing on a trailer.

RON AMBROSE.

RESULTS

B.T.D.: C. Lacey (Merlyn), 2 m. 3.30 s. **Best H.C.A. Member:** R. J. Connell (Lotus 11), 2 m. 13.76 s. **Class Winners:** J. Fitzpatrick (Austin Mini), 2 m. 25.96 s.; R. Lyons (Morris-Cooper S), 2 m. 27.39 s.; D. Burgess (G.T. Cortina), 2 m. 38.82 s.; R. Dewar (3.4 Jaguar), 2 m. 34.12 s.; F. Burton (Austin-Cooper), 2 m. 20.80 s.; M. Bate (Morris-Cooper), 2 m. 18.20 s.; M. Brandon (Marcos), 2 m. 9.84 s.; L. Fryer (Lotus Elan), 2 m. 15.20 s.; B. White (Midget-Climax), 2 m. 17.17 s.; M. Hall (M.G.B), 2 m. 25.51 s.; D. Jones (Morgan), 2 m. 11.55 s.; R. Savage (750 Austin), 2 m. 33.95 s.; C. Garnham (Terrier), 2 m. 11.35 s.; D. Lewis (D.R.W.), 2 m. 4.97 s.; R. Dewar (Merlyn), 2 m. 6.78 s.

THAMES ESTUARY A.C. SOUTHEND 300 RALLY, 13th-14th July

RESULTS

1, A. T. Lobb/B. Lockyear (Ford Cortina GT), 0; 2, G. King/J. King (Allardette), 0; 3, C. Bent-Marshall/R. Davies (Mini-Cooper S), 2; 4, E. J. Hatchett/R. Britt (Triumph Vitesse), 2; 5, P. Noad/M. Hayward (Volkswagen), 3; 6, J. F. Barnes/X (Morris 1100), 3; 7, Miss P. Walker/Mrs. E. Lewsey (Triumph TR4), 4; 8, J. Menhinick/V. Bucknell (Ford Zodiac), 7.

MID-CHESHIRE M.C.
LIVERPOOL M.C.
NORTH STAFFS M.C.

PREES HEATH SPRINT

ON the Prees Heath runway course, south of Whitchurch, 49 competitors lined up for the co-promoted sprint on 14th July. Class 1 was a battle of standard Minis, a Hillman Imp, a D.K.W. and a Saab. The winner was the Saab in the hands of Brian Allison, entered in his first spring meeting, from P. S. Weir (Austin 7).

Class 2 for 901 to 1,300 c.c. saloon cars turned out to be a one-car battle with husband and wife, driving a Mini-Cooper S, locked in combat, leaving the rest of the class, containing 13 cars, well behind. The honours went to Mrs. Margaret James in 17.99 secs. against Ken James, 18.14 secs. Most of the next class were getting down below 20 secs., but class winner Mike Gaulton (Mini-Cooper) stormed away with all five runs below 18 secs., the fastest in 17.46. secs. Second man John Lawrenson was experimenting with new carbs, but put up a good time of 18.21 secs. In Class 4 young Mike Poole's modified Anglia burst across the course with a best time of 16.44 secs. Don Robinson, in a Sprite Mk. 2, beat three M.G. Midgets in Class 5 to take the award in 19.75 secs.

Class 8 also featured a battle between father and son, W. V. Reakes taking the class in 14.90 secs. from son Sid in 15.14 secs., both driving Dad's E-type.

The racing car class was complete with only one entry, but that was enough. Keith Moore, driving the Fairley-Climax, rocketed down the course to the tune of 12.61 secs. to win the B.T.D. award.

Class 12 for Specials saw brother of the winner, Ronnie Moore, driving his new acquisition, a V8 Allard. On all his runs his car was not running well, but a time of 17.53 secs. shows that when they're all firing it will be a fast car.

Despite a cold wind the event was thoroughly enjoyed by all competitors due to the friendly and helpful attitude of the organizers.

RAY MACBRYDE.

RESULTS

B.T.D.: K. Moore (Fairley-Climax), 12.61 s. **Ladies' Awards:** 1, Mrs. Charnock (Elva Courier), 15.84 s.; 2, Mrs. M. James (Mini-Cooper S), 17.99. **Class 1:** 1, B. Allison (Saab), 20.85 s.; 2, P. Weir (Austin 7), 21.20s. **Class 2:** 1, Mrs. M. James (Mini-Cooper S), 17.99 s.; 2, K. James (Mini-Cooper S), 18.14 s.; 3, R. MacBryde (Austin-Cooper), 18.74 s.; **Class 3:** 1, M. Coulton (Morris-Cooper), 17.46 s.; 2, J. Lawrenson (Morris-Cooper), 18.21 s. **Class 4:** 1, M. Poole (Ford Anglia), 16.44 s. **Class 5:** 1, D. Robinson (Sprite), 19.75 s. **Class 6:** 1, M. Barry (Sprite), 19.53 s. **Class 7:** 1, R. Leach (T.V.R. Mk. 2), 18.07 s. **Class 8:** 1, W. V. Reakes (Jaguar E-type), 14.90 s.; 2, S. Reakes (Jaguar E-type), 15.14 s. **Class 11:** 1, K. Moore (Fairley-Climax), 12.61 s. **Class 12:** 1, R. Moore (Allard Special), 17.53 s.

OXFORD M.C.

SMITHS (WITNEY) M.C.

DRIVING TESTS

THE second of this year's Driving Tests sessions between Oxford Motor Club and Smiths (Witney) M.C. was held on Sunday, 14th July, at the Pressed Steel Car Park. In spite of what turned out to be an atrocious afternoon, 35 competitors took part and, for once, a TR took the overall award from the ubiquitous Mini.

Two runs were attempted at each of four tests, the tests being designed to give the larger cars a chance so that the Minis wouldn't have it all their own way. The tests had descriptive names; the Roundabout, the Ess, the Wave and the Twist. The reason that larger cars fared better was twofold. Firstly, longer and wider tests were the general rule—only the new large Zephyr of Kelvin Lucy had trouble on this score—and, secondly, the natural echelon markings of the car park were used for astride lines. This meant that, as these lines were at an angle to the cars' course, precision in braking was required if a car was to stop genuinely astride the line. This was particularly important with a small wheel-based Mini, whereas, with a long wheel-base car there was more latitude.

A few incidents are noteworthy. Don Pither succeeded in lifting a rear wheel of his Mini while travelling in reverse. Tony Durston's Herald 12/50 lost grip for a few seconds while doing the same thing.

Peter Tothill left his braking a little too late when entering the chicane on "the Wave" and, in company with a few others, found himself confronted with the final barrier of the chicane instead of the exit. The impetuous antics of some of the Imps has to be seen to be believed; understeering, oversteering and wheels airborne in quick succession, accompanied by an irate driver, wrestling with the controls! Mary MacInnes was "hit by a lampost" while the eventual Ladies' award winner, Rosemary Graham (Mini) ran consistently into fourth place overall, beating her fiance, who lent her the car, by a wide margin. John Hutton literally threw his Riley 4/68 through the Tests, bettering the times of at least half the entry.

When results were announced, it was learnt that Geoff Smith (TR2) had succeeded in beating the swarm of Minis and gained the B.T.D. for the Smiths Club for the first time. Finally, a word of thanks to all those who played their parts: the marshals, officials, competitors and spectators who turned out on such a windswept day to watch and provide the fun.

ROBIN FOSTER.



RILEY 4/68 of J. Mutton during its first run through the "hairpin" formed by pylons.

RESULTS

B.T.D.: Geoff Smith (TR2), 194.2 s. **2nd B.T.D.** John Granville (Mini-Cooper), 214.5 s. **Ladies' Award.** Miss Rosemary Graham (Mini), 227.8 s. **Minis, Sprites, etc.:** 1, John Granville (Mini-Cooper), 214.5 s.; 2, D. J. Lewis (Mini), 221.2 s.; 3, Miss Rosemary Graham (Mini), 227.8 s. **Closed up to 1,300 c.c.:** 1, Richard Cornall (Minor), 255.0 s.; 2, Tony Durston (Herald 12/50), 271.4 s.; 3, Bernard De la Mothe (Anglia), 297.7 s. **Open over 1,300 c.c.:** 1, Geoff Smith (TR2), 194.2 s.; 2, John Belcher (TR2), 228.2 s.; 3, Peter Harvey (Alpine), 265.7 s. **Closed over 1,300 c.c.:** 1, Alan Dolby (Commer Cob), 254.9 s.; 2, Peter Tothill (Wolseley 1500), 257.9 s.; 3, John Hutton (Riley 4/68), 274.6 s.

AUSTIN-HEALEY C.
(SOUTHERN COUNTIES CENTRE)

BLACKBUSHE SLALOM

THIRTY-THREE drivers took part in the Austin-Healey (Southern Counties) Slalom at Blackbushe on 14th July. The course ran for 550 yards into a slight right-hand bend, followed by five well-spaced pylons, through which one had to wiggle-woggle twice before encircling all five as a group, returning up the 550 yard straight through a chicane to a flying finish.

After a certain amount of difficulty with the location of the chicane, which had to be moved nearer to the finish line due to the insufficient braking area beyond the line, the morning was devoted to practice.

During the timed runs in the afternoon, an additional figure for the standing ¼ mile was recorded, although this was only as a matter of interest, having no official competitive significance.

Despite the presence of several potent Healey 3000s B.T.D. was returned by a Sprite—that of Peter Cole with 65.47 secs., including a standing ¼ in 15 seconds. This acceleration might well be described as brisk! Another rapid Sprite was that of R. Clerk, with 69.38 secs. This car has a works Formula Junior engine and was over two seconds faster than the 1,100 c.c. version driven by D. Worgan and eight seconds quicker than the winner of the class for standard Mk. 1 Sprites, A. Bending.

Second overall to Cole, and fastest of the big Healeys, was the 3000 of J. Chatham, who stopped the watch at 68.80 seconds to win the large open car class.

RON AMBROSE.

RESULTS

B.T.D.: P. Cole (Sprite), 65.47 s. **Class Winners:** A. Bending (Sprite), 77.30 s.; R. Clerk (Sprite), 69.30 s.; D. Worgan (Sprite), 71.52 s.; J. Chatham (Austin-Healey 3000), 68.80 s.; D. Sampson (M.G.A), 71.86 s.

MAIDSTONE & MID-KENT M.C.

DRIVING TESTS

THE Maidstone and Mid-Kent Motor Club's third 1963 Driving Tests meeting held on 17th July was as great a success as its forerunners, 40 competitors converging on the Invicta Lines, Maidstone, where Jane Waugh and Eric Northover had laid out six varied tests on the parade ground.

Curiously, some of the recognized experts of this pylon-dodging pastime found them difficult, possibly because they were cunningly contrived to make the most of the fall of the land and a loose, gritty surface.

Wendy Shawyer again achieved a well-judged drive in her diminutive Berkeley to become fastest lady driver, her friend and adversary, Paula Bradd, demolishing both her chances and a garage when she braked her Sprite too late on loose gravel at the end of a fast test.



Following Paula's unfortunate example, Mike Allen also clobbered the garage, the resulting penalty almost certainly costing him a class win and Best Time of Day.

The usual one-make battles were as interesting as ever, Rod Hulks (Vitesse) again pipping David Brown in a similar car, while of three Cortinas, the G.T. driven by David Burgess emerged the victor ahead of Gerald Gordon Webb's and Chas. Jeffree's de luxe models.

TONY TUCKER.

RESULTS

B.T.D.: Bill Durling (Cannon), 209.1 s. **B.M.C. Minis:** 1, C. D. Rogers (Austin-Cooper), 213.2 s.; 2, P. A. Arnold (Austin-Cooper), 224.6 s. **Saloons up to 1,200 c.c.:** 1, Jack Henley (Hillman Imp), 218.2 s.; 2, Des Chappell (Saab), 227.7 s. **Over 1,200 c.c.:** 1, Rod Hulks (Triumph Vitesse), 221.8 s.; 2, David Brown (Triumph Vitesse), 224.9 s.; 3, David Burgess (Ford Cortina G.T.), 232.5 s. **Sports Cars and Specials:** 1, Bill Durling (Cannon), 209.1 s.; 2, David Sutcliffe (Triumph Spitfire), 212.0 s.; 3, Mike Allen (Austin-Healey Sprite), 212.3 s.

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MIDLAND BANK M.C.

TRIAD RALLY

THOUGH not specifically stated as being part of the essential equipment, first aid boxes were given thorough overhauls by competitors before the Midland Bank M.C.'s second Triad Rally on 6th-7th July, following press reports that week of some pitiless person having peppered another club's rally entries in the Guiting Wood area of the Cotswolds the previous weekend—an area which it was confidently and correctly assumed had been included by the Triad organizers. Happily, all crews passing through the battle area came through unscathed.

The first road book was a straightforward map refs. run-in to Banbury from the three start points at Bristol, Nottingham and London (as membership of the club is scattered throughout the country wherever there are branches of the Midland Bank, a multiple start arrangement is imperative for major events). However, a nice allocation of secret checks and a tight time allowance of 172 minutes for each of the three devious routes prevented more than half the entries from reaching Banbury "clean".

From there the rally really got cracking, starting with a series of average speed sections across the bottom left-hand quarter of map 145, to 144/155138. There ended the first part of the second road book, together with the chances of a quarter of the field who had run out of time. The second part was an "any order" via the "whites" of Chedworth Woods and the 1-in-5s north of Cheltenham, with a collection of well-filled fords and gated bits thrown in to keep it interesting. This little lot sorted out a further 13 crews, but by the next control at 144/108287 the first few placings were apparent, barring accidents.

The third and final road book (again in two parts, but with straightforward route checks and time controls given in order) produced the only casualty when in an attempt to bridge a ditch where no bridge was the Forster/Towler A55, then lying fifth, put itself out of the game until unoccupied marshals could lift it undamaged onto the road. By that time the remaining cars were well on their ways to breakfast, though even in this comparatively soft part of the course (with sections of 15, 11, 8, 8, and reasonable average speeds) penalties were still being piled up so that at the final control at Stratford-on-Avon only a dozen were classified as finishers, from the 39 starters. The fact that only six of these starters failed to appear at the final control, after 298 miles and 12 hours on the road with 16 manned controls out of 67 to contend with, shows that bank clerks are not necessarily as staid and unadventuresome as is supposed.

MAURICE HOLDSTOCK.

RESULTS

P. F. Swain Trophy: P. Cunnell/J. Snow (Vauxhall VX4/90), 360 penalties. **Heather Le Pere Cup:** G. Snow/D. Snow (Austin A60), 680; 3, R. Grimwood/B. Smith (Herald), 1,030; 4, Mrs. M. Moodie/I. Moodie (Morris 1000), 1,890; 5, Miss R. Kay/D. Lee (Rapier), 3,840; 6, D. Langford/C. Peskett (Anglia), 4,400; 7, P. Roberts/B. Keen (Austin A35), 5,540; 8, C. Overton/T. Collins (Morris 1000), 5f630; 9, P. Shefferd/P. Mitchell (Riley), 7,010; 10, K. Maclaren/Miss S. Rhodes (Morris Mini), 8,270; 11, D. Talbot/P. Tolley (Wolseley 1500), 8,770; 12, A. Flint/J. Johnson (Anglia), 13,320.

WEST HANTS & DORSET C.C.

AUTOCROSS

ON Sunday, 14th July, the West Hants and Dorset C.C. held their Restricted Autocross at Abbotts Court Farm, Dorset.

This was once again a qualifying round in the B.T.R.D.A. Autocross Championship, and attracted a full entry from a wide area.

Practice runs were completed on a course which was rapidly drying out after overnight rain, and some exciting runs were anticipated in the afternoon.

The official runs of three laps each commenced promptly at 2.30 p.m. with Class A1, all B.M.C. Standard Minis, being led by Ted Crocker in 2 mins. 3.0 secs. but whilst Class A2, Cooper Minis, were on the course, rain began to fall steadily, and the times slowed rapidly as the surface became more like a skating rink. The VW 1500 seemed very prone to gyration and a lot of competitors spent as much time motoring sideways and backwards as forwards, to the delight and amusement of the crowd!

Ken Piper on his first outing with his new car, a somewhat fearsome looking beast, aptly named "Tiny Tim", stormed round in a very creditable 2 mins. 13.0 secs. to lead his class at this stage from Howard Parkin's "Cannonball".

Second runs once again favoured the early classes, as rain began to fall again before the larger sports cars and specials came out. Ted Crocker retained his lead in Class A1, but in Class A2 the stops were really being pulled out by Alec Kynoch, 2 mins. 2.4 secs., local boy David de Sousa, 2 mins. 2.6 secs., and finally by rally driver Geoff Mabbs, who really went motoring to record 2 mins. 0.6 secs., which was to prove unbeatable and remain B.T.D.

Frank Burton's VW went very well to take Class A3 in 2 mins. 7.0 secs., with Laurie Manifold's VW suffering mechanical trouble on the start line. Geoff Snow's 2 mins. 7.8 secs. with the Vitesse proved unbeatable in Class A4, as did Gerry Bristow's 2 mins. 3.8 secs. in Class B1.

With the rain falling more steadily, Ken Piper's first run time of 2 mins. 13.0 secs. was sufficient to take the Specials Class C2 from Howard Parkin's "Cannonball", try as he may.

A. D. BARNES.

RESULTS

B.T.D.: G. Mabbs (Cooper-Mini), 2 m. 0.6 s. Class Winners: E. Crocker (Morris-Mini), 2 m. 3.0 s.; G. Mabbs (Cooper-Mini), 2 m. 0.6 s.; F. Burton (Volkswagen), 2 m. 7.0 s.; G. Snow (Vitesse), 2 m. 7.8 s.; G. Bristow (M.G. Midget), 2 m. 3.8 s.; R. Thomas (Ford) 2 m. 14.6 s.; J. Burry (Lilfo), 2 m. 30.0 s.; K. Piper ("Tiny Tim"), 2 m. 13.0 s.

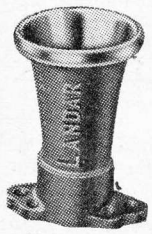
MOTOR CYCLING C. SILVERSTONE RACE MEETING, 29th June

RESULTS

Five-lap Scratch Race: 1, The Earl of Denbigh (Jaguar E), 76.21 m.p.h.; 2, J. Gott (Austin-Healey 3000); 3, Mrs. R. B. Gibbs (Lola-Climax). **Fastest lap:** The Earl of Denbigh, 1 m. 14.0 s., 76.23 m.p.h. **Five-lap Handicap race:** 1, W. B. Caldwell (Triumph), 64.58 m.p.h.; 2, R. F. Baughan (Volkswagen 1500); 3, The Earl of Denbigh (Jaguar E). **Fastest lap:** The Earl of Denbigh, 1 m. 20.2 s., 72.18 m.p.h. **Five-lap Handicap race:** 1, M. F. Allott (Morgan), 67.75 m.p.h. 2, M. H. Cave (Austin A40); 3, W. I. Mahany (H.R.G.). **Fastest lap:** Cave, 1 m. 23.0 s., 69.74 m.p.h. **Ten-lap Handicap race:** 1, A. G. Baldet (M.G.B), 66.73 m.p.h.; 2, M. C. Guthrie (Ford); 3, R. H. Carman (Ford). **Fastest lap:** The Earl of Denbigh (Jaguar E), 73.65 m.p.h.

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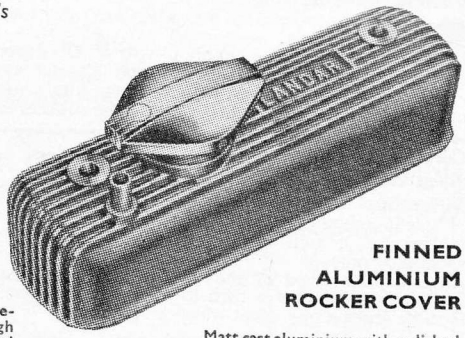


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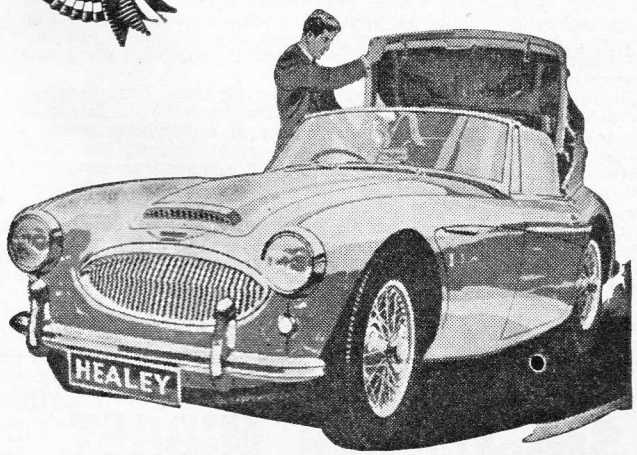


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BOOK REVIEWS

ALL BUT MY LIFE: Stirling Moss Face to Face with Ken Purdy. 239 pp., 5¾ ins. x 8¾ ins., 18 illustrations. Price 25s. net. William Kimber, 46 Wilton Place, London, S.W.1.

THIS is a strange book, strange in that it is both an analytical study and a series of interviews with a Stirling Moss we do not suspect exists. Seen through the eyes of famous American short-story writer and motor-racing historian Ken Purdy, Moss emerges as a most complex character, bearing little or no resemblance to the great motor-racing driver who always had time for a word with anyone around the circuits.

There is far too much emphasis put on the psychological aspect of the subject, and one would have liked to read rather less about accidents, fatal or otherwise. Purdy's prose, is, as always, extremely well-written, but often dramatic, as if the original pieces had been planned for a sort of "True Life Confessions" magazine.

Stirling does spill a great many beans in this study, and many will be more than intrigued to learn what he has to say concerning his fellow racing-drivers. It is obvious, of course, that Moss will never concede that Fangio was anything other than the greatest of all time, and one feels that any references to other racing drivers are made with due deference to the Argentinian.

Moss is also induced to make some odd comments. For example, one must query his ability to average 50 m.p.h. in a Lotus Elite, from Snetterton to London, without exceeding 70 m.p.h. Unless the many speed limits are completely ignored, a glance at any of the possible routes, will show that a considerable mileage is restricted to "30". One cannot agree with the suggestion that cars bore him. "The motor-car is my business," he says. "It is not a pleasure," he is quoted as saying. Personally I have found that Stirling is as eager to talk motor-cars as the next person, particularly the one which happens to be his favoured carriage at the moment!

However, this is an important book, for it reminds us of that classic "Face to Face" television interview with John Freeman, in which Stirling Moss ceased to be just a world-famous name to millions of people, and became a personality recognized as possessing far more than the ability to drive racing cars faster than anyone else. The author has tried his most skilful best to do likewise, but in the cold black and white of print, he has not had such an easy task. On the other hand, one cannot think of anyone who could have done better than Ken Purdy, for, when one thinks more about it, Stirling Moss could easily be as complex as he is depicted.

G.G.

SPEED
By John Surtees
168 pp., 27 illustrations, 5¼ ins. x 8 ins. Price 16s. net.
Arthur Barker, 20 New Bond Street, London, W.1.

MOTOR-CYCLE racing forms practically the entire contents of John Surtees's book, but this autobiography is most interesting in that it gives a true picture of a man who was seven times champion of the world, and who became a top-line racing driver in a remarkably short space of time. John followed in his father's tyre-marks, the latter being a well-known two-wheeler expert in all kinds of motor-cycling activities. However, it is the four-wheeler side that concerns AUTOSPORT, and even although this comprises just one short chapter, it does explain why he gave up the bikes for a new career.

Surtees says that motor racing occupies far more time than did his motor-cycle racing, and that the cars seems to be far more temperamental. He did toy with the idea of occasionally having a go on two wheels, but decided to concentrate entirely on racing motor cars. He admits that, at first, he felt extremely sensitive, and was scrupulously careful to avoid any situations that might have triggered off an "anti-Surtees" movement. That is why he did not sign up with Team Lotus, for he learned that a two-car team was planned, and that his inclusion would mean the dropping of an established driver. Yet, he has now had time to reflect, and as things eventually turned out, his efforts to be diplomatic backfired badly.

It emerges from the book that it was Surtees who persuaded Eric Broadley to build a Formula One Lola, and that it was also due to him that Reg Parnell persuaded Bowmaker to adopt the make for the 1962 season. John also gives his reasons for joining Scuderia Ferrari, and one must agree that there are more arguments for, than against, his decision.

In taking up motor-racing John Surtees has invariably had to consider the case of Geoff Duke; Duke was also a very great rider, but when it came to car-racing, somehow or other he did not exactly get into the groove, although he had considerable talent. Surtees was careful to obtain Formula Junior experience before even considering accepting a drive in more powerful machines, whereas Geoff was persuaded to start his motor racing in a world team of sports-racing machines.

G.G.

FAMOUS MOTOR RACES: Edited by Rodney Walkerley. 192 pp.; 16 illustrations; 12 circuit maps; 5¾ ins. x 8¾ ins. Price 18s. net. Arthur Barker, 20 New Bond Street, W.1.

ALTHOUGH the races described in this book have been referred to and reported on many times, the collection will be of interest to comparative newcomers to the sport. It begins with S. F. Edge's account of the 1902 Gordon Bennett Cup race, and ends with "The Loss of Luigi Musso", by Mike Hawthorn, and "Le Mans: Thoughts Before the Race of 1959", by Stirling Moss. Probably the most interesting, and most revealing chapter deals with Alfred Neubauer's story of the 1933 Tripoli Grand Prix—"The race that was rigged". This tells how drivers conspired with each other to permit the slowest car to win, and thus enable them to share an £80,000 sweepstake prize. There was an official enquiry, but as the drivers concerned included four of the best in the world, no action was taken beyond a stern warning.

Fangio's classic drive in the 1957 German Grand Prix is described by Giambertone. Paul Frère deals with the 1955 Belgian G.P., but otherwise the book mainly consists of pre-both-wars activities, and can best be described as a nostalgic anthology of motoring sport.

G.G.

AMONGST a varied selection of recently published titles are "Motorists' Dictionary", by Robert F. Webb (Arco Publications, 9 Grape St., London, W.C.2. Price 25*s.* net)—a useful work of reference. "Tackle Car Maintenance This Way", by Ernest Carter (Hutchinsons, 178-202 Gt. Portland St., London, W.1. Price 12*s.* 6*d.* net)—for the "do-it-yourself" owner. "Your Car Questions Answered", by Roy Brooks (George G. Harrap and Co. Ltd., 182 High Holborn, London, W.C.1. Price 9*s.* 6*d.* net)—a really useful volume for all car owners. "Tricks of the Racing Trade", by Phil Stiles (Sports Car Press, 419 4th Avenue, New York. Price $1.95)—an American's view on modern racing. "Caravanning", by J. V. Brittain (Arco Publication. Price 5*s.*)—a concise and informative work for trailer enthusiasts. "By Car to the Continent", by E. V. Corbett (Arco Publications. Price 15*s.* net)—excellent for people making their first trip abroad.

Three first-rate guide books are: "Egon Ronay's Guide—to 1,000 Eating Places" (Hutchinson. Price 12*s.* 6*d.* net)—deals with Great Britain and Ireland, and also refers to 250 London pubs; a splendid book for both Londoners and visitors alike. "Guide to Europe", by Ian Mercer (Farm Holiday Guides. Price 7*s.* 6*d.*)—as seen on the bookstalls, a very popular publication. "What's Where in London", by Denys Parsons (Kenneth Mason Publications, 167 Victoria Street, London, S.W.1. Price 7*s.* 6*d.* net)—answers countless queries of where to go, where to buy and so on. Will be consulted frequently.

Latest *Sunday Times* handbooks by P. Olyslager (each 8*s.* 6*d.* net) deal with "Ford Consul, Classic and Capri", and "Standard Vanguard from 1955"—all models of their kind, and containing much information not to be found outside the makers' workshop manuals.

Correspondence—*continued*

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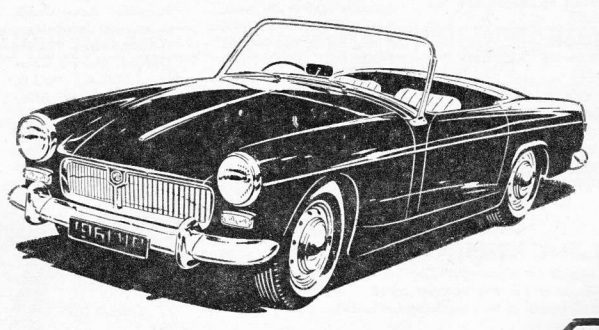
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M.G.—*continued*

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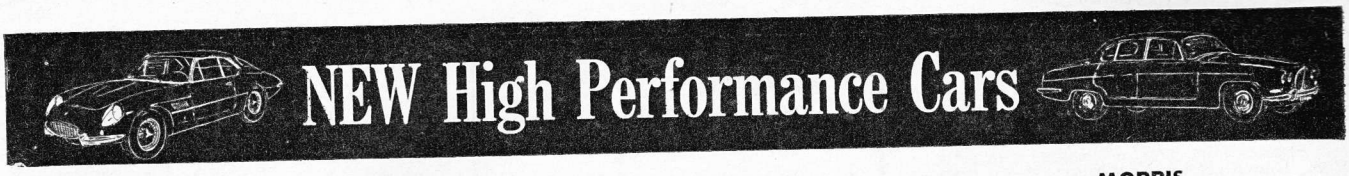
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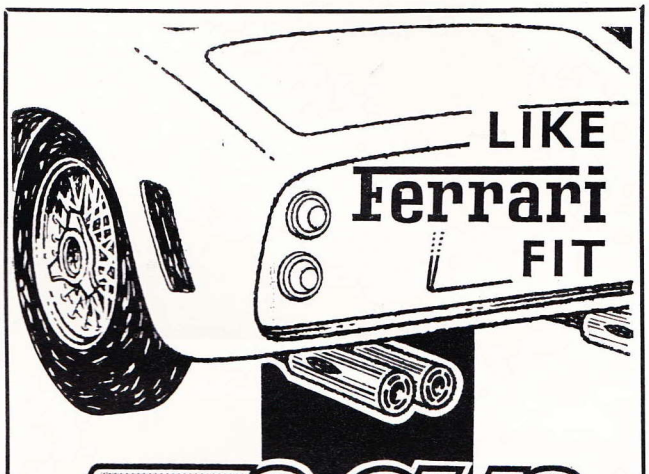
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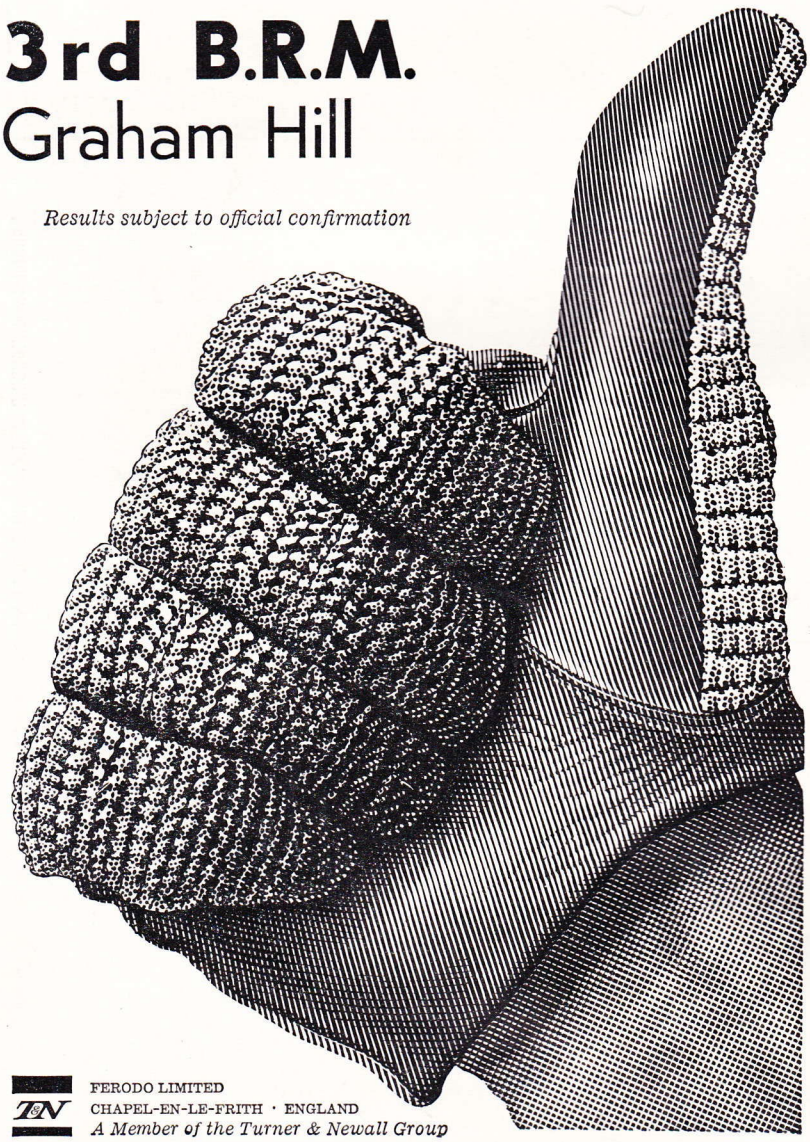
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