

THE LOTUS 27—THEO PAGE CUTAWAY DRAWING

AUTOSPORT

FEBRUARY 22, 1963

AUTOSPORT

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EVERY FRIDAY
Vol. 26 No. 8

BRITAIN'S MOTOR SPORTING WEEKLY

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



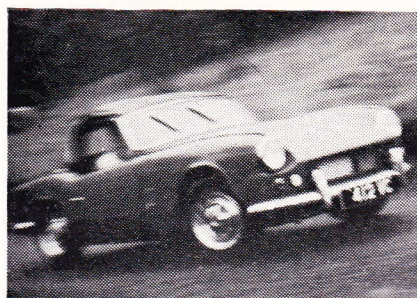
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SEASONAL SURVEY—SPRINTS AND HILL-CLIMBS

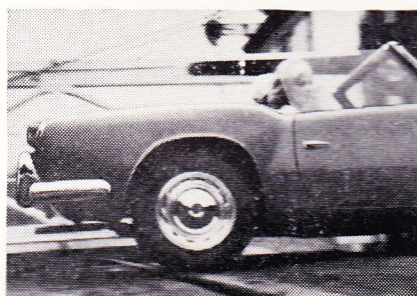
THE AUSTRALIAN GRAND PRIX—FULL REPORT AND PICTURES



New Triumph Spitfire 4 takes the lead among light sports cars



FASTER Top speed 92 mph. Standing $\frac{1}{4}$ mile 19.5 seconds.



INDEPENDENT SUSPENSION On all four wheels for safer, surer cornering.



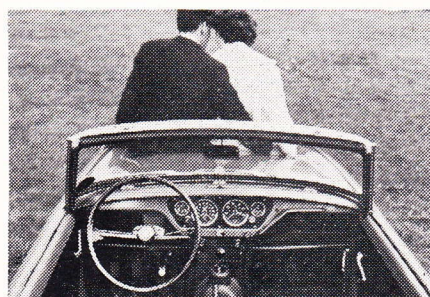
STRONGER Tough steel-girder chassis for lifelong strength.



DISC BRAKES On the front wheels. Safer under all conditions.



TIGHTER TURNING 24-ft turning circle for nimble parking.



MORE LUXURY Wind-up windows, king-size cockpit, tailored hood.

With one stride, Triumph take the lead in the light sports car field. In fact, the only thing that keeps the new Spitfire out of the luxury sports car class is its price, £640.19.7 inc. p.t.



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Vol. 26 No. 8

February 22, 1963

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EDITORIAL

THE "AUTOSPORT" CHAMPIONSHIP

FOR this season, the AUTOSPORT Championship will again be open to Grand Touring and sports-racing cars, with no substantial change in the regulations which applied during the 1962 contest, won by Mike Parkes (GTO Ferrari). Certain qualifying events will be selected, and the final will be the ever-popular Three Hours Race. Since the demise of the Goodwood Nine Hours event, the "Three Hours" has been the only race to be staged in Great Britain which takes place partly in the dark. However, the box-up at Snetterton last September emphasized the difficulty scorers have in keeping accurate records in the dark, and when the AUTOSPORT panel meets shortly it will be decided whether or not to organize the race solely during daylight. There is, of course, a great fascination in watching cars racing by night, but if this leads to complete and utter confusion as to eventual placings, it rapidly develops into a farce. Le Mans, with its complex timing system and numerous scorers, has overcome this difficulty to a large extent—at considerable cost, and by the installation of fairly extensive illumination at the pits area. No doubt similar facilities could be adopted in this country, but after the experiences of the past competitors themselves are anything but happy to accept the verdict of the timekeepers. Even now, there is considerable doubt as to the true finishing order of the 1962 "Three Hours", apart from Mike Parkes's first place. Anyway it will be up to the panel to decide.

LEARNER-DRIVER TUITION

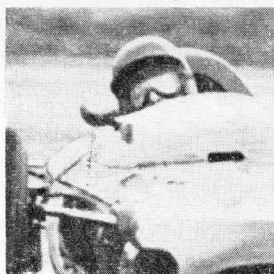
IT would be interesting to discover just what percentage of failures in driving tests comes from the ranks of applicants who have depended for tuition on non-registered instructors. Like everything else, tuition under professional supervision is far preferable to that which is the result of trying to grasp the rudiments of driving in the hands of friends, relatives or spare-time instructors, although the last-named may include many first-class and experienced people. Far too often do learner-drivers come for their test ill-equipped and wrongly instructed. In the main, amateur instructors have neither the patience nor the skill to teach driving properly, and frequently it is only a matter of luck that applicants do manage to obtain their licences. At the present time there is no compulsion whatsoever for budding drivers to be taught by registered instructors. He or she can drive at any time with a provisional licence while accompanied by a person holding a current driving licence, and with L-plates fitted to the car. It has been suggested that all instructors, whether or not fully employed by Driving Schools, or undertaking the task privately, should be registered with a central organization.

OUR COVER PICTURE

JACK BRABHAM, winner of the Australian Grand Prix, holds his 2.7-litre Brabham-Climax in the lead, ahead of John Surtees (Lola-Climax 2.7). In the background is Graham Hill in the Ferguson, who has just been lapped by the two leaders. The race is fully reported in this issue.

Photo: Noel Conlon

THE ALL-ROUND ADVANTAGES OF GIRLING DISC BRAKES

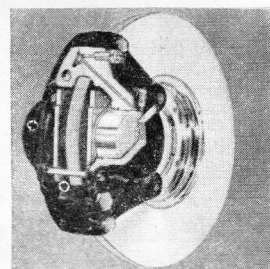


PROVED IN RACING

It's no coincidence that leading names in motor racing—Cooper, Lotus, for instance—have relied for many years on Girling Disc Brakes to keep them travelling with safety. And it goes without saying that the lessons learned on the racing circuit have made an important contribution to the development of Girling disc brakes, now fitted to so many of today's production cars.

PROGRESSIVE FADE-FREE CHARACTERISTICS

Girling Disc Brakes provide wonderfully progressive braking under all conditions. Fade free and reliable even after continuous use over a long period of driving, they give complete confidence: and even after a soaking they remain fully efficient.

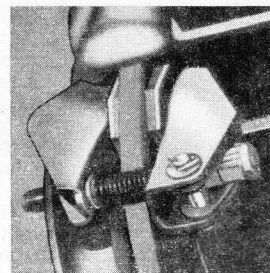


EASY TO MAINTAIN

Maintenance problems are reduced to a minimum. The disc pads are easily accessible, may be checked for wear at a glance, and may be replaced, when necessary, in a matter of minutes.

EFFECTIVE HANDBRAKE

Handbrake problems are overcome by the unique Girling mechanical handbrake mechanism operating on the rear wheel disc brakes. A firm, positive hold is achieved even on severe gradients.



GIRLING DISC BRAKES

give all round braking efficiency

JO BONNIER FOR ROB WALKER

It has been confirmed that the Swedish driver Jo Bonnier is to drive for Rob Walker in Formula 1 events this year, in addition to Maurice Trintignant who is to drive in a few selected events. A Lotus and a Cooper, both Coventry Climax-powered, are to be used.

Obviously planning to show the Western world a thing or two, the members of the Japanese Nissan team are already in Nairobi to commence preparations for the Safari which starts on 11th April. They are Yasashi Wakabayashi, Tsuneji Nakayama, Yashuhara Nanba, Kyozo Adachi, Mamoru Mizuta, Eiichi Kozai and team manager Kaoru Mayeda.

SURTEES WINS AT BRISBANE

Driving his Bowmaker Lola-Climax, John Surtees won the 100-mile race on the Lakeside circuit near Brisbane last weekend, by 30.1 secs. from World Champion Graham Hill (Ferguson-Climax). The race was run under appalling conditions with heavy rain turning the surface into something akin to a skid-pan. Cars slithered in all directions, and amongst those who spun off were Bruce McLaren (Cooper-Climax), and Tony Maggs (Lola-Climax).

Surtees overcame the conditions better than anyone else, despite the fact that the four-wheel-drive Ferguson was thought to be better equipped than the Lola to deal with the slippery track. However, another hazard which had to be considered was the tremendous clouds of spray which blinded following drivers—a difficulty which Graham Hill quickly discovered when he was pursuing Surtees. Of the 15 starters, only four completed the course, the Australian Bib Stillwell (Cooper-Climax), and the New Zealander Chris Amon (Cooper-Climax) filling third and fourth places. Indeed, Stillwell made fastest lap with 1 min. 47 secs. (84 m.p.h.).

Result

1. John Surtees (Lola-Climax), 1 h. 18 m. 26.6 s.
2. Graham Hill (Ferguson-Climax), 1 h. 19 m. 56.7 s.
3. Bib Stillwell (Cooper-Climax), 1 h. 20 m. 16.3 s.
4. C. Amon (Cooper-Climax), 1 h. 20 m. 37.7 s.

The Ecurie Ecosse Trophy has been presented to Jim Clark. The trophy was donated to the Ecurie Ecosse Association by Esso and is awarded to the Scotsman who has made the most outstanding contribution to motoring during the year.

NEW SCARAB?

It is said that Lance Reventlow is planning to make a come-back in Formula 1 racing with new Scarabs that are to be equipped with four-cylinder engines and five-speed gearboxes. We shall have to wait and see!

Bill Moss returns to racing for this season as driver of the works Mark 7 Elva sports car. A full programme is envisaged though restricted to meetings in this country. The first race is expected to be at the Snetterton International on 30th March.

MOSS-CARLSSON TEAM

The engagement has been announced between Eric Carlsson and Pat Moss, but no date has, so far, been set for this all-rally wedding. Meanwhile, they will continue to be rivals in International rallies, with Carlsson driving for SAAB, and Pat for Ford of Dagenham—both having eyes on the 1963 Championship.

The Solitude Grand Prix is scheduled to take place on 28th July. It is for Formula 1 cars, as before, and there are to be supporting races for Formula Junior and 1,600 c.c. G.T. cars.

PIT and PADDOCK

Twenty-one drivers have qualified for the R.A.C. Trials Championship to be held at Maidstone on 23rd March. This is, of course, the postponed 1962 event and those who will take part are Percy Barden, Mike Cannon, Ernie Chandler, Rex Chappell, Bernard Dees, Malcolm Eaves, Edward, John and Cuth Harrison, Peter Highwood, Gordon Holdrup, Lol Hurt, Eric Jackson, Tony Marshall, Geoff Newman, Charles Pollard, Ivor Portlock, David Render, George Simpson, Colin Taylor and Bill Warr.

ROY SALVADORI TO DRIVE FOR TOMMY ATKINS

Although he has retired from Grand Prix racing, Roy Salvadori intends to enjoy a full season of sports car, Grand Touring and Touring car racing this year. He has signed up with Tommy Atkins, but the makes of cars are still secret.

It seems unlikely that the Honda Grand Prix car will be ready in time for the first Grand Prix of Japan if this race takes place as scheduled on 3rd-4th May. The concern still appears to be undecided on a 12- or 16-cylinder engine.

The Hustler Formula 1 car being built in this country by Hugh Powell and Tony Settember has been listed with A.C.C.U.S. (the American representatives of the F.I.A.) as an American car.

1963 COVENTRY CLIMAX V8

A V8 Coventry Climax engine partly modified to the 1963 specification has already developed 197 b.h.p. on the test bed, according to the latest information received. In addition to increased top-end power, improved torque throughout the engine speed range will provide this year's cars with greatly improved acceleration.

Last year's Grand Prix engines have been returned to Climax where they are being stripped and rebuilt to the new specification. In addition, a limited number of entirely new engines are being constructed for the Lotus, Cooper, Brabham and Rob Walker teams.

Lucas fuel injection replaces the carburettors used during 1962, the bore/stroke ratio has been increased and frictional power losses have been reduced by employing a new type of connecting rod.

PONTIAC WINS AT DAYTONA

Despite heavy rain, Paul Goldsmith, in a Pontiac Tempest, won the 250-mile Daytona Beach race last week-end at an average speed of just over 146 m.p.h. Second place went to A. J. Foyt, in a Corvette Sting-Ray, two laps behind, and in third place came Bill Krause in a Corvette. Best Ferrari was that of Fireball Roberts, in fourth place, just ahead of David Piper's Ferrari. Sixth was Denman's Corvette, and then came an unbroken string of Porsches, led by von Hanstein, then Bonnier, Bencker and Holbert. Pedro Rodriguez did not in fact take part, as his Ferrari was not ready.

The Monza Six Hours race scheduled for 28th April has been cancelled.

B.R.T. DEVELOPMENTS have formed a team and will be competing in races this season, especially on the northern circuits. Well-known Morris 1000 exponent Harry Ratcliffe leads the team and the cars are a Cooper-Mini and an M.G. 1100 for national and international events, the everlasting Minor 1000 for club racing and two very potent M.G.s—a Midget and an 1100—for hill-climbs and sprints.

LOLA JUNIOR TEAM

As we suggested a couple of weeks ago, Midland Racing Partnership drivers will run the 1963 works team of Formula Junior and Formula 2 Lolas. The team will be based in Wolverhampton and the cars prepared at the M.R.P. workshops. Drivers will include the successful pair Richard Attwood and Bill Bradley, while David Baker and Jeremy Cottrell will also be seen in one of the three cars.



BERT LAMKIN, who built the fabulous miniature circuit used at the Racing Car Show, jokes with Ian Smith (right) who won the "pot" (on Bert's head!) in the race for officials at the Show—Bert did not compete!

DAYTONA 500

DAN GURNEY, Paul Goldsmith, A. J. Foyt, Innes Ireland, Len Sutton, Troy Ruttman, Parnelli Jones, Rodger Ward, Fireball Roberts, Chuck Daigh, Jim Hurtubise and lesser-known gentlemen with such delightful names as Emanuel Zervakis, Possum Jones, Red Foote, Tubby Gonzalez, Stick Elliott and Bubber Farr are due to participate in this Sunday's Daytona 500 for "late model stock cars." Amongst these are the fastest saloon cars that Ford, Pontiac, Chevrolet, Dodge, Mercury, Plymouth and Chrysler can produce.

During a "qualifying" race recently, Fireball Roberts (Pontiac) won at a speed of just under 155 m.p.h., heading the Fords of Larry Frank and Dan Gurney.

ROGER PENSKE'S Cooper is to be fitted with a V8 Chevrolet engine by that talented pair Dick Troutman and Tom Barnes, well-known constructors of a string of America's best large-capacity sports cars: the Troutman-Barnes Special, the Scarab and the Chaparral.

We hear that it is planned to construct an Autodrome in Madrid, which could mean that in a few years' time the Spanish Grand Prix will be held once more.

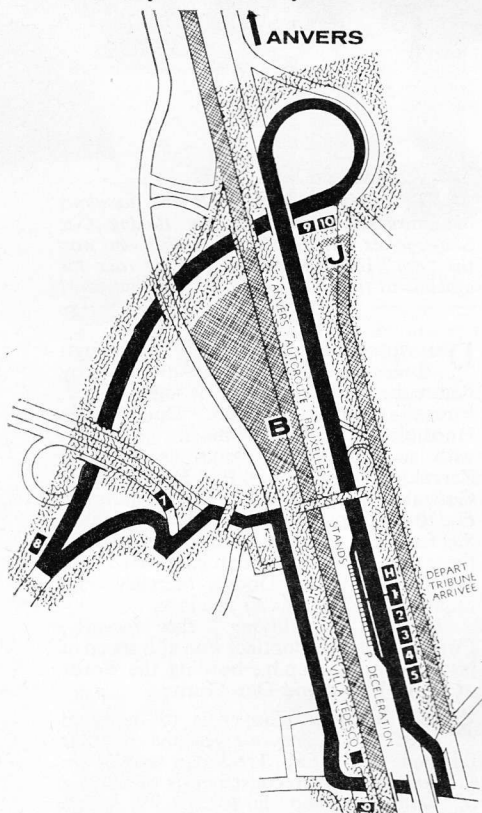
LUIGI CHINETTI, of the North American Racing Team, has said that Pedro Rodriguez will definitely take part in this year's Indianapolis 500 miles race. Pedro is also expected to take part in the Sebring 12 Hours and at Le Mans, and was due to appear at last weekend's Daytona event.

GRAND PRIX OF BRUSSELS

THE Brussels Grand Prix for Formula 1 cars will take place on the Circuit of Heysel, Brussels, on 7th April, at 3 p.m. It will consist of three heats, each of 100 kilometres, and only drivers who have taken part in all three heats, and completed a minimum of 46 laps, will be classified.

For the 1963 race, the circuit has been modified and lengthened to 4.9 kiloms., permitting 20 cars to start. A new straight has been introduced, taking in part of the Brussels-Antwerp auto-route, by eliminating the old hairpin at Mutsaert, and bringing the cars on to the auto-route, after using the underpass, by a left-right swerve. This should result in a much faster course; record for the original 4.4 kiloms. circuit stands to Stirling Moss (V8 Lotus-Climax), with a time of 2 mins. 00 secs. (136.560 k.p.h.).

Practising will take place on 5th and 6th April, at times yet to be fixed. On 21st April, the same circuit will be utilized for five Touring and G.T. races, to which foreign entrants are invited. Touring and modified touring classes will be 700 c.c., 850 c.c., 1,000 c.c., 1,300 c.c., 1,600 c.c. and over 1,600 c.c. G.T. categories will be 700 c.c., 1,000 c.c., 1,300 c.c., 1,600 c.c., 2,000 c.c. and over 2,000 c.c. Entry fees and applications should be sent to the R.A.C.B., before 6th April. Entry fee has been fixed at 1,000 B.F. Fees will be returned to competitors who inform the Club by 16th April, that they will definitely start.



THE NEW HEYSEL CIRCUIT.

THAT enthusiastic motor-racing photographer Michael Ware who is also, of course, the Public Relations Officer of the Seven-Fifty Motor Club, has moved his Studio 750 to 35 Commercial Road, Woking, Surrey. Telephone: Woking 1061.

The Rallye de la Neige was won by Toivonen, in a Citroën, from Bromark's Saab, with Larsson's VW 1500 in third place. Aaltonen (Mini-Cooper) and Carlsson (Saab) both retired.

THREE-MILES-A-MINUTE ASTON-MARTIN

DRIVING a 3.7-litre DB4 Aston Martin on the Rome-Ostia autostrada, Paul Frère has been timed at 172.30 m.p.h. over the flying kilometre. Earlier, the same car averaged 147 m.p.h. on the Milano-Modena autostrada for 100 miles. Although no records can be claimed, these are probably the highest speeds for the distances obtained with a series-production car on the road.

THE Ecurie Méditerranée have acquired a René Bonnet "Djet" which they hope to race at Le Mans in the hands of their drivers Jean Rolland and Jean-Pierre Manzoni, son of the former champion of France, Robert Manzoni.

ACCORDING to an item of news found in the Liverpool Motor Club's "bulletin" someone is to drive a Fairy-Climax in the Southport Speed Trials on 3rd March. Something queer going on?

GRAND PRIX OF MONTREAL

ON 22nd September, subject to F.I.A. approval, there will be a race on St. Helens Island, Montreal. It seems likely that it will be for sports cars, though Formula 1 is not out of the question—it is all a matter of getting entrants over to Canada at a time when the European F1 season is still in full swing.

Ambitious plans include up-grading the event to World Championship status for 1967 when it would coincide with Montreal's International World's Fair.

FLAT-EIGHT WIN

IN the introduction to "V8 Power-Packs", the words "except for the French GP" were omitted in error. This race was, of course, won by Dan Gurney in the horizontally-opposed, eight-cylinder Porsche.

THREE works Skodas are to be entered in the Liège-Sofia-Liège Rally this August, according to a reliable continental source.

THE G.T. CHAMPIONSHIP

THE Grand Touring Championship for 1963 will, like Gaul, be divided into three parts. These divisions will be divided broadly into up to 1,000 c.c., 1,001-2,000 c.c. and over 2,000 c.c. classes and each is further sub-divided as follows: up to 700 c.c., 701-850 c.c., 851-1,000 c.c.; 1,001-1,300 c.c., 1,301-1,600 c.c., 1,601-2,000 c.c.; and 2,001-2,500 c.c., 2,501-3,000 c.c., over 3,000 c.c.

To win the title of Champion under one of these three headings constructors must have taken part in a specified number of events in the following three categories: races of a minimum length of 500 kilometres or three hours' duration; hill-climbs of not less than 10 kilometres in length; and rallies of a type christened "Omnium", which appear to comprise a minimum length of 1,500 kilometres and including at least 300 kilometres of racing or speed tests. For each of these categories, a system of coefficients has raised its ugly head. For the first category—races—the coefficient is 1 for an event of from 500 to 750 kilometres or three to five hours; 2 for an event of 751 to 1,500 kilometres or five to ten hours; and 3 for an event of greater length or duration than 1,500 kilometres or 10 hours. Hill-climbs carry a coefficient of 1, while the "Omnium" rallies have coefficients of 1 if the event includes a speed test of from 300 to 500 kilometres; 2 if the speed test is from 500 to 1,000 kilometres; and 3 if the test is of greater length than 1,000 kilometres.

SPORTS NEWS

MONTLHÉRY RACING DRIVERS' SCHOOL

THE Swiss Racing Drivers' Club and the Automobile Club of Switzerland are organizing a racing drivers' training scheme at the Paris Montlhéry track from 4th-7th April. To use their own words: "this race-track, most suitable for this purpose, is used since several by the Swiss school which has been 15 years ago the very first of its kind ever existing." Since its inception 15 years ago such drivers as Alberto Ascari, Louis Chiron, Hans Stuck, Hermann Lang, Rudolf Caracciola, Piero Taruffi, Olivier Gendebien, Edgar Barth and Paul Frère have acted as instructors.

The 1963 session starts in the evening on Thursday, 4th April, when Dr. Walter Honegger, editor of the Swiss *Automobil Revue* and president of the Swiss Racing Drivers' Club, will speak about motor racing. Practising at Montlhéry commences the following day and a special feature will be a course of "what to do when the car spins"! Jack Brabham is due to demonstrate at the wheel of his Brabham.

Drivers interested in attending the 1963 school should write for the prospectus and entry form to Ausbildungskurs S.A.R./A.C.S., Postfach, Winterthur 2, Switzerland. Entries close at the end of February, but a limit of 250 drivers has been imposed. Any person in possession of a driving licence can take part, the fee of 300 Swiss francs includes practical tuition, lectures, three lunches at Montlhéry and the third-party insurance, but not insurance for damage done to cars, repairs, garaging or hotel accommodation.

CONCESSIONAIRES in this country for the A.S.A. 1,000 G.T. will be Maranello Concessionaires.

The minimum number of events under each heading in which constructors must take part has been fixed thus: Races: G.T. Prototypes of unlimited cylinder capacity: 4 out of 4 events. G.T. Prototypes up to 3 litres: 4 out of 6. G.T. Series 1: 4 out of 6. G.T. Series 2 and 3: 6 out of 10.

Hill-climbs: G.T. Series 1, 2 and 3: 2 out of 3.

"Omnium" Rallies: G.T. Series 1, 2 and 3: 1 out of 2.

For each event points will be awarded down to sixth place, nine points being awarded for a win. Qualifying events for the championship are as follows:

Daytona Continental (17th February, G.T. 2-3, Coefficient 1); Sebring Three Hours (22nd March, G.T. 1, Coefficient 1); Sebring 12 Hours (23rd March, P., G.T. 2-3, Coefficient 3); Lake Garda (1st May, G.T. 1, Coefficient 1); Targa Florio (5th May, P., G.T. 2-3, Coefficient 2); Spa (12th May, G.T. 2-3, Coefficient 1); Nürburgring 1,000 kilometres (19th May, P., G.T. 2-3, Coefficient 2); Consuma hill-climb (2nd June, G.T. 1-2-3, Coefficient 1); Rossfeld hill-climb (9th June, G.T. 2, Coefficient 1); Le Mans 24 Hours (15th-16th June, P., G.T. 2-3, Coefficient 3); Monza Lottery (30th June, G.T. 1, Coefficient 1); Weisbaden Rally (4th-7th July, G.T. 1-2-3, Coefficient 2); Auvergne (7th July, G.T. 1-2-3, Coefficient 1); Freiburg hill-climb (11th August, G.T. 1-3, Coefficient 1); Coupe Enna (18th August, G.T. 1, Coefficient 1); Tourist Trophy (24th August, P., G.T. 2-3, Coefficient 1); Ollon-Villars hill-climb (24th-25th August, G.T. 1-2-3, Coefficient 1); Nürburgring 500 kilometres (1st September, G.T. 1, Coefficient 1); Inter-Europe Cup, Monza (8th September, G.T. 2-3, Coefficient 1); Bridgehampton, U.S.A. (14th-15th September, G.T. 1-2-3, Coefficient 1); Tour de France (14th-22nd September, G.T. 1-2-3, Coefficient 3); Avus (6th October, G.T. 1, Coefficient 1); Paris 1,000 kilometres (20th October, P., G.T. 2-3, Coefficient 2).

AN EXPLODED DIAGRAM of the new Lucas alternator for private cars.

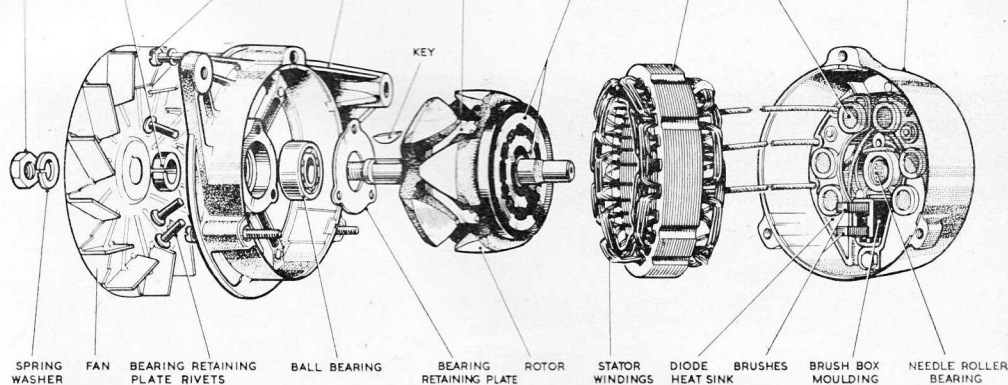
As is well known, the B.R.M. has taken the World Championship with the assistance of the Lucas alternator. We have thought for some time that these components were to be fitted to the larger cars, and now the veil of secrecy has been finally lifted.

The alternator has many advantages over the d.c. generator, even though the latter has been steadily improved over many years. Take the question of weight. A typical generator of the Vintage period weighed 30 lb. and produced 12 amperes. By successive stages, the weight has been brought down to 17 lb. and the output increased to 30 amps. At one stroke, the alternator cuts the weight to 9 lb. for 35 amps.

The Achilles heel of the d.c. instrument is its commutator. This must be mounted on the armature and rotate with it because it is in fact a mechanical form of rectifier. Its brushes have a hard time as they are abraded by the segments and they must carry the whole of the generated current. In the case of the alternator the windings can be transferred to the outside of the machine, where they remain static, because they do not have to be connected to, and revolve with, the commutator.

Of course, the field windings must now learn to turn round and round, for it is the relative movement between the generating windings and the field that produces the current. Accordingly, the field windings replace those of the armature on the d.c. machine. The great difference is that no commutator is necessary, a pair of simple slip rings and brushes being all that is required, and as the current is only a small fraction of that handled by the brushes of a d.c. generator, the parts suffer virtually no wear.

The alternating current must be rectified before it can be used to charge a



NEW LUCAS ALTERNATORS

battery. Recent scientific developments have so reduced the size of "solid-state" rectifiers that six of them are easily accommodated in the end cover of the machine. As battery current cannot flow back through the rectifiers when the engine stops, there is no need to use an automatic cut-out. The small current for the field winding is cut off by an extra pair of contacts in the ignition switch.

The only form of output control required is a simple vibrating-contact electro-magnetic voltage regulator in the field circuit. All this simplification is to some extent offset because the absence of the normal cut-out prevents the use of the usual ignition warning light. A small device has therefore been developed consisting of a capacitor, a resistor, and a silicon diode. One side of it is connected to the centre point of one of the rectifiers and the other side goes to the ignition switch, with a panel warning light interposed. When the ignition is switched on, the battery will light the lamp, but as soon as the alternator voltage exceeds that of the battery the diode rectifier will stop all current and put the light out. Simple!

The alternator is fundamentally a more rugged machine than the conventional d.c. generator and is less subject to wear. It must therefore be more reliable. Its greatest virtue is that it gives a massive charge at idling speeds while being less highly stressed at motorway speeds. It will certainly be more expensive at first, and so it will not be found on the cheaper cars, but as their demands for electricity are moderate, the existing dynamos are adequate. As alternators have for long been used on motor-cycles, a small car unit cannot be far off. For the competition car, the weight saving and greater reliability are valuable, while the rally enthusiast will be able to fit yet more lamps and demisters with no fear of overloading.

These alternators—or Alternating Current Generators to give them their full title—are numbered 10 AC for an output of 35 amps. and 11 AC for 45 amps. Having advocated alternators for a very long time in the columns of AUTOSPORT, I welcome their standardization with great joy. By the way, none of the electrical equipment of the car will need any alteration.

JOHN V. BOLSTER.

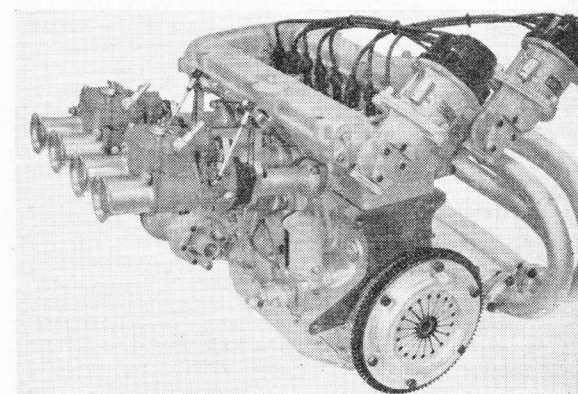
NEW ABARTH 1600



As can be seen from the photograph, Carlo Abarth's latest creation is a beautiful little car, looking very much like the highly successful Simca-based 1300.

The new power unit is a four-cylinder twin overhead camshaft, water cooled engine of 1,591 c.c. (bore and stroke 86 × 68.5 mm.), developing 155 b.h.p. at 7,400 r.p.m. on a 9.8 : 1 compression ratio. The valves are inclined at 74 deg. and aspiration is by two twin choke Weber carburetters. A Simca-Abarth six speed gearbox is employed, with synchromesh on all speeds. A single-plate clutch is used, and Girling disc brakes are fitted all round.

The car weighs only 1,400 lb. and a maximum speed in excess of 150 m.p.h. is claimed.





JOHN BOLSTER

TESTS THE

RENAULT R8

WHEN the Renault Dauphine first appeared, it was a new kind of car. It was a small and very economical saloon that had most of the performance and luxury of the bigger cars. At that time, nearly all small cars, including our own, let's face it, were slow, "busy", and deadly dull. Since then, there has been a revolution in design, and the Dauphine, though still leading in fuel economy, no longer competes in the high-performance field.

The Régie Renault can now sell the Dauphine at a very moderate price, and it has many seasons ahead of it as an economy car that has been steadily improved over the years and yet still appeals for its good looks. Very wisely, they have decided to produce a new model for the customer who will pay a little more. For his slightly greater investment he gets a larger engine with five main bearings, much better roadholding and stability, and the best brakes that have yet been made. So, one continues to buy the Dauphine for economy and value, but the R8 is the car for the man who demands high average speeds in absolute safety.

The basis of the R8 is a steel four-door saloon body, which forms the chassis. It has the square lines that came from Italy, but is unusual in having a concave depression in the lid of the front boot, which gives it a most individual air. The radiator of the sealed cooling system is behind the rear-mounted engine, so more room around the rear seats is available than in previous Renaults. A most important feature is the use of wheels which are large by the standards of today. This is advantageous from the point of view of riding over difficult terrain but, even more important, it allows large brakes to be installed without screening them from the air flow.

The progressive rate suspension system employs a combination of helical springs and rubber units with telescopic dampers, an anti-roll bar reinforcing the front

assembly. Pressed steel wishbones, with ball joints supporting the stub-axle uprights, are pivoted on a rubber-insulated cross member which also carries the rack and pinion steering gear. At the rear, the swing axles are located by tubular arms which pivot ahead of the engine-gearbox assembly and form extended triangles in effect. This accurate location of the rear wheels is of the utmost importance in securing good roadholding and directional stability.

All four wheel hubs carry disc brakes which can only be described as enormous for the size of the car. Indeed, they are larger than those which are usually applied to sports cars in the 1,600 to 2,000 c.c. group! A limiting valve prevents the use of too much pressure on the rear wheel cylinders to avoid locking under panic braking. In spite of their size, these brakes, by their sophisticated design, actually save 3 lb. unsprung weight per wheel compared with the drums of the Dauphine. The hydraulic operation is by Lockheed and the light alloy calipers can literally be detached in a matter of seconds. This means that relining the brakes is now easier and quicker than draining and refilling the sump! Progress in automobile design certainly continues.

The five-bearing engine is a sturdy little unit with wet liners and a light alloy head. The crankshaft is fully counterbalanced and the camshaft is chain driven, a new departure for Renault, but we say farewell to the clatter of gears without regret. The pushrods are steeply inclined towards the centre of the engine. This allows the valves to be tipped towards the ports, giving an advantageous sweep to the gas passages and simultaneously providing a tapered combustion space with the sparking plugs at the thick end of the wedge. Naturally, hardened valve seats are inserted in the aluminium head. The Solex downdraught carburettor has automatic control of the



choke and the hot spot and contains an accelerating pump.

The clutch is of the diaphragm type without separate helical springs or operating fingers. The four-speed gearbox has synchromesh on the upper three ratios and a central, remote-control gear lever. A three-speed, all-synchromesh gearbox is available to choice and this is generally preferred by Parisian motorists for the ultra-rapid negotiation of heavy traffic. The latter box is also employed in conjunction with a push-button automatic transmission, but this is not yet available in England and the test car had the four-speed gearbox, which is the normal wear in this country.

Having already driven the R8 in France and Spain, I had only to become accustomed to the changes brought about by right-hand steering and controls. I noticed that the gear lever now has an ordinary round knob and has been cranked back a little, but it might be still closer to the driver with advantage. As is usual with rear-engined cars, the front wheel arch caused the pedals to be offset to the left, an arrangement which became less noticeable after one had driven for some distance. The fairly high seating brings the head close to the roof, and those owners who hunt or attend official functions would do well to remove their top hats before entering. The body seems surprisingly large inside and can be used as a five-seater without discomfort.

Like all Renault engines, the five-bearing unit in the R8 has plenty of "punch" at low speeds. This largely nullifies the disadvantage of an unsynchronized bottom gear; indeed second speed can be used for standing starts on the level. The up changes go through very quickly indeed and the clutch grips at once. This renders the acceleration figures even better than one would expect from 48 b.h.p. in a light car. Liveliness is certainly a notable characteristic of the R8, and it is a very nippy car in traffic.

The maximum speed is just over 80 m.p.h. at which rate the engine seems

while road noises are particularly well excluded. Several passengers remarked on the general feeling of luxury that the interior of the car provided and certainly, from the driver's viewpoint, one gained the impression of handling a top quality product. The cornering power is high for a saloon and the fairly quick steering is an improvement on that of previous Renault models as is the stability in cross-winds. The ride is well damped but bad bumps are ironed out.

Tremendously powerful brakes are a feature. They never fade and they are protected against rain and grit. Smooth, and with a light and progressive pedal action, it is impossible to fault these four-wheel discs. The hand brake is effective, thanks to the generous diameter.

It is to be hoped that the present winter is an exception, but those pessimists who expect further repetitions had better order their Renaults right away! The powerful traction of this car is no doubt due to its large wheels and to having the weight at the driving end. It also lacks projections underneath to catch in deep snow. At all events, I was able to negotiate my long drive every day, in contrast to a front-engined, rear-driven car which I had to leave in the snow two miles away—and walk.

The heater is quite effective, though it takes much longer to warm up than that of the R4. It operates without using the electric blower at cruising speeds, but when crawling the blower must be used and some noise tolerated. The car is well equipped, the wipers having a three-position switch for "go-stop-park". The lights have that excellent dipping system which deflects some light towards the left pavement, but why on earth does the hand control, which is similar to the one on the R4, work in the opposite direction to the lever of that car? There is a very good built-in ventilation system.

The Renault R8 is a well-made car which has a remarkable air of quality for a moderately-priced product. It requires the minimum of maintenance but is laid out



SPECIFICATION AND PERFORMANCE DATA

Car Tested: Renault R8 four-door saloon, price £671 3s. 9d. including P.T.

Engine: Four-cylinder 65 mm. x 72 mm. (956 c.c.), five-bearing crankshaft and wet liners. Push-rod-operated overhead valves in light alloy head. 48 b.h.p. at 5,200 r.p.m. Compression ratio 8.5 to 1. Downdraught Solex carburettor with automatic choke. Coil and distributor ignition.

Transmission: Single dry plate diaphragm-type clutch. Four-speed gearbox with synchromesh on upper three gears and central remote control, ratios 4.50, 6.65, 9.17, and 16.10 to 1. Spiral bevel final drive to swing axles.

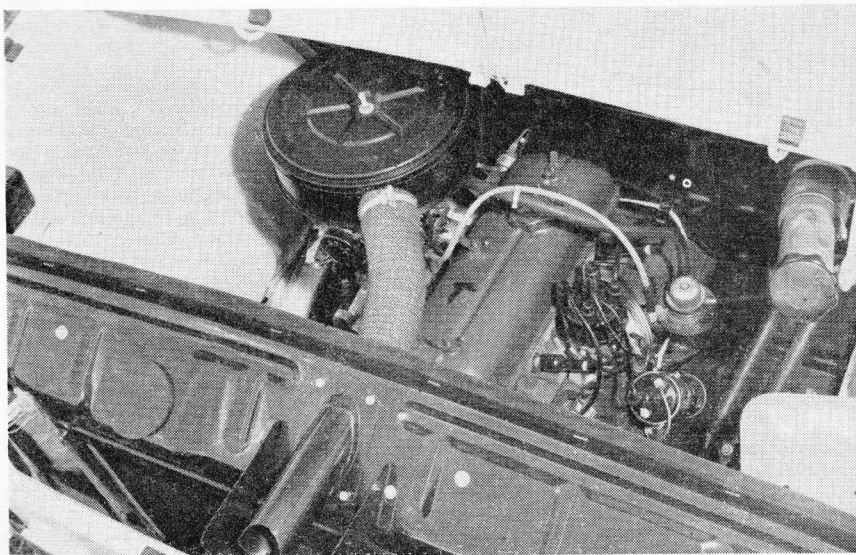
Chassis: Combined body and chassis. Independent four-wheel suspension by helical springs, rubber units, and telescopic dampers. Unequal length wishbones in front with anti-roll bar and rack and pinion steering. Triangulated swing axles behind. 10½ in. Lockheed disc brakes on all four wheels. Bolt-on disc wheels, fitted 145 x 15 in. tyres.

Equipment: 12-volt lighting and starting. Speedometer. Fuel gauge. Windscreen wipers and washers. Heating, demisting, and fresh-air ventilation system. Town and country horns. Flashing direction indicators. Parking lights.

Dimensions: Wheelbase 7 ft. 5½ ins. Track (front) 4 ft. 1¼ ins. (rear) 4 ft. Overall length 13 ft. 1 in. Width 4 ft. 10½ ins. Turning circle 30 ft. Weight 14 cwt.

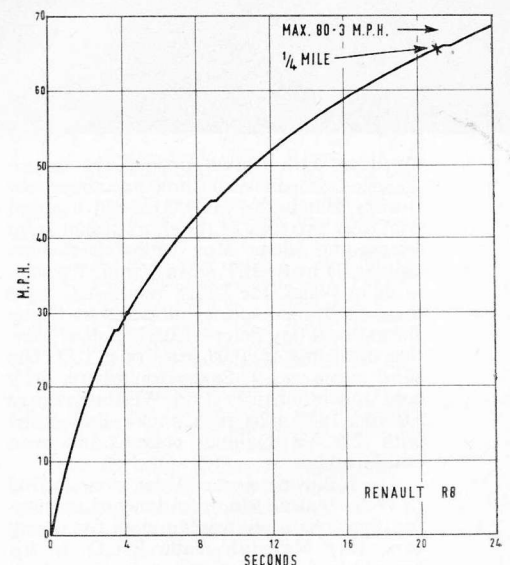
Performance: Maximum speed 80.3 m.p.h. Speeds in gears: 3rd 66 m.p.h., 2nd 45 m.p.h., 1st 28 m.p.h. Standing quarter-mile 21.2 secs. Acceleration 0-30 m.p.h. 4.2 secs., 0-50 m.p.h. 11.2 secs., 0-60 m.p.h. 16.8 secs.

Fuel Consumption: 33 to 37 m.p.g.



happy to run indefinitely. Some small cars become very thirsty when held at their ultimate velocity, but the R8 remained surprisingly economical during a session on the M1 and used no oil during extended hard driving. The engine is very smooth and quiet, a faint hum from the transmission being the only noticeable sound,

for easy servicing and has obviously been designed for the type of driver who keeps his right foot well down all the time. It is compact for traffic driving and parking, yet it will carry four or five people and plenty of luggage. Above all, it has the kind of brakes that make one want to spend a holiday in the Alps.



THE year 1962 was memorable in British hill-climbing. At last the domination of twin-J.A.P.-engined Coopers was broken, and for the first time in 11 years a car with an engine capacity exceeding 1,200 c.c. won. The 1962 champion, Arthur Owen, is only the eighth winner, although the competition has been run consecutively since 1948. Ken Wharton won no fewer than four times; David Boshier-Jones and Tony Marsh three times each; while Raymond Mays, Dennis Poore, Sydney Allard, and David Good have all won on one occasion, the last named being the 1961 champion.

Unlike continental hill-climbs, British events are held in the main on tight twisting courses, usually with a very narrow width of road. This has been the main factor behind the Cooper-J.A.P.'s phenomenal run of success. Its superior suspension and road-holding has more than combated the sheer power of the "big bangers"—that is up till 1962 when, at last, modern machinery amply equipped to deal with the special challenge hill-climbing offers had forsaken the circuits where there was no class for them to run in. If one really wants to see big, hairy racing cars making the right sound, hill-climbing is about the only place left where one can still see them in any quantity.

Sprinting, as against hill-climbing, still remains rather dull by comparison, and until there are more projectiles such as Sydney Allard's dragster it is likely to remain so. Allard easily won the newly instigated AUTOSPORT National Sprint Trophy.

SEASONAL SURVEY No. 6

BY PAUL WATSON

HILL-CLIMBS AND SPRINTS

things the ex-Sopwith E-type Jaguar. Tony Marsh popped in on his way back from testing his new Marsh-B.R.M. at Finmere and gave a shattering demonstration of things to come. The Marsh-B.R.M. is a combination of Tony's own thoughts in chassis and body construction mated to an ex-works 2½-litre B.R.M. engine producing around 280 b.h.p.

On the Sunday Lloyds M.C. held a small and informal speed trial at Brands Hatch, B.T.D. going to Nelson Graham (M.G.A. "Twin-Cam"). Over in Wales there was a sprint at Rhydymwyn, that Welsh village that none but the Welsh can pronounce. This marked the beginning of a long non-championship struggle between Ian McLaughlin and Josh Randles; the former drove an 1,100 c.c. Cooper-J.A.P. and the latter the ex-Chequered Flag 2-litre Cooper Monaco. McLaughlin's time of 1 min. 14.8 secs. was good enough to beat his rival, who returned 1 min. 16.4 secs.

Next weekend Josh Randles went to

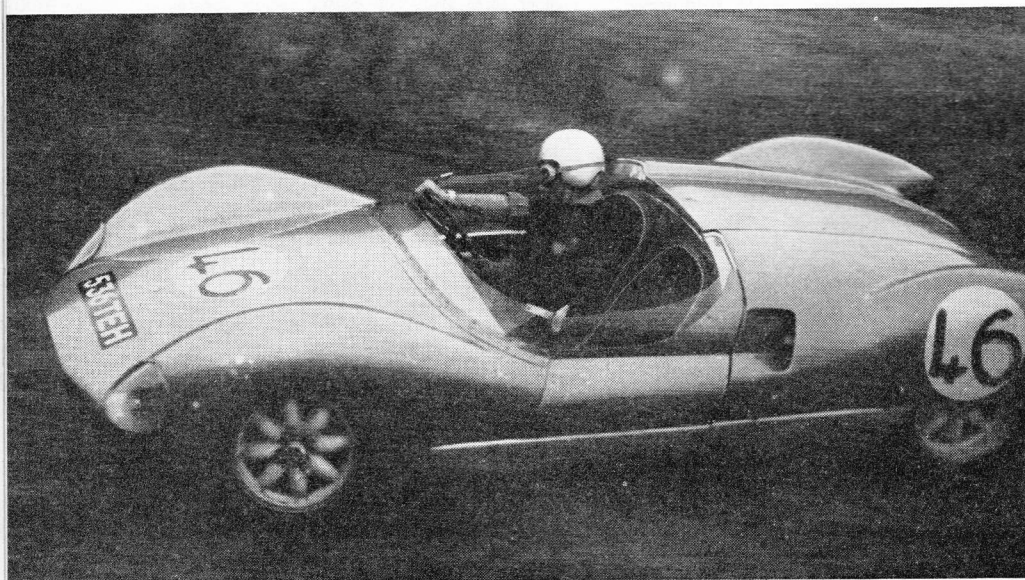
members of the A.M.O.C. Run under poor conditions, Patsy Burt made B.T.D. in the only modern single-seater present, her 1,500 c.c. single-cam Cooper-Climax, in 50.14 secs. The same day the Eastern Counties M.C. ran a new venture at Snetterton, a speed trial run half in daylight and half at night. Roy Millbank was slightly quicker on his early run to record 57.5 secs. for B.T.D. At Brands Hatch Clive Lacey made sure of B.T.D. with his very rapid Lotus-Ford 105E 7. On the same weekend the year's first national hill-climb took place at Catterick in Yorkshire. Alan Ensoll, the previous record-holder, had forsaken his D-type Jaguar for a more standard-looking XK120 (the ex-David Howard car) and was soundly beaten by Randles, who sped up in 40.45 secs. for a new course record. Ensoll was second in 41.65 secs. and Campbell Dawson third with 43.30 secs.

Ken Wilson drove the ex-Equipe Nationale Belge 3.4 Lister-Jaguar to a win at Pembrey Airfield near Swansea in 14.12 secs. over 440 yards, and together with Charles Scognina (Aston Martin DB3S) and Peter Cottrell (Lotus-Climax 15) got below the old course record.

The weekend 14th/15th April was very busy with five separate events. Saturday saw round three of the exciting McLaughlin/Randles duel, this time at Ragley Park near Alcester. McLaughlin won in 23.5 secs., while Josh got beaten by Austen May in an old Lotus-Ford 18 F.J. Roy Salvadori was guest of the B.A.R.C. at Biggin Hill on the Sunday and opened the last event to be held on this course with his Cooper-Mini. Mike Barker made B.T.D., driving his very rapid 3.4 Alton-Jaguar. Over in Essex, the W.E.C.C. had found a new venue at Debden to replace the one they had lost at North Weald. This was a national meeting and attracted a fine entry of powerful racing cars. Tony Marsh made his first official appearance with the Marsh-B.R.M. and proceeded to set best time over the standing-half-mile in 18.33 secs. Patsy Burt was second, this time driving Arthur Owen's ex-Tommy Atkins I.C.F. Cooper-Climax. However, it was the standing-quarter-mile that produced the sensation of the day. Sydney Allard managed an incredible 10.48 secs. to become the British national quarter-mile record holder. Marsh was runner-up with 11.92 secs. and Patsy was third with 12.67 secs. This was the first round of the AUTOSPORT Sprint Trophy and Allard took command straight away.

Up in Northumbria R. A. Blaylock (Triumph TR2) made B.T.D. in a small sprint at Burn Close, while on the same day Robin Scott drove the ex-Henderson supercharged Cooper-J.A.P. to win at Yorkshire's Castle Howard. His time of 26.71 secs. constituted a new record for the lengthened course and narrowly beat Phil Chapman (Chapman-Mercury).

Sunday, 22nd April, saw Pembrey in use again, but this time a twisty course. Josh Randles met no opposition and set a new



SUNDAY, 11th March, opened the British speed season with three meetings. At Brands Hatch the M.G.C.C. ran a speed trial over two laps of the short circuit from a standing start. Roy Millbank (Lotus-Climax 7) made B.T.D. in 2 min. 7.6 secs. Over in Wales, the South Wales A.C. held their traditional spring hill-climb at Castel Farm, local boy Peter "Taffy" Cottrell putting up a time of 30.08 secs. for B.T.D. The third event was at Snetterton where, on a cold and bitter day, Peter Westbury drove his old 1957 F2-type Cooper, now fitted with 2.6 V8 Daimler engine, and won comfortably.

The following weekend the scene moved to Wellesbourne Mountford, near Leamington Spa. As there was no class for racing cars, Ray Meredith made B.T.D. in his incredibly fast "Moggy," defeating of all

WORKING HARD at the wheel of his Cooper Monaco is Josh Randles who, more often than not, was well amongst, if not ahead of, the single-seaters. Here he is about to hurtle off the page at Rest-and-be-Thankful.

Sealand to win the old established Queensferry sprint in 14.27 secs. Keith Jones gave Randles some opposition, recording 14.60 secs. with a Lotus-Ford 20. The weather was slightly better at Church Lawford the next day where Josh Randles met Ian McLaughlin for the second time. This was a drag type of event and the 2-litre Climax engine in Randles' car was too much for the smaller J.A.P. unit, although George Brown's time on his Vincent 1,000 c.c. motor cycle "Nero" beat everyone.

A week later the popular Wiscombe Park season opened with a private club event for

record of 31.28 secs. Douglas Wilson-Spratt was best at Long Marston—a Kart track in the Chilterns—and Eric Willmott made B.T.D. at Little Rissington near Cheltenham with a new course record of 39.29 secs. George Keylock was runner-up, driving a supercharged 1,500 c.c. Cooper-Climax; Randles could only manage fourth behind Peter Hughes. On the following day Peter Cottrell made it four B.T.D.s in a row at Castel Farm with a time of 27.82secs. Charles Scognina was second. The B.A.R.C.'s opening hill-climb at Brunton

Ray Fielding in the ex-Dan Gurney 2½-litre B.R.M. Arthur Owen from Jersey was third in his 2½-litre Cooper-Climax. The championship runs were very much a repeat of the class ones with Marsh completely dominant, smashing the hill record with a time of 48.84 secs. Ray Fielding came in second and Reg Phillips slipped into third to take the minor award away from Owen. An interesting time was put up in the Formula Junior class by Bill Bradley who was at the wheel of a brand new Cooper-Ford from the Midland Racing Partnership

again" Ian McLaughlin in 23.4 secs. Class winners included Gerry Tyack (ex-Fielding 1.5 Emeryson-Climax), 26.7 secs., Josh Randles 25.0 secs., Geoff Wilson (1100 Lotus-Ford 18 F.J.) 25.2 secs. and Bryan Eccles 24.0 secs. The now defunct Croydon Airport was in use on Sunday and Jack Richards made B.T.D. against only nominal opposition. At Mancetter, a quarry near Coventry, Randles at last broke a long series of seconds to McLaughlin, while Mike Hatton (1100 Cooper-J.A.P.) came into the reckoning with a third place. As mentioned earlier Wally Cuff was in winning form and made quite sure of the Seven-Fifty M.C. hill-climb at Blandford, equalling the course record in 29.22 secs. He was followed home by Eric Willmott, Patsy Burt and Freddy Floyd, in that order.

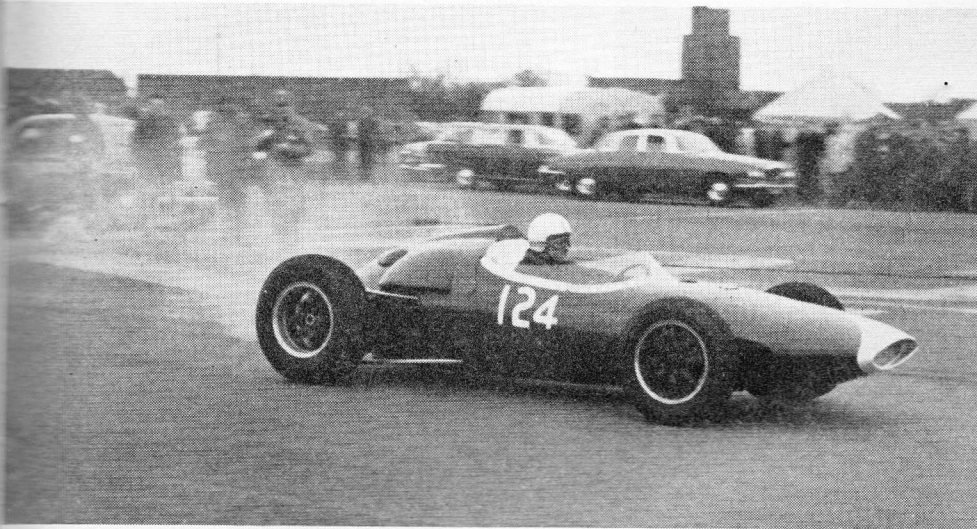
Robin Beck (ex-Protheroe 3.8 Jaguar XK120) succeeded in beating the E-types of Sturgess, Lambert and Delingpole over a standing half mile at Wellesbourne, putting in the remarkable sports car time of 22.70 secs. Ken Wilson's Lister-Jaguar was on the same day beaten at Castle Combe by Ron Fry's blood red 250 GT Ferrari. This meeting was acting as a try out for the re-opening of Castle Combe as a racing circuit.

Wiscombe Park was to be the scene of round two in the Hill-Climb Championship; it was a tribute to the enthusiasm of the Majors Chichester (the land owner) and Lambton who, over the brief period of two seasons, have elevated Wiscombe to become in my humble opinion the finest hill-climb in the country. Ian McLaughlin repeated his Prescott win in the small racing car class, although cars of up to 1,500 c.c. were permitted to run as well. Wally Cuff's almost veteran Cooper-J.A.P. was second, heading Willmott's red Elva by a fraction. All the big racing cars ran together although it was clearly going to be a three-cornered fight between Marsh, Owen, and Fielding. Tony was as expected fastest, setting a new course record of 45.49 secs., but was hard pressed by Fielding who was really on-form and finished a mere 0.80 of a second behind. Owen was about the same distance behind in third place. The whole concept of the meeting changed towards the end of the day when the rain that had been threatening came pouring down, turning the hill into a skating rink. Marsh didn't like this at all and was soundly thrashed by Fielding, Randles (a terrific effort for a sports car) and Owen. Fielding thus had his first win in an R.A.C. championship qualifier. Poor David Good was bothered all day by carburation trouble and dragged along at the tail of the field.

20th May: WISCOMBE PARK

B.T.D.: Tony Marsh (2,491 c.c. Marsh-B.R.M.), 45.49 s.* Racing Cars. Up to 1,500 c.c.: Ian McLaughlin (1,098 c.c. Cooper-J.A.P.), 45.90 s. Over 1,500 c.c.: Tony Marsh (2,491 c.c. Marsh-B.R.M.), 45.49 s. G.T. and Sports Cars. Up to 1,000 c.c.: Graeme Austin (992 c.c. Lotus-B.M.C. 7), 52.03 s. 1,001-1,300 c.c.: Vaughan Hatton (1,216 c.c. Lotus Elite), 53.57 s. 1,301-1,600 c.c.: Jack Richards (1,440 c.c. Lotus-Climax 7), 50.00 s. 1,601-2,600 c.c.: Josh Randles (1,960 c.c. Cooper-Climax Monaco), 47.65 s. Over 2,600 c.c.: Phil Scragg (3,781 c.c. Lister-Jaguar), 50.87 s. Touring Cars. Up to 1,000 c.c.: Nicholas Porter (997 c.c. Austin Mini-Cooper), 55.20 s. Over 1,300 c.c.: Amie Lefevre (1,494 c.c. Sunbeam Rapier), 57.02 s. Vintage and P.V.T. Sports and Racing: Gordon Chapman (1,488 c.c. s/c E.R.A. "B"-type), 50.65s. R.A.C. Championship: 1, Ray Fielding (2,491 c.c. B.R.M.), 51.65 s.; 2, Josh Randles (1,960 c.c. Cooper-Climax Monaco), 52.63 s.; 3, Arthur Owen (2,495 c.c. Cooper-Climax), 53.01 s.; 4, Tony Marsh (2,491 c.c. Marsh-B.R.M.), 53.52 s.; 5, Reg Phillips (1,460 c.c. s/c Fairley-Climax), 54.97 s.; 6, Ian McLaughlin (1,098 c.c. Cooper-J.A.P.), 55.30 s.

Brian Redman (Morgan Plus 4) made B.T.D. at Chorley, while Chris Nicholson was fastest over the Kart track at Long Marston. On the last weekend of the month



TONY MARSH was about the fastest thing in hill-climbing last year until he crashed his B.R.M.-engined Marsh Special at Rest-and-be-Thankful in June. He appeared at the end of the season with a B.R.M., his special being irreparable.

stable; his time of 51.57 secs was faster than Fielding's in the Championship class!

6th May: PRESCOTT

B.T.D.: Tony Marsh (2,491 c.c. Marsh-B.R.M.), 48.84 s.* Best Lady: Patsy Burt (1,460 c.c. Cooper-Climax), 55.82 s. Racing Cars. Formule Libre (1, 2 or 3 cyls.): Ian McLaughlin (1,098 c.c. Cooper-J.A.P.), 53.20 s. Up to 1,500 c.c.: Tony Marsh (1,475 c.c. B.R.M.-Climax), 51.00 s. Over 1,500 c.c.: Tony Marsh (2,491 c.c. Marsh-B.R.M.), 51.38 s. Formula Junior: Bill Bradley (1,098 c.c. Cooper-Ford Mk. 3), 51.57 s.* Sports-Racing Cars. Up to 1,600 c.c.: Jack Richards (1,440 c.c. Lotus-Climax 7), 54.83 s. Over 1,600 c.c.: Phil Scragg (3,781 c.c. Lister-Jaguar), 52.87 s. Sports, Touring and G.T. Cars. Up to 1,000 c.c.: G. G. L. Thomas (994 c.c. Austin-Healey Sprite Mk. 1), 62.67 s. 1,001-1,600 c.c. Ashley Cleave (1,086 c.c. Morris Special), 62.55 s. Over 1,600 c.c.: Phil Scragg (3,781 c.c. Jaguar "E"), 57.33 s. Bugatti Handicap: T. A. Roberts (3,255 c.c. Bugatti 57), 57.95 s. nett. R.A.C. Championship: 1, Tony Marsh (2,491 c.c. Marsh-B.R.M.), 48.84 s.**; 2, Ray Fielding (2,491 c.c. Fairley-Climax), 52.62 s.; 4, Arthur Owen (2,495 c.c. Cooper-Climax), 52.82 s.; 5, Ian McLaughlin (1,098 c.c. Cooper-J.A.P.), 52.84 s.; 6, Bryan Eccles (998 c.c. s/c Cooper-J.A.P.), 52.95 s.

The previous day there was a small sprint at Aintree, Keith Jones made best time and Donald Hill (Elva Mk. 6) broke the sports car record. For some time now Montague Burton's factory in Leeds has been kindly lent to the B.A.R.C. for sprinting. Tony Lanfranchi elected to enter with his Elva and promptly set up a new course record in 32.27 secs.

The weekend 12th-13th May was certainly a benefit for Wally Cuff. He first went to Dyrham Park, near Stroud, for the Bristol Club's opening meeting, setting a new course record in 34.75 secs. Freddy Floyd (1100 Cooper-J.A.P.) was second although hard pressed by Tony Kilburn's sports Lotus-Climax 11. At Ragley the same day the record fell to "that man

was important from David Good's point of view as this was to be his first outing with a new car. He had retained his championship winning J.A.P.-twin-engine and fitted it into the back of a 1961 Cooper Junior chassis. Regrettably, fuel-pump trouble forced David to give best to Wally Cuff (1,100 c.c. Cooper-J.A.P.) who recorded 27.21 secs. This was to be the start of a series of frustrating troubles that eventually forced the Newbury driver to replace his J.A.P. engine with a twin-cam Climax unit.

David Good was out again at Loton Park the following weekend, this being the first National event at Loton. The car ran better but the opposition was greater, Ian McLaughlin making B.T.D. in 33.93 secs. Randles was runner-up to his old rival, while David was third. Phil Scragg set a new sports car record of 35.14 secs. in his 3.8 Lister-Jaguar, an unusual car derived from the Ecurie Ecosse single-seater of doubtless fame. Over at Wellesbourne, Geoff Richardson had one final fling in his Connaught-engined Cooper-R.R.A. before selling the car to Jackie Epstein; he recorded B.T.D. in 42.4 secs.

On Sunday, 6th May, Prescott was the scene of the first round of the 1962 R.A.C. Hill-Climb Championship. Ian McLaughlin set the ball rolling in the Formule Libre class with a climb of 53.20 secs. to defeat David Good, who was having some trouble in the suspension department of his Cooper. Bryan Eccles managed third place in a 998 c.c. supercharged Cooper-J.A.P. However, the day was a complete benefit for Tony Marsh: in the Formula 1 class he ran his B.R.M.-Climax, recording 51 secs. dead to defeat Reg Phillips (1.5 s/c Fairley-Climax) by no less than 3.89 secs.—a very large margin by any standard in hill-climbing—and Patsy Burt, while in the unlimited racing car class it was all Marsh once again. This time using the Marsh-B.R.M. he was 0.38 of a second slower than in the F.1 car but still 1.72 secs. faster than

record. Bryan Eccles was runner-up with his supercharged car, Austen May was a class winner, as was Josh Randles who, in fact, won two.

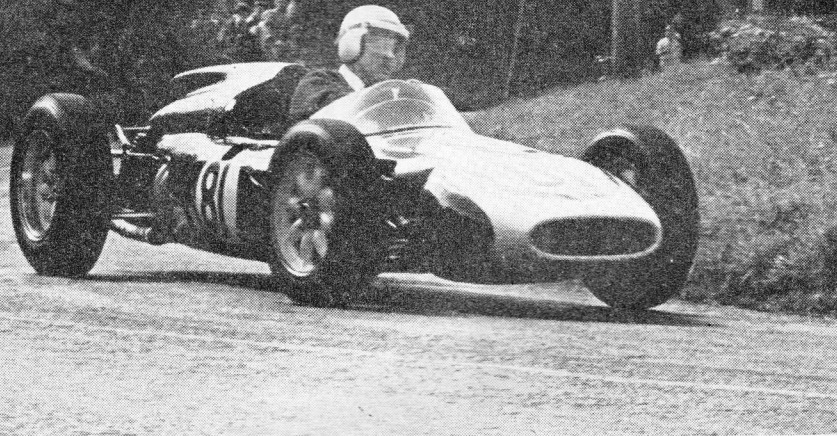
Peter Westbury was in action at Brunton on the 17th June, but not for long—on his first run in the unlimited racing class he crashed heavily on the top bend, damaging his car severely but luckily not himself. Eric Willmott made B.T.D. in 25.42 secs., just a 100th of a sec. slower than David Good's course record. Poor David was still struggling: the best he could do was fifth overall. With Westbury out of the running, Jackie Epstein went on to win the big racing class with his Cooper-R.R.A.

The Hill-Climb "circus" moved up to Scotland on 23rd June for the Lothian Car Club's contribution to the Championship at Bo'ness. Tony Marsh got his entry in time and easily made B.T.D. and a new course record of 30.99 secs. He also won his class with a slightly slower time of 31.35 secs., while Arthur Owen was second overall in 31.95 secs. Ian McLaughlin was in a separate class from Reg Phillips this time, but was nonetheless still playing second-fiddle this time to the brilliant Jersey driver Mac Daghorn who was handling the ex-David Boshier-Jones Cooper-J.A.P. 1100. Daghorn recorded 33.21 secs. and McLaughlin 33.33 secs. The 1,500 c.c. class obviously fell to Phillips in 32.95 secs., the only opposition coming from local boy Gray Mickel with an old, but well-driven Cooper-Climax F2. In the championship Owen improved on his class run to finish second again to Marsh and Fielding slipped in the third ahead of the battling trio to McLaughlin, Phillips, and Daghorn. Poor David Good was again out of luck, although he had reverted to his old faithful chassis. Fielding's third place was good enough to keep him ahead on championship points, although Marsh was creeping close and Phillips had come up into third place.

23rd June: BO'NESS

B.T.D.: Tony Marsh (2,491 c.c. Marsh-B.R.M.). 30.99 s.* Best Lady: Agnes Mickel (1,460 c.c. Cooper-Climax), 36.76 s. Racing Cars. Up to 1,100 c.c.: Mac Daghorn (1,098 c.c. Cooper-J.A.P.), 32.88 s. 1,101-1,500 c.c.: Reg Phillips (1,460 c.c. s/c Fairley-Climax), 32.95 s. Over 1,500 c.c.: Tony Marsh (2,491 c.c. Marsh-B.R.M.), 31.35 s. Sports Cars. Up to 1,000 c.c.: Bill Stein (997 Lotus-Ford 7), 36.45 s. 1,001-1,500 c.c.: 1,501-2,000 c.c.: Josh Randles (1,960 c.c. Cooper-Climax Monaco), 33.09 s. Over 2,000 c.c.: Phil Scragg (3,781 c.c. Lister-Jaguar), 33.84 s. R.A.C. Championship: 1, Tony Marsh (2,491 c.c. Marsh-B.R.M.), 30.99 s.**; 2, Arthur Owen (2,495 c.c. Cooper-Climax), 31.63 s.***; 3, Ray Fielding (2,491 c.c. B.R.M.), 31.87 s.***; 4, Ian McLaughlin (1,098 c.c. Cooper-J.A.P.), 32.79 s.; 5, Reg Phillips (1,460 c.c. s/c Fairley-Climax), 32.96 s.; 6, Mac Daghorn (1,098 c.c. Cooper-J.A.P.), 33.09 s.

The third event of the year at Wiscombe Park was won by Eric Willmott, whose red Elva climbed in 47.17 secs. to head Wally Cuff and R. M. Hartwell (Cooper-J.A.P. 1100). David Good blew up his Cooper in practice, but was sportingly given a drive in the Majors Chichester's and Lambton's 1,500 c.c. s/c Alta. Several drivers arrived hot foot from Bo'ness to compete the following day at Long Marston. This was a national event over 880 yards and 440 yards. In the former, Marsh put in B.T.D. in 18.48 secs., a very brave drive in appallingly windy conditions. Josh Randles took the sports car class with a time of 20.56 secs. and Sydney Allard won the 440-yard Drag, the second qualifier for the AUTOSPORT Trophy, heading Marsh and Jack Cordingley. At Ragley Park the following weekend Ian McLaughlin brought the course record down to 23.31 secs., Bryan Eccles running well to finish a close second in 23.49 secs. Class winners included Austen



HILL-CLIMB CHAMPION Arthur Owen sits well forward in his 2½-litre Cooper-Climax in the Craigantlet hill-climb. The Jerseyman was very consistent throughout the season—though in only one of the championship-qualifying events did he make B.T.D.

Josh Randles faced a new rival at Barbon Manor. Jack Cordingley was entered in the J.B.W.-Maserati, the first of two machines built by Brian Naylor. Josh tried very hard but was beaten by just a 100th of a second, Cordingley's time of 30.46 secs. constituting a new hill record. Randles was having a busy weekend and the following day he found himself farther south at Leighton Hall. The opposition was only negligible and Josh set up a new course record of 13.42 secs. Even farther south the B.A.R.C. had a hill-climb at Firl, near Lewes in Sussex. David Good had entered his F.J. Cooper-J.A.P., but expected tough opposition from Arthur Owen. This is a very fast hill and the extra power from Owen's Climax engine told, giving him B.T.D. and a new hill record of 24.83 secs. David was runner-up, although some way behind, and Gordon Parker (3.4 H.K.-Jaguar) took third place.

Shelsley Walsh was in use on 3rd June for round three of the Championship. Ray Fielding started as favourite, mainly because Tony Marsh had put his entry in too late to be accepted. The 1,500 c.c. class saw a battle between Reg Phillips and Ian McLaughlin; being a very fast hill, Phillips was able to use the extra power of his supercharged Climax engine and he recorded 35.89 secs. McLaughlin was second 36.66 secs. and Peter Gaskell third with one of Marsh's old Cooper 1100s. Fielding won the big class, but was pressed all the way by Chris Summers who had persuaded a big 4.7 Chevrolet engine into the back of his old leaf-sprung F2 Cooper. The combination was effective enough to give Chris second place in 34.99 secs., just 0.17 of a second behind Fielding. The Championship class was a repeat of the class results, Fielding improving to 34.65 secs. and Summers to 34.80 secs. Reg Phillips was third, narrowly heading McLaughlin. This was not one of the best meetings of the year, being spoilt to a great extent by the Midland A.C.'s refusal to allow Marsh an official run, which under the circumstances was very narrow-minded. They did, however, allow him to give a "demonstration"—and what a demonstration it was: in a superb

display of skill and judgment Tony rocketed up to record 33.96 secs., the first ever time of under 34 seconds.

3rd June: SHELSLEY WALSH

B.T.D.: Ray Fielding (2,491 c.c. B.R.M.), 34.65 s. Racing Cars. Up to 500 c.c.: Peter Hughes (499 c.c. Cooper-Norton), 39.42 s.; 501-1,500 c.c.: Reg Phillips (1,460 c.c. s/c Fairley-Climax), 35.89 s. Over 1,500 c.c.: Ray Fielding (2,491 c.c. B.R.M.), 34.82 s. Formula Junior: Eric Willmott (1,098 c.c. Elva-Ford), 37.72 s. Sports Cars. Up to 1,600 c.c.: Jack Richards (1,440 c.c. Lotus-Climax 7), 38.59 s. 1,601-3,000 c.c.: Josh Randles (1,960 c.c. Cooper-Climax Monaco), 36.09 s. Over 3,000 c.c.: Phil Scragg (3,781 c.c. Lister-Jaguar), 36.70 s. R.A.C. Championships: 1, Ray Fielding (2,491 B.R.M.), 34.65 s.; 2, Chris Summers (4,658 c.c. Cooper-Chevrolet), 34.80 s.; 3, Reg Phillips (1,460 c.c. s/c Fairley-Climax), 35.94 s.; 4, Ian McLaughlin (1,098 c.c. Cooper-J.A.P.), 36.21 s.; 5, Josh Randles (1,960 c.c. Cooper-Climax Monaco), 36.57 s.; 6, Douglas Haigh (1,132 c.c. s/c Cooper-Norton-J.A.P.), 37.09 s.

At Brands Hatch Peter Deal (Lotus-Ford 7) did well to beat Roy Millbank over two laps of the short circuit, returning a time of 2 mins. 5.2 secs. At Baiting Dam Peter Finney made B.T.D. with his rapid little Beacon-U2. David Wragg had the weekend's second U2 success up at Escadfield, clocking 30.5 secs.

The following weekend was Whitsun and proved a busy three days of sprinting and hill-climbing. "Taffy" Cottrell made it five best-times-of-day in a run at Castel Farm, also setting up a new record class of 27.49 secs. At Prescott Marsh had entered his 2½-litre special and made B.T.D. with ease in 50.14 secs. Arthur Owen drove well but was over a second down on Marsh (51.44 secs.). Tommy Norton celebrated becoming a "Grandad" by winning the 1500 c.c. class in 54.49 secs. with his 1,220 c.c. supercharged Lotus-Climax 18. Bryan Eccles (998 c.c. s/c Cooper-J.A.P.) had an easy win in the 1, 2 and 3 cylinder class (52.77 secs.), while Josh Randles, and Geoffrey Wilson (Lotus-Ford 18 F.J.) both won their respective classes. At Snetterton the Romford E.C.C. held a sprint, B.T.D. going to Ron Dunnitt who easily recorded the best time with the ex-Sowrey Cooper-J.A.P. 1100. On the Monday there was a national sprint at Staverton and Arthur Owen stayed in the West Country to record B.T.D. in 31.90 secs., a new course

May, who was beginning to make a habit of winning the Formula Junior class.

The Championship remained in Scotland for the next round at Rest-and-Be-Thankful, organized by the Royal Scottish Automobile Club. All the leading names were present and it was expected to be a straight fight between Tony Marsh, Ray Fielding and Arthur Owen (the "Rest" favours big-engined cars and is also the longest hill-climb in the country). Ian McLaughlin was busy at Ragley, so Reg Phillips had a walk-over in the 1,500 c.c. class in 56.32 secs. Gray Mickel drove well in his old Cooper to take second place followed by his wife in the same car. Marsh was in winning form and he stormed up the hill to smash the record and win the over 1,500 c.c. class in 52.52 secs. Ray Fielding was second, well clear of Arthur Owen and Jack Cordingley. In the sports car classes Josh Randles had his customary win, while Phil Chapman was without Phil Scragg to contend with and took the big class. The small sports car class fell to a new name, Tom Clapham, who was at the wheel of a most beautifully turned-out Lotus-Climax Seven. The Championship class produced the days high drama; on his first run Tony Marsh tried a new line at the "Hump and Bump" bend, got it all wrong and crashed heavily—Tony was quite all right but the car subsequently proved a virtual write-off. This very unpleasant accident left Owen a clear field and he won in 52.63 secs. from Daghorn, Fielding, Randles, Good, Cordingley, Mickel and Reg Phillips.

Steve Neal was at Wellesbourne on 7th July with a very fast Kieft (Arden) combining a 1,500 c.c. Ford twin-cam engine. He recorded 39.40 secs. to beat Austen May by just under a second. The grounds of Valence School, Westerham, were in use for a hill-climb organized by a combination of motor clubs. Alistair Crawford made B.T.D. with his Lotus Elite, with the Neville father-and-son combination close behind in second and third positions. Paul Ivey (Lotus-Climax 7) was quickest at Wellesbourne and another Lotus victory went to J. Bloxham at Honeybourne. At Debden the West Essex C.C. had a small event around the perimeter tracks of the R.A.F. Air base, Roy Millbank gaining B.T.D. in 2 mins. 24.8 secs.

The sixth round in the Championship was at Westbrook Hay, near Hemel Hempstead, a very uninteresting hill that in the opinion of most should be dropped from the series. The 1,500 c.c. class saw Reg Phillips right off form, allowing Ian McLaughlin to win by nearly half a second from David Good, who was still driving his old Mk. 10 Cooper-J.A.P. Mac Daghorn pushed David hard to finish just 100th of a second behind the Newbury driver. It was about this time that David had decided to purchase a 1,500 c.c. twin-cam Climax engine for his Formula Junior chassis and was busy making arrangements with Tony Marsh for the sale of the engine out of Tony's Lotus 18. This was in fact his last appearance in the old car. Marsh was absent from the unlimited racing class,

7th July: WESTBROOK HAY

B.T.D.: Arthur Owen (2,495 c.c. Cooper-Climax), 22.85 s.* Racing Cars. Up to 500 c.c.: Albert Rodgie (497 c.c. Cooper-J.A.P.), 28.29 s. 501-1,500 c.c.: Ian McLaughlin (1,098 c.c. Cooper-J.A.P.), 23.97 s. Over 1,500 c.c.: Arthur Owen (2,495 c.c. Cooper-Climax), 23.87 s. Sports Cars. Up to 1,100 c.c.: Peter Boshier-Jones (1,098 c.c. Lotus-Climax 23), 25.34 s. 1,101-1,600 c.c.: Jack Richards (1,440 c.c. Lotus-Climax 7), 26.47 s. 1,601-2,500 c.c.: Josh Randles (1,960 c.c. Cooper-Climax Monaco), 24.26 s. Over 2,500 c.c.: Dizzy Addicott (3,524 c.c. Lotus-Buick 15), 25.89 s. Touring Cars. Up to 1,300 c.c.: G. V. Took (997 c.c. Morris Mini-Cooper), 31.22 s. Over 1,300 c.c. Amie Lefevre (1,494 c.c. Sunbeam Rapier), 31.40 s. R.A.C. Championship: 1, Arthur Owen (2,495 c.c. Cooper-Climax), 22.85 s.** 2, Bryan Eccles (998 c.c. s/c Cooper-J.A.P.), 23.56 s.** 3, Ray Fielding (2,491 c.c. B.R.M.), 23.70 s.**; 4, Ian McLaughlin (1,098 c.c. Cooper-J.A.P.), 23.71 s.**; 5, Josh Randles (1,960 c.c. Cooper-Climax Monaco), 24.10 s.; 6, Mac Daghorn (1,098 c.c. Cooper-J.A.P.), 24.37 s.

At Shelsley Walsh the Midland A.C. held an Inter-Club Team hill-climb with 26 teams, selected by ballot, taking part. The North Midland Team won with three widely differing types of cars (Tom Wild's Bugatti, Jack McEwan's Morgan Plus 4 and Roy Walton's Bolton-Riley). Close runners-up were the Bolton-le-Moors C.C. Individual B.T.D. went to Ian McLaughlin in 36.04 secs., while Bryan Eccles and George Keylock won their respective classes, the last named driving his supercharged 1,500 c.c. Cooper-Climax.

Prescott was having a busy season and on 15th July the Bugatti O.C. had a closed hill-climb. Douglas Haigh drove his gold supercharged Cooper-Nor-J.A.P. to win in 55.80 secs. Class winners included Gordon March, who was driving the ex-Rupert Instone Djinn. At Firle, sometime earlier, Bill Heathcote (Lotus-Ford 18 F.J.) won the combined B.A.R.C./M.G.C.C. event from Fred Jones in an early front-engined Lola Junior. In blustery and wet conditions Josh Randles made B.T.D. at Loton Park, although he was unable to crack McLaughlin's course record of 33.93 secs. Cordingley was runner-up and Geoffrey Wilson came out on top after one of his usual tough battles with Austen May.

Most of the Championship contenders made their way to Bouley Bay for the seventh round, although this meant crossing the sea and taking most of the week off (Bouley Bay is always held on a Thursday). With Fielding now only eight points ahead of Owen, the Jersey event was to be a vital round. On his home ground Mac Daghorn was quite unbeatable in the 1,500 c.c. class, returning a time of 50.74 secs. to lead the class, break the course record and lead all the big racing cars. Ian McLaughlin was over two seconds behind, with David Good close on his heels in third place. Preceding the 1,500 class there had been an event for 1,000 c.c. cars, thereby giving the resident Karts a chance to compete. Amongst them was one Renato "Tico" Martini who not only succeeded in winning the class but set up the almost unbelievable time of 52.21 secs.! This seemed fast enough for a Kart, but more was to come later. . . . Meanwhile, Arthur Owen on his home ground had no difficulty in winning the big class from Peter Westbury's Cooper-Daimler and Jackie Epstein's ex-Richardson Cooper-R.R.A. Then it happened—"Tico" Martini came to the line with his T.T.-Triumph Special, left it like a shot from a gun and before you could say "Jack Robinson" was at the top with a new course record of 50.63 secs.! Unfortunately, this was not allowed to count, as Martini is Italian and the event was of National British status, so actual maximum points went to Owen, who recorded 51.02 secs. A week or two later the R.A.C. reversed their decision and Martini's time was



RAY FIELDING holds a slide in his 2½-litre B.R.M. at Craigantlet. Ray led the Championship at the beginning of the year.

Marsh's accident prevented him from taking the lead away from Fielding and also allowed Owen to slip into second place.

30th June: REST-AND-BE-THANKFUL

B.T.D.: Tony Marsh (2,491 c.c. Marsh-B.R.M.), 52.52 s. Best Lady: Agnes Mickel (1,460 c.c. Cooper-Climax), 58.85 s. Racing Cars. Up to 500 c.c.: P. Callander (497 c.c. J.P.-J.A.P.), 74.41 s. 501-1,100 c.c. Mac Daghorn (1,098 c.c. Cooper-J.A.P.), 54.80 s. 1,101-1,500 c.c.: Reg Phillips (1,460 c.c. s/c Fairley-Climax), 56.32 s. Over 1,500 c.c.: Tony Marsh (2,491 c.c. Marsh-B.R.M.), 52.52 s. Sports Cars. Up to 1,500 c.c.: Tom Clapham (1,216 c.c. Lotus-Climax 7), 58.42 s. 1,501-2,000 c.c.: Josh Randles (1,960 c.c. Cooper-Climax Monaco), 54.36 s. Over 2,000 c.c.: Phil Chapman (4,460 c.c. Chapman Mercury), 58.44 s. R.A.C. Championship: 1, Arthur Owen (2,495 c.c. Cooper-Climax), 52.63 s.; 2, Mac Daghorn (1,098 c.c. Cooper-J.A.P.), 53.94 s.; 3, Ray Fielding (2,491 c.c. B.R.M.), 54.45 s.; 4, Josh Randles (1,960 c.c. Cooper-Climax Monaco), 54.71 s.; 5, David Good (1,098 c.c. Cooper-J.A.P.), 54.90 s.; 6, Jack Cordingley (2,489 c.c. J.B.W.-Maserati), 55.81 s.

which left a clear field for Arthur Owen and Ray Fielding to battle it out. This most exciting combat ended with the former just 100th of a second ahead, Bryan Eccles getting well within striking distance to take the minor award. In the championship class Owen once more was fastest, but Bryan Eccles in his best drive of the season managed to slip by the big, powerful B.R.M. to take second place; McLaughlin, Randles, Daghorn, Good and Phillips followed in that order. Jack Richards and Josh Randles won their respective sports car classes as expected, while Dizzy Addicott was a popular winner of the unlimited class with his big, hairy Lotus-Buick 15—Scragg was an absentee. The small sports car class saw the return of Peter Boshier-Jones who had sold his Lola in favour of a new Lotus-Climax 23; he had an easy win by over two seconds from Tony van Moyland's manx-tailed Cooper-Climax 1100 (ex-Fielding).

allowed to stand as a new course record and a championship winning time thus relegating Owen to second place and McLaughlin to third. Mac Daghorn would have been fourth, but he had earlier pranged his Cooper-J.A.P. and was relying on Peter Westbury's car. As Daghorn was not entered for the championship in this car his runs could not count—a pity as they were faster than the owner's!

26th July: BOULEY BAY

B.T.D.: Tico Martini (650 c.c. T.T. Triumph), 50.63 s.* **Racing Cars.** Up to 1,000 c.c.: Tico Martini (650 c.c. T.T. Triumph), 52.21 s. 1,001-1,500 c.c.: Mac Daghorn (1,098 c.c. Cooper-J.A.P.), 50.74 s. **Over 1,500 c.c.:** Arthur Owen (2,495 c.c. Cooper-Climax), 51.67 s. **Sports Cars.** Up to 1,600 c.c.: Tony Sargeant (1,098 c.c. Cooper-Climax), 57.13 s. **Over 1,600 c.c.:** Josh Randles (1,960 c.c. Cooper-Climax Monaco), 53.52 s. **R.A.C. Championship:** 1, Tico Martini (650 c.c. T.T. Triumph), 50.63 s.**; 2, Arthur Owen (2,495 c.c. Cooper-Climax), 51.02 s.; 3, Ian McLaughlin (1,098 c.c. Cooper-J.A.P.), 51.75 s.; 4, Peter Westbury (2,548 Cooper-Daimler), 52.16 s.; 5, P. le Gallais (500 c.c. L.G.S.-Triumph), 52.63 s.; 6, Josh Randles (1,960 c.c. Cooper-Climax Monaco), 53.71 s.

B.T.D. went to a lady at Church Fenton—not the usual Patsy Burt, but Mrs. Julie Warburton with a Lotus-Ford 20 F.J. in 26.42 secs., the opposition was, however, not very strong, comprising in the main rather "cooking" E-type Jaguars. Dyrham Park is fast becoming one of the leading hills in the West Country and, together with Wiscombe Park, will have a championship event in 1963. The second event of the year took place on the last Saturday of the month and saw Freddy Floyd reduce the course record to a cracking 34.20 secs. Austen May gave Freddy a good run for his money to finish second in 34.35 secs., while Haigh, Cuff and Dizzy Addicott followed in that order. Also on the last weekend of the month Jack Cordingley took his J.B.W.-Maserati up to Pembrey and, as expected, recorded B.T.D. in 31.55 secs. It was, however, by no means an easy win as Freddy Floyd pressed him hard all the way (31.66 secs.). Fred Jones had abandoned his Lola in favour of an 1100 Cooper-J.A.P. and finished third in 32.33 secs.

In Scotland there were two sprints, the first at Winfield were E. Liddell's Formula Junior Lola made B.T.D., and the second at Evanton, which went to Bill Stein's Lotus 7. At Goodwood on 11th August, Clive Lacey drove his Lotus-Ford 7 to record a best time of 54.60 secs. The "Three Clubs" had their second meeting of the year at Wiscombe Park on the same day as Goodwood; poor David Good was in trouble all day which allowed Wally Cuff to make B.T.D. in 46.51 secs., a mere tenth of a second better than Eric Willmott.

With Owen now leading Fielding, the championship "circuit" arrived at Great Auclum on 11th August for Round 8. "Tico" Martini had made the journey from Jersey together with his notorious Kart, and set the ball rolling by coming within 100th of a second of the outright hill record (20.50 secs.). Ian McLaughlin was second in the 1,100 c.c. class and David Good and Bryan Eccles tied for third spot. Having crashed heavily at Great Auclum the previous year, Arthur Owen was expected to take things easily in the over 1,100 c.c. class. Not so! Arthur shot up to win in 20.52 secs. from Peter Westbury 20.77 secs. and Ray Fielding 21.77 secs. However, it will be noticed that Owen's time of 20.52 secs. was still slightly slower than Martini's. In the sports car classes Peter Boshier-Jones continued to impress, winning the 1,100 c.c. class in the astonishing time of 20.99 secs.—faster than Fielding's B.R.M.! Other class winners included Arthur Mallock's U2-Ford which won the

1,400 c.c. class, Jack Richards and Phil Chapman. Howard Bennett took the 500 c.c. class in his beautifully driven Cooper-Norton. Martini continued his terrific pace in the Championship class to win and set up a new record for the hill of 20.14 secs. Arthur Owen was second, although slightly slower than in his class runs, while Peter Boshier-Jones took a magnificent third ahead of Daghorn, Eccles, Westbury, McLaughlin, Good, Cuff and a surprisingly disappointing Fielding. Less than two seconds covered all ten drivers!

12th August: GREAT AUCLUM

B.T.D.: Tico Martini (650 c.c. T.T. Triumph), 20.14 s.* **Racing Cars.** Up to 500 c.c.: Howard Bennett (499 c.c. Cooper-Norton), 22.53 s. 501-1,100 c.c.: Tico Martini (650 c.c. T.T. Triumph), 20.50 s. **Over 1,100 c.c.:** Arthur Owen (2,495 c.c. Cooper-Climax), 20.52 s. **Sports Cars.** Up to 1,000 c.c.: Peter Boshier-Jones (1,098 c.c. Lotus-Climax 23), 20.99 s. 1,001-1,400 c.c.: Arthur Mallock (1,172 c.c. U2-Ford), 21.35 s. 1,401-2,000 c.c.: Jack Richards (1,440 c.c. Lotus-Climax 7), 21.70 s.; **Over 2,000 c.c.:** Phil Chapman (4,460 c.c. Chapman Mercury), 22.12 s. **Touring Cars:** G. V. Took (997 c.c. Morris Mini-Cooper), 24.16 s. **R.A.C. Championship:** 1, Tico Martini (650 c.c. T.T. Triumph), 20.14 s.**; 2, Arthur Owen (2,495 c.c. Cooper-Climax), 20.61 s.; 3, Peter Boshier-Jones (1,098 c.c. Lotus-Climax 23) and Mac Daghorn (1,098 c.c. Cooper-J.A.P.), 20.63 s.; 5, Bryan Eccles (998 c.c. s/c Cooper-J.A.P.), 20.74 s.; 6, Peter Westbury (2,548 c.c. Cooper-Daimler), 20.78 s.

The following weekend the V.S.C.C. were at Prescott for one of the most informal and pleasant events of the year. Everybody tries hard, but there is always an atmosphere of leisure and informality. Gordon Chapman set up B.T.D. with his evergreen 1½-litre s/c E.R.A. while Tony Charnock continued his Bentley-beating ways by taking his ex-Chevell 4.3 Alvis up to record a new vintage sports record. Down in the West at Castle Coombe, the Dursley M.C.'s sprint was won by Eric Willmott's Elva Junior and farther north, at Oulton Park, Phil Scragg and Josh Randles took the first two places in a circuit sprint organized by the Lancs. and Cheshire Car Club.

Just one week after Great Auclum Messrs. Owen, Fielding and Westbury were over in Northern Ireland for the Ulster A.C.'s contribution to the Championship at Craigantlet. Strong opposition was expected from local man John Pringle with his rapid 2½-litre ex-Moss Cooper-Climax. The 1,000 c.c. class contained mostly local, smaller-engined Juniors and went to Tommy Reid's Lotus 18 in 73.11 secs. The 1,300 c.c. class was also devoid of English entries and was won by Malcolm Templeton with a Lotus 20 in 71.10 secs. John Pringle was quite uncatchable in the big class winning in 65.97 secs.—nearly three seconds quicker than Arthur Owen, who was still learning the course. The Championship runs saw Pringle once more on top, but Westbury who had been learning fast had slipped by Owen to take second place. Fielding who was beginning to fall away as far as the championship was concerned was well in arrears in fourth place ahead of the only other runner, Graeme Austin in Jack Richard's Lotus-Climax 7 (his own car had blown up).

18th August: CRAIGANTLET

B.T.D.: John Pringle (2,495 c.c. Cooper-Climax), 65.97 s.* **Racing Cars.** Up to 1,000 c.c.: Tommy Reid (997 c.c. Lotus-Ford 18), 73.11 s. 1,001-1,300 c.c.: Malcolm Templeton (1,098 c.c. Lotus-Ford 20), 71.15 s. **Over 1,300 c.c.:** John Pringle (2,495 c.c. Cooper-Climax), 65.97 s. **Formula Junior:** Malcolm Templeton (1,098 c.c. Lotus-Ford 20), 71.15 s. **Sports Cars.** Up to 1,600 c.c.: John L'Amie (1,216 c.c. Turner-Climax), 78.11 s. **Over 1,600 c.c.:** Bill Patterson (2,660 c.c. Austin-Healey 100S), 79.42 s. **G.T. Cars.** Up to 1,000 c.c.: Ronnie McMillan (948 c.c. Austin-Helary Sprite Mk. 1), 84.34 s. 1,001-1,600 c.c.: Stanley McCormick (1,216 c.c. Lotus Elite), 80.39 s. **Over 1,600 c.c.:** Bill Patterson (2,660 c.c. Austin-Healey 100S), 79.42 s. **Touring Cars.** Up to 850 c.c.: R. S. Williamson (848 c.c. Austin 7), 90.74 s. 851-1,600 c.c.: John McClean (997 c.c. Austin Mini-Cooper), 88.04 s. 1,172 c.c.

Ford Cars: Ray Raymond (1,172 c.c. Crossle), Touring Car Handicap: John McClean (997 c.c. Austin Mini-Cooper), 88.04 s. **Vintage and P.V.T. Handicap:** Hugh Conway (2,261 c.c. s/c Bugatti Type 43), 55.62 s. nett. **All-Comers Handicap:** Hugh Conway (2,261 c.c. s/c Bugatti Type 43), 55.62 s. nett. **R.A.C. Championship:** 1, John Pringle (2,495 c.c. Cooper-Climax), 66.42 s.**; 2, Peter Westbury (2,548 c.c. Cooper-Daimler), 66.57 s.**; 3, Arthur Owen (2,495 c.c. Cooper-Climax), 67.25 s.; 4, Ray Fielding (2,491 c.c. B.R.M.), 67.77 s.; 5, Graeme Austin (1,440 c.c. Lotus-Climax 7), 73.94 s. No other finisher.

Following close on the heels of Craigantlet came the second Shelsley meeting of the year, the penultimate round in the championship. With McLaughlin absent Reg Phillips walked away with the 1,500 c.c. racing class in 43.33 secs. from Bryan Eccles and Tommy Norton. David Good should have driven his Cooper-Climax but the car was not quite ready in time. With weather conditions getting steadily worse Peter Westbury stormed up the hill to win the over 1,500 c.c. class in 40.78 secs. from Chris Summers and Tony Marsh. The efforts of Westbury and Summers were simply terrific—they both beat Marsh fair and square. As David Good was without a car Tony Marsh sportingly lent him his B.R.M. with which David put in some astonishingly quick times. Tony Marsh himself was out in a strange car later on, Ian Sievwright's Tipo 625 Ferrari. By this stage Peter Boshier-Jones and Phil Scragg were still leading overall, having taken advantage of the earlier dry track. By the time the Championship runs started the course had dried just enough for Marsh's liking and he was able to get to the top in a respectable 38.48 secs. with Summers and Westbury close on his heels. Marsh's time was still not as fast as the two sports cars, so for the first time since the war a sports car was fastest on England's most historic hill!

26th August: SHELSLEY WALSH

B.T.D.: Peter Boshier-Jones (1,098 c.c. Lotus-Climax 23) and Phil Scragg (3,781 c.c. Lister-Jaguar), 37.24 s. **Best Lady:** Betty Haig (2,553 c.c. A.C. Ace), 43.78 s. **Racing Cars.** Up to 500 c.c.: J. McCartney-Filgate (497 c.c. Cooper-J.A.P.), 48.16 s. 501-1,500 c.c.: Reg Phillips (1,460 c.c. s/c Fairley-Climax), 43.33 s. **Over 1,500 c.c.:** Peter Westbury (2,548 c.c. Cooper-Daimler), 40.78 s. **Formula Junior:** Austen May (997 c.c. Lotus-Ford 18), 45.19 s. **Sports Cars.** Up to 1,600 c.c.: Jack Richards (1,440 c.c. Lotus-Climax 7), 39.55 s. **Over 1,600 c.c.:** Peter Cottrell (1,960 c.c. Lotus-Climax 15), 38.88 s. **G.T. Cars.** Up to 2,600 c.c.: Bob Rose (1,216 c.c. Lotus Elite), 41.46 s. **Over 2,600 c.c.:** Phil Scragg (3,781 c.c. Jaguar "E"), 39.02 s. **Vintage and Edwardian Handicap:** Major Charles Lambton (1,488 c.c. s/c Alta), 37.40 s. nett. **R.A.C. Championship:** 1, Tony Marsh (2,491 c.c. B.R.M.), 38.48 s.; 2, Chris Summers (4,658 c.c. Cooper-Chevrolet), 38.94 s.; 3, Peter Westbury (2,548 c.c. Cooper-Daimler), 39.06 s.; 4, Arthur Owen (2,495 c.c. Cooper-Climax), 39.70 s.; 5, Ray Fielding (2,491 c.c. B.R.M.), 39.95 s.; 6, David Good (2,491 c.c. B.R.M.), 40.85 s.

There were three club events early in September: at Finmere David McEwen's Classic-engined Lotus 7 made B.T.D., at St. Athan airfield Fred Jones had a narrow win over "Taffy" Cottrell with his F.J. Lola-Ford and at Wellesbourne, Paul Ivey had another win with his Lotus-Climax 7. At Brands Hatch, Clive Lacey had one of his customary wins in the London M.C.'s event, recording a time of 2 mins. 3 secs. for two laps.

The following weekend, there was another event at Wellesbourne in which Trials exponent Malcolm Eaves had entered his ex-Ted Robins/Maurice Cleaver Lotus 20; he recorded best time in 1 min. 17.2 secs. Right up in Scotland, Rest-and-Bethankful had its second meeting of the year, B.T.D. going to Gray Mickel with his old F2 Cooper-Climax, his wife, Agnes, taking second place in the same car.

The final round in the Hill-Climb Championship was like the first at Prescott. In contrast to Shelsley Walsh the weather was perfect and ideal for record-breaking. All

but one class record was beaten, but the outright record for the hill still stood intact at the end of the day. The first racing class was for two- and three-cylinder cars and was notable for the defeat of Ian McLaughlin by Bryan Eccles and Mac Daghorn; Eccles also broke the class record with a time of 50.63 secs. Mike Ledbrook (Cooper-Norton 500) did well to get in amongst the big twins, actually defeating Douglas Haigh's supercharged car. The 1,500 c.c. class was most exciting as David Good was making his first public appearance with the re-vamped Cooper-Climax—and what a debut! Not only did he win the class, but he set a new class record of 50.60 secs. to push Reg Phillips back to second place; this was indeed David Good back on form with a car that justified his obvious talent. Most hill-climb organizers receive poor Formula Junior entries, but Prescott always seems to be well-supported. Bill Bradley

cap: H. V. Murray (972 c.c. Singer Special), 55.76 s. nett. Bugatti Handicap: Kenneth Neve (2,261 c.c. s/c Bugatti Type 35B), 61.85 s. nett. R.A.C. Championship: 1, Tony Marsh (2,491 c.c. B.R.M.), 49.67 s.; 2, David Good (1,475 c.c. Cooper-Climax), 49.95 s.; 3, Arthur Owen (2,495 c.c. Cooper-Climax), 50.50 s.; 4, Mac Daghorn (1,098 c.c. Cooper-J.A.P.), 50.63 s.; 5, Ray Fielding (2,491 c.c. B.R.M.), 50.84 s.; 6, Ian McLaughlin (1,098 c.c. Cooper-J.A.P.), 50.96 s.

* New hill record. **Extra point for beating old record.

The following weekend after Prescott was very busy with many clubs anxious to run their events before the end of the season. The most important, although not the most successful, was the Brighton Speed Trials, the third round of the AUTOSPORT Trophy. Great things were expected of Sydney Allard's sling-shot Dragster, although the dark-horse was Chris Summers' Cooper-Chevy. Last year's winner, Gordon Parker, was not in the running and eventual B.T.D. went to Summers in 21.69 secs., a new car record for the course although not

26.09 secs., the car's owner, Nigel Price, was second in 26.23 secs., while Nigel's wife, Cherry, was the fastest lady in 28.92 secs. The other event was at Brunton and saw Peter Westbury have a long overdue B.T.D. Peter's climb was simply terrific and he reduced the course record by no less than 2.70 secs. to 22.71 secs. Arthur Owen was second in 23.11 secs., followed by local man David Good in 23.14 secs. and Hugh Dibley (Lola-Ford Mk. 5) in 23.54 secs. At Brands Hatch it was all Clive Lacey again with his Lotus Seven, recording an identical time to that which he set up in the London M.C. event earlier in the month. The B.A.R.C. had a new hill-climb in use at Harewood for the first time, Tony Lanfranchi (Elva-Climax Mk. 6) setting up the initial course record in 51.61 secs. This hill is pleasantly longer than most and shows great promise of becoming a leading venue in the north.

The Bristol M.C. and L.C.C. event at Dyrham Park on 22nd September, was important in as much as it was a try-out for a championship event to be held there in 1963. Peter Westbury repeated his Brunton win by setting up B.T.D. and a new course record of 32.08 secs. David Good drove magnificently as usual with a car not altogether suited to the fast slopes of Dyrham, where big engines have a distinct advantage. He finished second in 32.71 secs. Wally Cuff was a popular third, while Tony Charnock spent most of his time worrying numerous E-type Jaguars with his exceedingly well-driven 1932/39 4.3 Alvis. The final Church Lawford sprint saw Bryan Eccles fastest after a close fight with Josh Randles's Cooper Monaco.

Peter Westbury and David Good travelled from Dyrham across country to Wiscombe Park for the B.R.S.C.C. event on this lovely Devon hill. Right from the word "go" it was all Westbury and Good with nobody else anywhere near them. Westbury was at least 2 secs. quicker on the two straights, but Good made up for it on the corners; the result of this terrific battle was a most satisfactory draw with a new course record thrown in for good measure (44.73 secs.). Sydney Allard had his revenge for Brighton at the B.A.R.C. (Yorkshire centre) sprint, flinging his dragster down the straight in 20.86 secs. for B.T.D. and more points in the AUTOSPORT Trophy. Peter Sutcliffe's magnificent Jaguar "D" was second, managing somehow to beat no less than Jack Cordingley's J.B.W.-Maserati. At Foyers in Scotland, a small sprint was won by R. L. Johnstone (Cooper-Mini) and at Podington Airfield, John Corfield was fastest in 60.20 secs., with his Terrier-Ford, in spite of the presence of Bob Anderson with a works Lotus-Ford 22 (true, the Lotus was worried all day with gearbox maladies).

Steve Neal's twin-cam Ford-engined Arden-Kieft had already impressed at Dyrham and was in winning form at Pembrey where it recorded B.T.D. in 31.66 secs., a fraction slower than Randles's course record set up earlier in the year. The Burnham-on-Sea M.C. had a Brighton-type event on the same day as Pembrey at Weston-super-Mare and Chris Summers was on hand with his Cooper-Chevy. Result: B.T.D., of course, and a new course record of 18.34 secs. The same car in J. Turner's hands was a second ahead of Cordingley's J.B.W.-Maserati. Sydney Allard was not present, but he had amassed enough points to make sure of receiving the AUTOSPORT Trophy. Second in this competition was Chris Summers and third Tony Marsh (Marsh-B.R.M. and B.R.M.). The next day David Good made his first B.T.D. of the year at Firl



(Cooper-Ford Mk. 3) made best time with yet another class record in 51.47 secs. In the large capacity class the record went again, this time to Tony Marsh with his 2½-litre B.R.M. in 49.96 secs. Arthur Owen drove steadily into second place ahead of Ray Fielding and Peter Westbury, with John Horton a simply splendid fifth in one of the old "A" series 2-litre Connaughts of the 1952/3 period. In the championship class Tony Marsh was again fastest in 49.67 secs., but David Good gave him a terrific run for his money, keeping the large crowd on tip-toe right up till the end. David just failed to make it by 0.28 of a second. Owen was third ahead of Daghorn, Fielding, McLaughlin, Westbury (who is never really happy at Prescott) and Willmott. Arthur Owen's effort was good enough to give him the Championship for 1962. In the sports car classes records also fell thick and fast and included the unlimited sports car class to Phil Scragg in 52.80 secs. and the smaller sports class to Tom Clapham, who did well to head Jack Richard's similar but more powerful car.

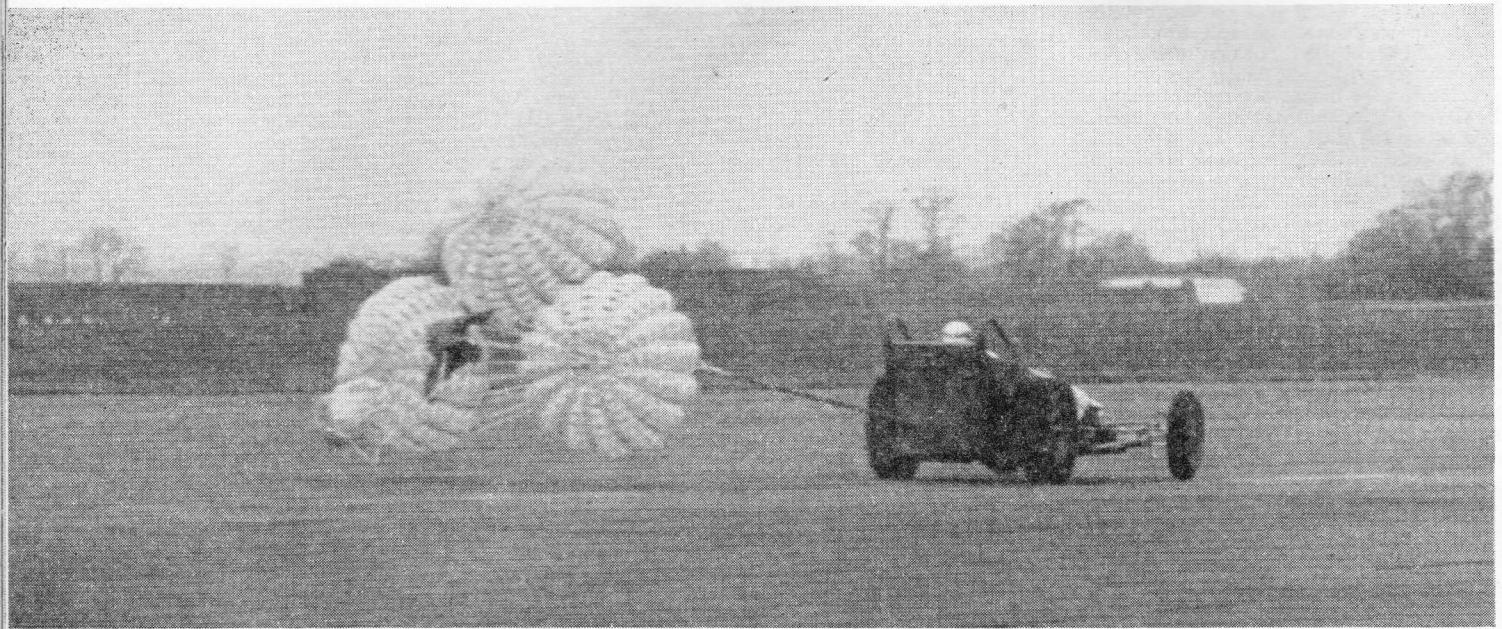
9th September: PRESCOTT

B.T.D.: Tony Marsh (2,491 c.c. B.R.M.), 49.67 s. Best Lady: Isobel Robinson (499 c.c. Cooper-Norton) 59.04 s. Racing Cars. Formule Libre (1, 2 or 3 cyls.): Bryan Eccles (998 c.c. s/c Cooper-J.A.P.), 50.63 s. Up to 1,500 c.c.: David Good (1,475 c.c. Cooper-Climax), 50.60 s. Over 1,500 c.c.: Tony Marsh (2,491 c.c. B.R.M.), 49.96 s. Formula Junior: Bill Bradley (1,098 c.c. Cooper-Ford Mk. 3), 51.47 s. Sports-Racing Cars. Up to 1,600 c.c.: Tom Clapham (1,216 c.c. Lotus-Climax 7), 53.88 s. Over 1,600 c.c.: Phil Scragg (3,781 c.c. Lister-Jaguar), 52.80 s. Sports, Touring and G.T. Cars. Up to 1,000 c.c.: Rod Embley (977 c.c. Austin Mini-Cooper), 59.65 s. 1,001-1,600 c.c.: Bob Rose (1,216 c.c. Lotus Elite), 58.15 s. Over 1,600 c.c.: Warwick Banks (3,781 c.c. Jaguar "E"), 55.88 s. Historic Racing Cars Handi-

SURPRISE OF THE YEAR was surely Peter Westbury's masterful handling of a 1957 F2-type Cooper into which had been enticed a 2½-litre V8 Daimler SP250 motor. A new chassis is planned for 1963.

an outright one as George Brown's phenomenal 1,000 c.c. Vincent motor cycle held that honour. Allard seemed to be troubled by the cross-wind and could do no better than third behind Summers and Tony Marsh. Patsy Burt was allowed a drive in Owen's big Cooper and she proceeded to beat the owner by 100th of a second. Peter Westbury's car was off form, but Bill Heathcote did well to win the Formula Junior class with an old Lotus 18.

Most of those not competing at Brighton were at Ragley Park for the Sunbac's end of season hill-climb—and one driver will remember this event for a long time. Ian McLaughlin had the most spectacular accident in practice, when his car flipped at high speed. All those who witnessed the accident felt sure that young Ian must have received very severe injuries, but these thoughts were happily dispelled when he was found to be only shaken and bruised. During the timed runs the rain came down continuously, allowing Bob Rose's rapid ex-Austin Nurse Elite to make B.T.D. in 27.65 secs. Fastest racing car was Bryan Eccles' maroon Cooper in 29.16 secs., while David Good had the misfortune to spin. On the Sunday there were two main attractions, both hill-climbs. At Firl the Price family had a complete clean-up with Clive Aston making fastest time of day with the ex-Whitehead Aston Martin 63EMU in



in an event organized by the B.A.R.C. He had very little opposition and was able to take things easy with a respectable time that failed to break the hill record. There was the annual Chateau Impney Speed Trials organized by the Hagley Club. Formula Junior driver Bill Bradley had no circuit racing on that day so came along just for the fun and made B.T.D. in 24.53 secs., which, like Firlie, was not a course record. To round off September there was yet another sprint at Brands Hatch, B.T.D. going to Alistair Crawford with his white Lotus Elite.

A Formula Junior Merlyn was quickest at Aintree for the B.A.R.C.'s end of season Sprint. David Bridges recorded B.T.D. in 47.80 secs., 0.60 sec. slower than Keith Jones's record set up at a previous meeting. Fred Jones crowned a season of steady improvement by winning hands down at Pembrey; he recorded 27.81 secs. with the Cooper-J.A.P. 1100 and took second place in 27.90 secs. with his Martin-tuned Lola-Ford Junior. Peter Cottrell had his usual class win in 27.91 secs.

At Rhydymwyn, Mike Hatton at last had a win and a new course record of 1 min. 13.2 secs. Bridges brought his Merlyn Junior in second just ahead of Graeme Austin who had replaced his Lotus-B.M.C. 7 with the Gerry Tyack Emeryson. Peter Borthwick (Lola-Climax) put up a good show to finish fourth. A lot of drivers normally seen on the circuits made their way to Bodiam for the Hastings-St. Leonards and East Sussex C.C. hill-climb. Roy Pierpoint was quickest in his familiar maroon 2-litre Lotus-Climax 15, with a new course record of 28.00 secs. John "Father Christmas" Mew was second in a Lotus 20, followed by Ian Raby in a similar car. The penultimate event at Wellesbourne was won by Reg Phillips against stiff opposition from Gordon March's Djinn. Phillips's time of 12.70 secs. was just 0.57 sec. faster than March's. Tom Rose won the sports car award with a beautifully turned out ex-works DB3S, and John Horton did wonders with his old "A"-type Connaught.

The final Wiscombe Park hill-climb of the year, organized by the Seven-Fifty M.C., was highly exciting. Chris Summers had entered his Cooper-Chevy and David Good his 1,500 c.c. Cooper-Climax. It was also hoped that Peter Westbury would be pre-

"AUTOSPORT" NATIONAL SPRINT CHAMPION was Sydney Allard, who has tried practically every form of motor sport over the years. His Allard Dragster is assisted to a standstill by three parachutes at Debden early in the year when he covered the standing quarter-mile in 10.48 secs. More cars like this are needed to increase the popularity of sprinting.

sent, but happily he was busy elsewhere becoming a "dad". Good drove with terrific fire, making the most of a car of over three litres less than his rivals; his best time was 44.88 secs., just 0.25 sec. slower than Summers who set up a new course record. Howard Bennett (Cooper-Norton 500) put in a splendid time of 47.39 secs. and it is hoped that this talented driver will be seen in something more powerful this coming season. At Olivers Mount, Jack Cordingley had a walk-over in quite the most powerful car present, recording 47.32 secs. Other quick times were put up by Josh Randles in 49.68 secs., Keith Schellenberg (Jaguar "C") in 49.75 secs., and Edwin Dawson (Lotus-Ford 20) in 50.17 secs.

Clive Lacey did it again at Brands Hatch on 28th October, although his time of 2 mins. 3.8 secs. was slightly slower than on the two previous times he had made B.T.D. Ken Wilson gave his 3.4 Lister-Jaguar one final airing at Pembrey and came away with B.T.D. in 13.69 secs., although the opposition was only nominal. Towards the end of the season Brian Griffin had purchased Jack Pearce's Lotus 22 and he went to Mallory Park to make B.T.D. in 41.56 secs. The Midland Racing Partnership Coopers of David Baker and Jeremy Cottrell were second and third, although quite a distance in arrears. The West Country turned up with yet another new hill at St. Audries Bay, an 880 yards course set in lovely rural countryside. Wally Cuff was on hand to make B.T.D. and an initial hill record of 42.91 secs. Derrick Colvin (Lotus-Ford 18 F.J.) was second in 45.21 secs., while Freddy Floyd had a nasty moment when he clouted a bank very hard indeed; however, he continued to the top. This is a most interesting hill and should prove well worth a visit by the boys during the 1963 season. At Castle Howard, Cordingley had one final fling and broke the course record for his effort. Anthony Brooke was second driving a "Vanwall-type" F1 Lotus-Climax, although he was 100th of a second outside the course record. At Church Lawford, Alan Eccles had a win with a F.J. Elva similar to Will-

mott's, and to round off the season John Macklin drove his recently purchased ex-Romanes Lotus 20 Junior to a win at Rockley Sands. This being a new event, Macklin's time of 25.72 secs. constitutes a course record.

R.A.C. HILL-CLIMB CHAMPIONSHIP

1. Arthur Owen	73*
2. Ray Fielding	68*
3. Tony Marsh	49
4. Ian McLaughlin	46
5. Mac Daghorn	34
6. Josh Randles	33
7. Peter Westbury	30
8. Reg Phillips	28
9. Tico Martini	22
10. Bryan Eccles	21
11. David Good	20
12. Chris Summers	18
13. John Pringle	11
14. Peter Boshier-Jones	8
15. P. le Gallais	6
Graeme Austin	6
17. Douglas Haigh	5
Jack Cordingley	5

*Best eight performances.



REALLY HAIRY sports car was Phil Scragg's Lister-Jaguar. Phil's new car for this year is a B.R.M.

AUTOSPORT, FEBRUARY 22, 1963

CORRESPONDENCE

Bring Back Life into Single-Seater Racing

EVERY so often somebody writes to AUTOSPORT, offering their suggestions for some new racing formula; it takes a Count Lurani to come up with the right ideas at the right time, nevertheless, I would like to have my little say!

Any new formula must be based on constructive criticism of motor racing under previous formulae. If there is anything wrong with racing today, it is that the driver has lost his identity beneath the fairings of the modern cockpit. In addition, the handling of the cars has been transformed to the point that conducting a Grand Prix car is no longer a magnificent struggle against the limitations of suspension and tyre design—it is now, apparently, a precise geometric exercise which involves the equating of centrifugal and centripetal forces. I am personally quite unmoved by the sight of a couple of dozen basically similar cars being conducted "as if on rails" by a couple of dozen anonymous crash helmets. The last time I saw any real motor racing was five or six years ago (apart from the odd occasions on which I was spellbound by Bill Moss's wonderful driving of "Remus"—blower screaming, elbows working overtime, bags of opposite lock to balance the power oversteer, and oh! the pungent smell of Castrol). As exponents of the science of high-speed driving, Graham Hill and his contemporaries have probably never been equalled, but their individuality has been destroyed by their new role as scientists rather than artists. Farina, Villoresi, Gonzales, Fangio—who can deny that each driver had a style and a personality of his own?

The point, I think, is that up to approximately five years ago one could really appreciate the individual characteristics of each driver—firstly, because one could see their all-important elbows (not to mention their hands and faces) and, secondly, because in those days the cars did not handle as if on rails, so coaxing them round a corner presented quite a spectacle. I venture to suggest that we ought to take the apparently retrograde steps of (a) reverting to "open" cockpits with low cut sides, and (b) limiting the rear-wheel tyre size. Taking this philosophy a stage further, a "club" formula along the following lines could produce reasonably safe and exciting racing at minimum cost, without restricting the designer's hand unduly:

- (a) "Open" cockpit, to specified dimensions,
- (b) Maximum specified rear-wheel tyre size,
- (c) Gearbox restricted to four forward speeds,
- (d) Engine from any homologated series-production car, but no more than two carbs. of specified choke size (or one of specified size if blown).

Think of the variety that such a Formula would produce! By limiting rear wheel tyre size, front wheel drive would be encouraged, and tail-heavy rear-engined cars would be at a slight disadvantage (thus encouraging front-engined r.w.d.); four-wheel drive would, of course, be banned for the club formula racing. Also, if the specified carburettor size was sufficient for a power output of approximately 150 b.h.p. from a basically production engine, this would encourage variety still further: if it was not for the V8 Daimler engine, the designers would be forced to choose between: (a) a full 150 b.h.p. engine, which would inevitably be a six-cylinder unit and therefore unsuitable for mounting behind the driver; (b) a slightly smaller four-cylinder unit, 2 litres being the limit of production "fours," for rear-engined cars, or (c) something along the lines of a current F.J. car, for which no compromise would be necessary regarding the restricted rear-wheel tyre size. For club racing, this formula could be applied to two-seater sports cars, and would surely produce some interesting racing?

New subject: Billy Krause! I gather from your columns that this Californian driver may be seen in a Formula 1 car this year. If this means that he may race in Europe, I sincerely hope that he will abide by the rules—both written and unwritten—that govern the sport in Europe. In the past Krause has proved himself to be an accomplished driver, but, in my opinion, a very poor sportsman. In fact, he has been a pretty ruthless exponent of "brinkmanship" on the track and anyone who has seen him race will, I am sure, agree. Let's hope he will have reformed by the time he arrives on the European scene.

BOMBAY, 6, INDIA. G. WHISTON.

A Show for the Clubmen

ON Saturday, 2nd February, I made my annual pilgrimage to the B.R.S.C.C.'s Racing Car Show, and it is about this event that I would like to make a few comments.

What a shame it is that this very worthy exhibition has been moved to the West Hall at Olympia from its old home (the two Royal Horticultural Halls). Gone is all its old friendly atmosphere, for the moment that I entered that hall I was immediately struck by a highly commercialized atmosphere which hung above the exhibition like stale cigarette smoke. All credit to a very fine organizing body on pulling off a show which, to the average layman, must have been fairly interesting, although not very international. But surely the show is meant for those interested in the beloved sport.

Less exhibition space means fewer stands (there were ten fewer than last year) and fewer stands, allied with the *Daily Express* sponsorship, means higher prices to exhibit. Many of the smaller companies such as Alexis, Ausper, Rejo, D.R.W. and Terrier and such tuning companies as Nerus and Hi-Tune could not, it seems, afford to exhibit their goodies. Due to this, there was a drastic reduction in the wares and displays of the club racing world.

It was, indeed, a great shame not to see any hill-climb, trials, rally and autocross cars there this year and even more of a shame not to see any of the national Formula champions there—surely, we could at least have had Arthur Owen's Cooper.

Where then does the answer lie for us clubmen—in the soil? No.

In a show of our own? Yes, and why not? Couldn't, say, the Seven-Fifty Motor Club organize a show at, perhaps, the New Horticultural Hall or the Brighton Corn Exchange? Their Midlands branch already has a lot to do with an annual motoring fair.

At an event of our own we could see all the champions—750, 1172, Monoposto, Trials, Autocross, Stock Car, Clubman's Championship winning cars, *Veedol* winner, Junior and National Hill-Climbs. The Motor Racing and Monoposto Registers could be represented and the Racing Car Club (née 250 M.R.C.) could use a show like this to boost its campaign to revive 500 c.c. racing in this country. A little drive, energy and enthusiasm could pull a show of this kind off and I'm sure that it would be an unqualified success.

BRIGHTON, SUSSEX. GAVIN D. HENDERSON.

Club Racing in the North

HAVING just read Mr. Patrick McNally's Seasonal Survey No. 5 covering Club Racing, I am left with the impression that almost all the club racing in this country takes place in the south of England! In the north of England we do have some club racing too—at Aintree, Rufforth, Oulton Park, which I see did get mentioned once, and at Mallory Park, which was also mentioned once. Club race meetings have also been held at a number of other circuits in the north during 1962.

All the illustrations of the article showed races taking place on southern circuits.

Whilst not wishing to detract from the efforts of the southern competitors, I feel that I would like to draw your attention to some of the drivers up in the "hills" here who have done enough to deserve mention, although I failed to see their names in the article. Notable amongst these are Rodney Bloor, whose Lotus 23 gave Mike Beckwith some good races last season, and Keith Francis, who with his Lotus 20 holds the Formula Junior lap record for Oulton Park (a northern circuit unfortunately) and who on occasion finished in front of all the Formula Junior "exponents" mentioned in your article. Tommy Entwistle, I see, did get into one of the illustrations (on a southern circuit of course) but no mention is made about his spirited driving of one of the few T.V.R.s to be seen on the circuits. He even came down south to do it sometimes. Then we also have Geoff Breakall, Jimmy Blumer, Adam Wyllie, John Romanes, Julian Sutton and Pat Fergusson, amongst many others. Pat Fergusson was considered good enough to be British Team Captain in the World Cup Races against the Dutch, but still his name is missing from the article.

I would think that the best thing would be to have a Seasonal Survey No. 6 (written by Frank Penn?) called "Club Racing—Northern" and then everyone can get some of the credit they deserve for giving us some fine entertaining racing during the 1962 season.

COLNE, LANCES.

KEITH F. ROBERTS.

Six Hours Too Long?

I READ with interest the letter in your issue of 8th February, from Mr. Philip Rambaut, of Southwaite, Carlisle.

His suggestion of a six hours *Grandes Epreuves*, though it may give motor enthusiasts an exciting entertainment, is, in my opinion, a dangerous one, not from the viewer's point of view, but from that of the driver, and also his helpers in the pits.

Having done some racing in the dim past, and appreciating the great strain on modern drivers in present-day G.P. Formula 1 racing, I feel very strongly that this venture would increase the dangers of accidents and of injury and even death to the drivers.

The present G.P. race of at least 200 miles or over two hours driving demands of the drivers a high degree of concentration, which must be maintained throughout the race. There is a limit to which any driver can expose himself, and to ask him to extend his intense concentration for a further four hours is asking him to extend human endurance beyond the safe limit. It must inevitably add to the great risk of accidents due to tiredness of an already highly stimulated brain, bringing in its trend the increased risk of serious injuries and also death.

Let the present rules remain instead of making them such that every race would have, in the background, this awful fear of probable accidents. Motor racing of this calibre is already highly dangerous. Why add to the danger merely to satisfy the satisfaction of the interested public, most of whom, in any case, would condemn such a procedure?

PENRITH, CUMBERLAND. DR. N. C. F. MILNE.

Consistency Tells

HOW blatantly obvious it is from his letter in AUTOSPORT that Mr. Pullinger is a Jim Clark fan, and a thoroughly choked fan into the bargain. Equally obvious is his allegiance to the driver as against the car—for he doesn't bring the Constructors' Championship into his argument once.

I feel sure he will agree with me, that to win consistently a driver must have as reliable a car as possible. Keeping to the nine-race championship argument, may I point out that Hill finished seven out of nine, whereas Clark only managed four out of nine. These results would appear to be pretty straightforward, but I am sure both Clark and Hill will admit that luck figured to some extent in some of them.

Mr. Pullinger then goes on to say, he would like to see at least five more races count towards the Championship. At this rate he might as well go the whole hog and have the lot count, so let's draw the line somewhere.

Finally, let's finish with the agonies of who should have won, and remember that both first and second places were filled by British drivers and British cars. Perhaps Stirling Moss will now condescend to add Graham Hill to his list of fears, as worthy a contender if there ever was one.

LONDON, N.12.

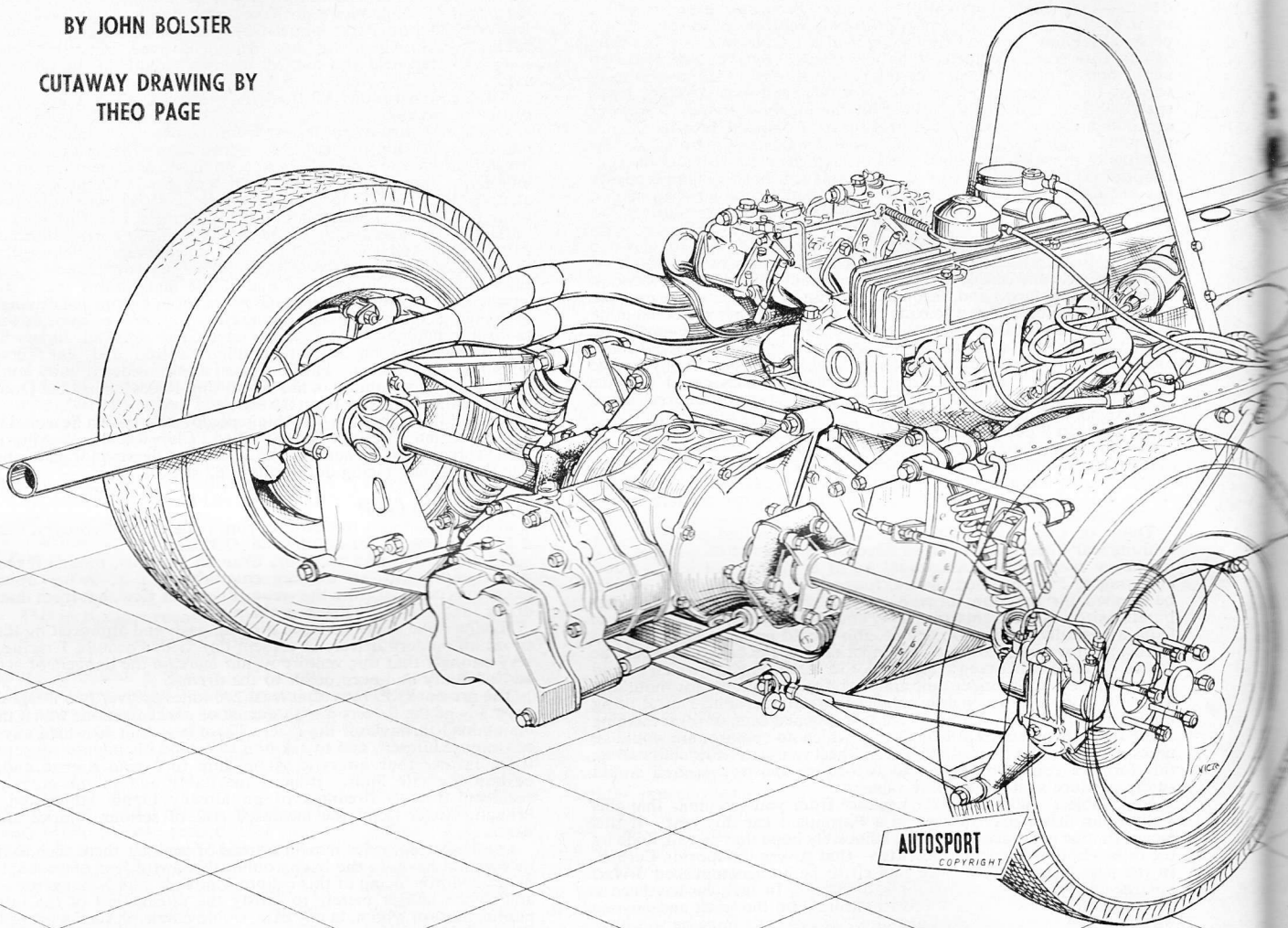
NIGEL MANNING

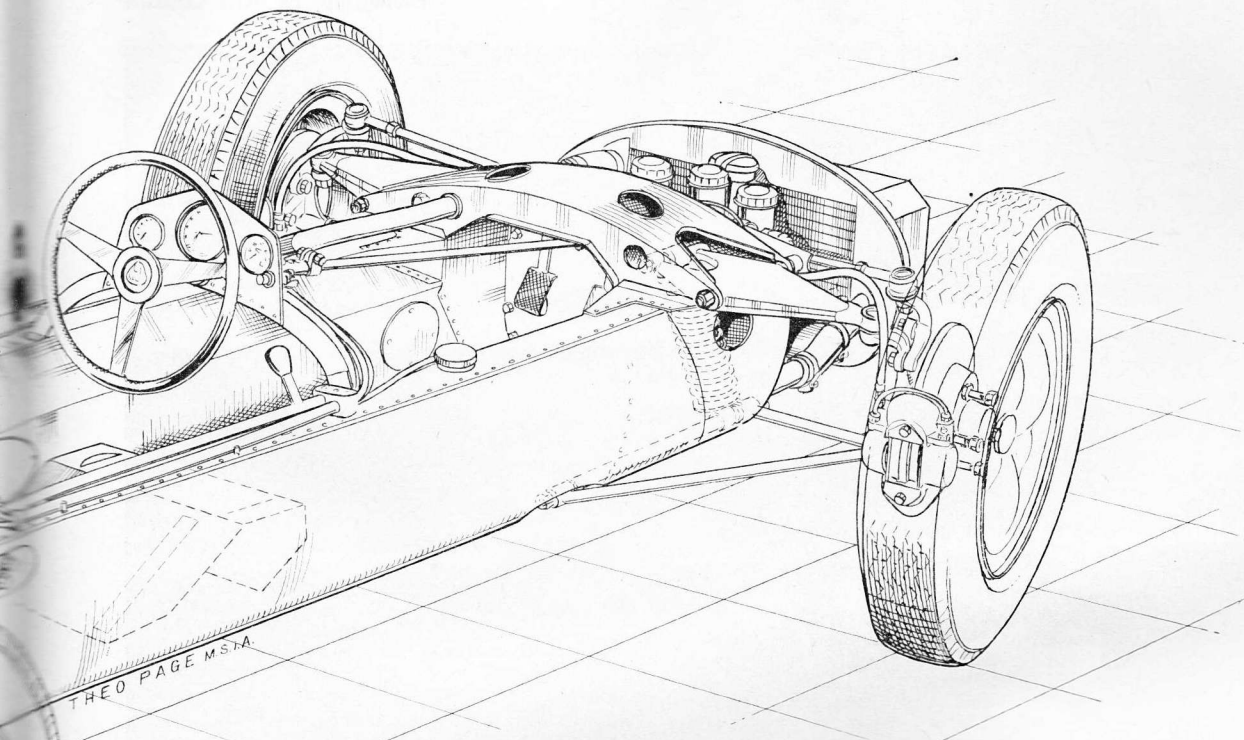
The Editor is not bound to be in agreement with opinions expressed by readers.

The Lotus 27

BY JOHN BOLSTER

CUTAWAY DRAWING BY
THEO PAGE





THE new Lotus 27 is a monocoque single-seater racing car which has been designed both for Formula Junior and for the forthcoming Formula 2. The F.J. power unit is the extremely successful Cosworth engine, based on the Ford, with pushrod-operated valves and a capacity of 1,100 c.c. The F2 machines will carry the Lotus twin-cam version of the 1,000 c.c. Ford.

Although the 27 has many similarities to the existing Grand Prix car, it differs in important details. The principal differences are found in the fuselage, though the basic construction, with hollow walls containing flexible petrol tanks, remains. A less costly method of building has been developed, and while the interior panelling is of 18 g. aluminium sheet the outer panels are of $\frac{1}{4}$ in.

glass fibre, the two materials being pop-riveted together. There are fabricated steel brackets inside the composite structure which distribute the stresses of the wishbone mountings.

The front bulkhead is also fabricated from sheet steel and so is the rear one, with tubular reinforcement in this case. The middle bulkhead in front of the rear-mounted engine is constructed of aluminium sheet and forms the back of the reclining seat. The battery, under the driver's knees, has a cover with a quick-release clip, and the capacity of the two flexible petrol tanks is six gallons each.

Of the front wishbones, the bottom ones are of the usual tubular construction but at the top one finds boxed-in members which are extended to operate the typical Lotus inboard spring and damper units. The front suspension uprights are Triumph Herald components and the assembly is slightly inclined to give an anti-dive angle. This means that the force of retardation during braking is applied to the chassis in such a direction that the dipping, due to weight transfer, is partly counteracted. The steering is by rack and pinion and a 12 ins. wheel is fitted.

At the rear, conventional outboard location of the springs is preferred, and the Grand Prix-type magnesium uprights are used. Fore and aft location is by paired tubular radius arms which pivot towards the front of the engine. Wishbones with their bases pivoting on the suspension uprights are carried as close to the ground as possible, and the upper compression and tension links are straight tubes. The articu-

lated half shafts are without splines, the Metalastic universal joints being able to usurp their function.

The disc brakes are mounted on the hubs all round. The extra unsprung weight is accepted in the interest of better cooling, while engine and gearbox changes can be made without disturbing the brakes and their hydraulic system—a great advantage during preparation for a race. Bolt-on magnesium wheels are used, no rapid changes in the pits being required during a race. 4.50×13 ins. and 5.50×13 ins. are the normal front and rear sizes of the Dunlop racing tyres.

The same gearbox is used with both the Formula Junior and Formula 2 power units. It is the Mk. IV five-speed Hewland, based on the Volkswagen box. For F.J., the production basis of the gearbox is necessary under the regulations.

Both engines will use fully counter-balanced forged steel crankshafts. These are expensive to buy, but much cheaper than the repairs after a loud bang and a pool of oil. Whether the F.J. head with rockers or the F2 twin-cam component is used, the carburation is naturally by two twin-choke Weber instruments.

The habit of employing chassis tubes for oil and water pipes cannot be indulged in with monocoque construction. One water pipe runs along the top of the left chassis member and all the other pipes are protected by a pair of channels underneath the car.

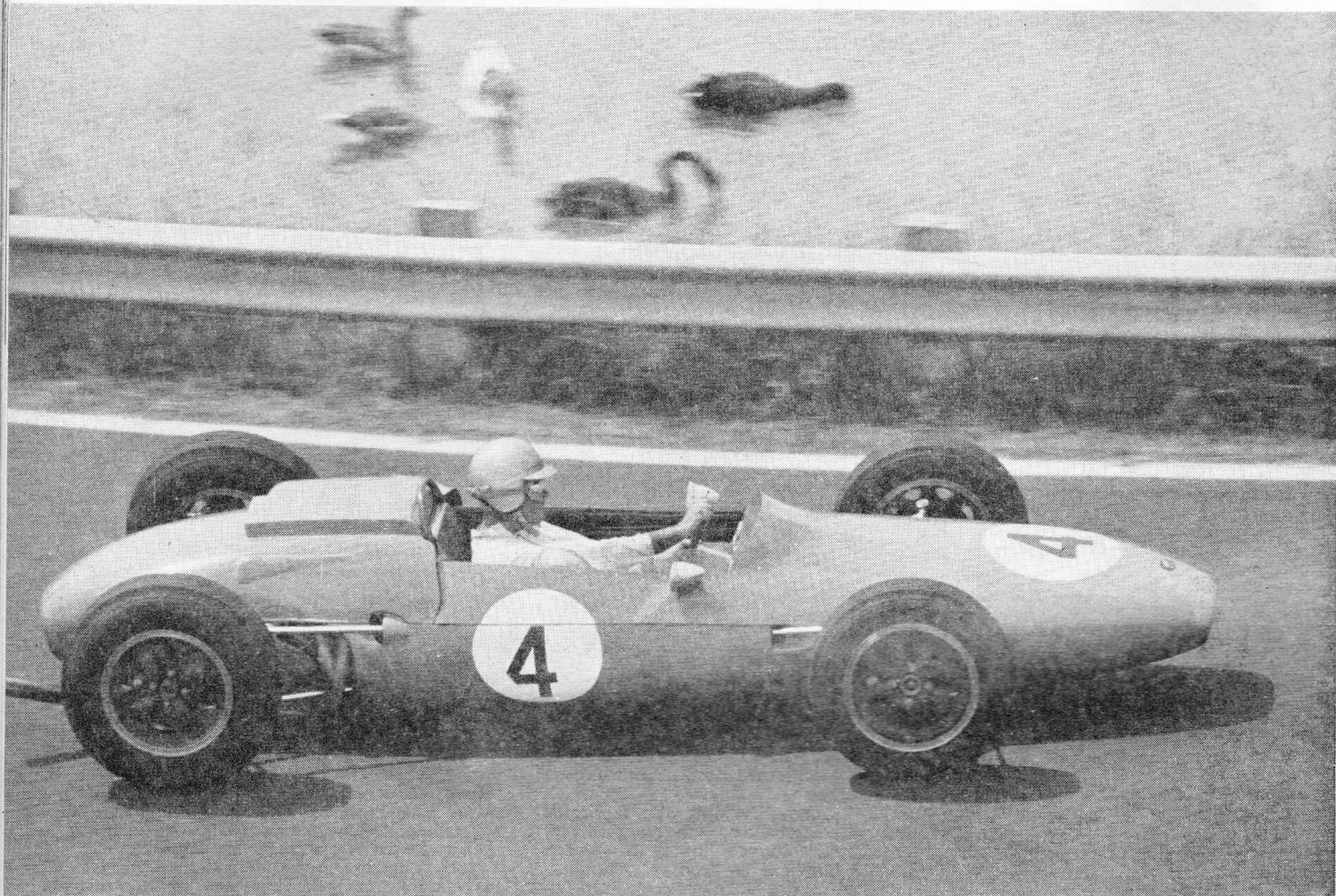
A price of £1,890 is quoted for the new Lotus in Formula Junior form. That is a far cry from the original ideas of the founders of this racing category, but for what is virtually a slightly reduced Grand Prix car, it is by no means expensive. If ever a car looked a winner, this is it.

AUSTRALIAN GRAND PRIX

A WIN FOR BRABHAM

By GEOFFREY SYKES

Photography by NOEL CONLON



THE 27th Australian Grand Prix was a great race and a great personal triumph for Jack Brabham. Having sold the car he drove in New Zealand to David McKay, Jack had to take a big chance on getting his new one from England in time for Warwick Farm on Sunday, 10th February. In actual fact all would have been well except that the *Canberra* broke down in the Mediterranean Sea, and the ship carrying Jack's new car went to its aid to take off cargo and was therefore delayed. When the car got to Melbourne it could not readily be unloaded because the way was blocked by a different sort of racing car—the Bluebird.

With time running short, Jack's car was offloaded and flown the last 600 miles to Sydney, just in time for final practice, but still in need of "sorting out" as regards suspension and brakes.

Tim Wall and Jack Brabham were still busy doing this and making final adjustments on the morning of race day; in fact Jack did not take part in the parade of drivers in white M.G.As for this very reason. However, he had his own personal victory parade at the conclusion of the race.

Race week was a busy one from a social angle, and there was for the first time in Sydney an atmosphere of Grand Prix fever—on Tuesday, the Shell Company were hosts to their friends and drivers, on Wednesday it was Smiths who put on a show to honour Graham Hill, to celebrate the union between K.L.G. and Lodge, and at the same time announce the setting up of a "driver to Europe" scheme, which had been instigated by the Australian Automobile Racing Club in conjunction with Smiths themselves.

On Thursday the Australian Automobile Racing Club put on their second annual cocktail party with an attendance of 550, and regrettably had to turn down almost 200 would-be attenders. This was, of course, the biggest show of the week, and both Stirling Moss and Graham Hill gave brilliant dissertations rather than speeches.

Later in the evening B.P. entertained in their usual style, and the city round was completed. Interest then centred on the actual circuit, and as usual the first training session was informal and untimed, and took place on Friday afternoon between 1.30 and 4 p.m. This day was reserved

for G.P. entries only, and was very valuable for newcomers to make adjustments before the bustle of official practice which started at 11.15 a.m. on Saturday and carried on until 5.45 p.m.

Practice on Saturday was carried through without any hitches or delays, and during the second session Surtees established himself in pole position with a lap of 1 min. 38.1 secs., a speed of 82.65 m.p.h., with McLaren next to him (1 min. 38.8 secs.). Making up the front row was David McKay in his ex-Brabham Brabham with a very creditable 1 min. 38.9 secs.

Frank Match in the 1,500 c.c. Elfin Ford surprised many people with a time of 1 min. 40.0 secs., which was also equalled by Tony Maggs and Chris Amon. Graham Hill was plagued with carburation troubles which persisted throughout practice and racing, and his best lap was a 1 min. 40.6 secs. Jack was still sorting out his new car and, partly from being tired, could only manage a 1 min. 44.4 secs. lap.

The two practice days had been hot, but worse was to come, for in spite of a cooler forecast the temperature went up over the century and just stayed there for

QUICK AVOIDING ACTION necessary for Bruce McLaren as Davison spins his 2.7 Cooper—right on the bit of road that Bruce wanted!

the whole of race day. During the Grand Prix cockpit temperatures were in the region of 175 deg., and outside it was a mere 105 deg.!

Starting Grid

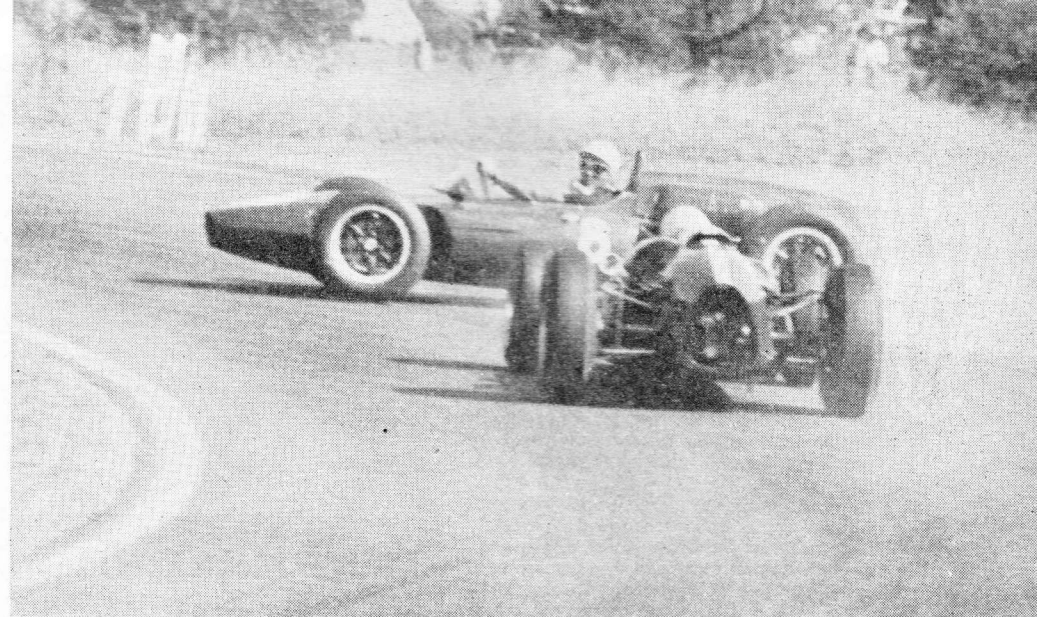
D. McKay (Brabham-Climax) 1 m. 38.9 s.	B. McLaren (Cooper-Climax) 1 m. 38.8 s.	J. Surtees (Lola-Climax) 1 m. 38.1 s.
C. Amon (Cooper-Climax) 1 m. 40.0 s.	A. Maggs (Lola-Climax) 1 m. 40.0 s.	
G. Hill (Ferguson-Climax) 1 m. 40.6 s.	A. N. Davison (Cooper-Climax) 1 m. 40.3 s.	F. Matich (Elfin-Ford) 1 m. 40.0 s.
L. Geoghegan (Lotus-Ford) 1 m. 41.1 s.	J. Youl (Cooper-Climax) 1 m. 40.9 s.	
J. Palmer (Cooper-Climax) 1 m. 42.3 s.	A. Shelly (Lotus-Climax) 1 m. 41.7 s.	B. Stillwell (Brabham-Climax) 1 m. 41.4 s.
R. Holden (Lynx-Peugeot) 1 m. 46.1 s.	J. Brabham (Brabham-Climax) 1 m. 44.4 s.	F. Gardner (Cooper-Maserati) 1 m. 47.3 s.

Stirling Moss, who had been out in Australia for some time prior to the race, acted as the official starter, and the field got away without any of the drama sometimes associated with major Grands Prix.

It was obvious from the start that the Ferguson possessed enormous powers of acceleration, but the carburation trouble had still not been cured, and it was unlikely to be a real threat on this occasion. Neither was Frank Gardner in the Cooper-Maserati, which did not manage to do even one yard of the race and was pushed away with transmission troubles. The two non-starters were Bill Patterson (Cooper-Climax) and Arnold Glass (B.R.M.-Buick), neither of whom were expected to take part as they had missed both practice days.

John Surtees led the field for the first

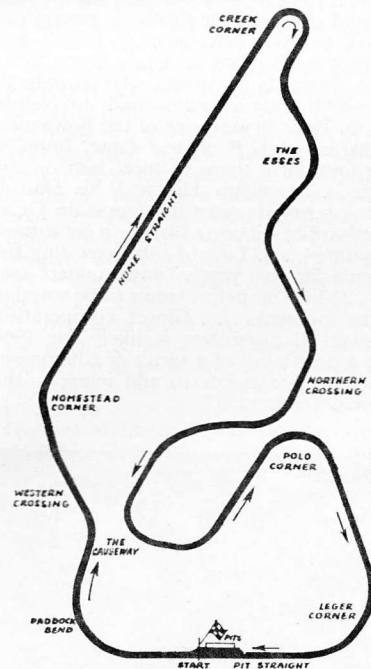
JOHN SURTEES (Lola 2.7) sits well back in the heat (below). **LEFT: Jack Brabham**, on his way to a win.



30 laps, but there was plenty going on behind him and places changed with Jack Brabham coming up into second position by the end of the seventh lap, McLaren having spun on the second lap and lost many places. David McKay, driving the Brabham for the first time, made the front line of the grid, an excellent start and was never off the leader board—he was in fact in third place until lap 21, when Bruce McLaren, having regained time, displaced him into fourth position. However, the real drama of this particular Grand Prix can be said to have occurred on the 26th lap when Surtees, who had been in the lead, spun but without losing his first position. The spin enabled Brabham to get within striking distance, and from then on the distance between these two was gradually decreased, with Jack taking the lead on lap 31.

John Surtees, however, established the fastest lap of the race on his 19th lap, which he again equalled on the 34th lap, and which Jack Brabham equalled on the 40th lap. This was 1 min. 40.2 secs.

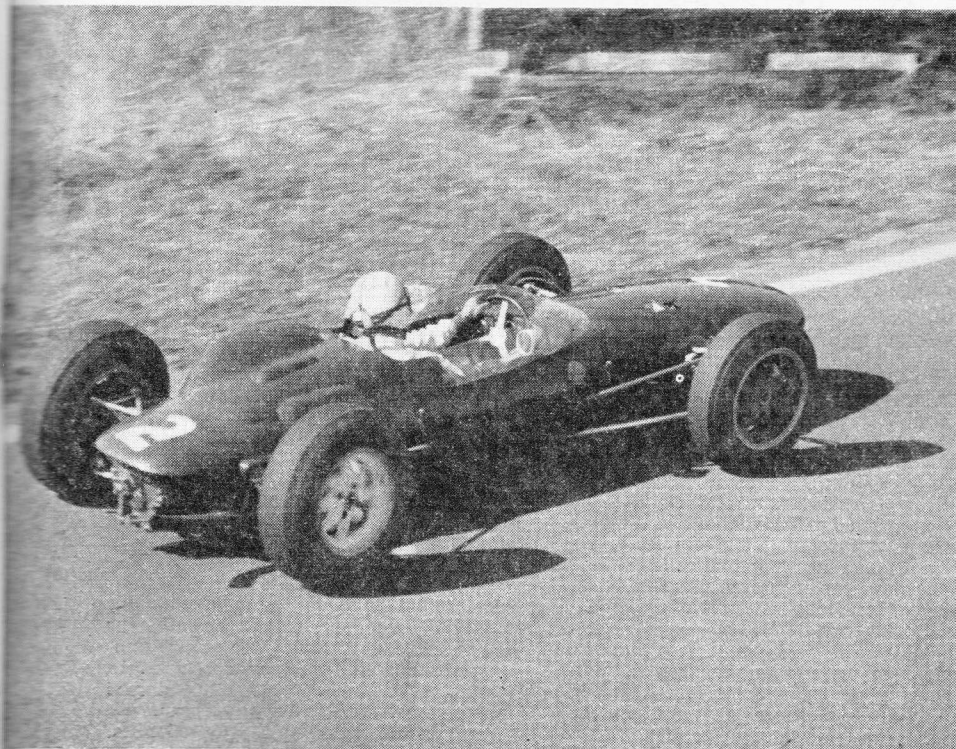
In the meantime Jim Palmer had retired on the 10th lap with steering failure, which was traced to unbalanced wheels, Chris Amon had retired on the 25th lap with gearbox and clutch trouble, and on the



THE CIRCUIT at Warwick Farm.

26th lap John Youl spread a lot of oil around the course through losing a sump plug. This was the direct cause of the Surtees spin, and may have changed the whole character of the race.

However, it was the heat that affected John Surtees, and Jack was ready to take the lead from the tired Lola driver. The crowd cheered wildly, and from then on it was Jack's day with the understandably partisan supporters helping him on to final victory in the 45th lap.



As the flag fell a king-sized rocket soared hundreds of feet in the air and discharged an even bigger maroon to let all those spectators around the course know that the 27th Australian Grand Prix had been run and won.

Stirling Moss was on hand to make the presentations, and they went to Jack Brabham for outright victory, David McKay for the first Australian-licensed driver home, John Surtees for the fastest lap (equalled later by Brabham) and Frank Matich for the first 1,500 c.c. car to finish.

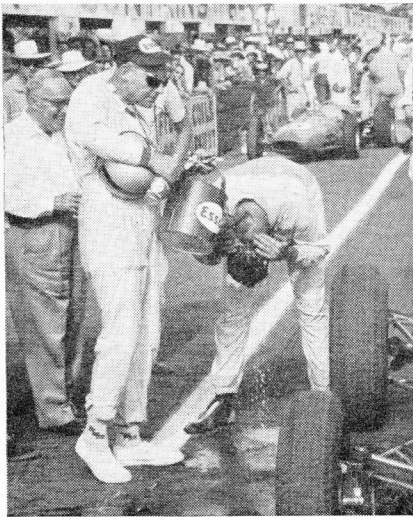
The new Brabham cars gave an excellent account of themselves, and Jack was obviously pleased to see all three finish in the first five places. Jack's popularity is still tremendous, and he certainly made up for his previous bad luck at Warwick Farm by winning the 1963 Australian Grand Prix.

The whole day's racing comprised a total of eight events and each one was strongly contested. In the Marque Race, 1 $\frac{1}{10}$ secs. covered the first four cars, and a mere yard separated Leo Geoghegan from Frank Gardner who was forced to run second in the Formula Junior race.

The meeting was voted the best so far at Warwick Farm, and all the officials did a magnificent job to keep everything going like clockwork under such trying conditions—full marks to all those with the thankless jobs.

Warwick Farm Chatter

NICE to see Stirling Moss looking fit and as energetic as ever, he really helped to create a G.P. atmosphere. . . . Likewise Reg Parnell who is a part of motor racing—but it's sad to see the end of Bowmaker Racing Team. . . . The Sydney heat affected the New Zealand drivers—but Shelly is greatly improved and was determined to finish—and did in seventh place. . . . Chris Amon looks like a future G.P. driver. He is only 19 years old and is quite used to 2 $\frac{1}{2}$ -litre cars. . . . Peter Bryant, one of the Bowmaker mechanics of *G.P. d'Oeuf* fame, found a long lost uncle there to meet him on the quay. . . . Graham Hill had his Datsun Bluebird towed away from outside Geoff Sykes's office—it costs £4 10s. to get it back in Sydney!. . . Lots of talk regarding the formula for next year's "down under" season—2 $\frac{1}{2}$ -litre on petrol seems to be winning at the moment. . . . Closer co-operation between all organizers is likely for 1964 with a possibility of a series of Championship races for points to add interest—the Tasman Temporada?



IT WAS HOT!

Results

27th Australian Grand Prix (45 laps): 1, J. Brabham (Repcó-Brabham-Climax), 79.57 m.p.h.; 2, J. Surtees (Lola-Climax); 3, B. McLaren (Cooper-Climax); 4, D. McKay (Repcó-Brabham-Climax), 5, B. S. Stillwell (Repcó-Brabham-Climax); 6, G. Hill (Ferguson-Climax). Fastest lap: Surtees/Brabham, 80.84 m.p.h.

Marque Sports Cars (5 laps). Up to 2,000 c.c.: 1, J. Hinton (Triumph TR3A), 64.18 m.p.h.; 2, A. J. Reynolds (Morgan Plus 4); 3, F. Gibson (M.G.A.). Fastest lap: Hinton, 65.85 m.p.h. Over 2,000 c.c. Class: 1, D. Fletcher (Austin-Healey 100S), 64.80 m.p.h.; 2, B. Lawler (Daimler SP250); 3, G. Lansdowne (Triumph TR4). Fastest lap: Fletcher, 65.75 m.p.h.

Racing Cars (5 laps): 1, B. Thompson (Cooper-Climax s/c), 76.13 m.p.h.; 2, I. Geoghegan (Lotus-Ford 20); 3, A. Ferguson (Elfin-Peugeot); 4, D. Kelley (Cooper-Climax); 5, B. Collerson (Jolus-Minx). Fastest lap: Thompson, 77 m.p.h.

Sports Cars (10 laps). Over 1,500 c.c.: 1, F. Matich (Lotus 19), 76.70 m.p.h.; 2, B. S. Stillwell (Cooper Monaco); 3, T. N. Sulman (Lotus 11). Fastest lap: Matich, 78.34 m.p.h. Up to 1,500 c.c.: 1, I. Geoghegan (Lotus 23), 74.45 m.p.h.; 2, J. Martin (Lola-Climax); 3, L. Howard (Lotus 11). Fastest lap: Geoghegan, 77.14 m.p.h.

BRUCE McLAREN:

From the Cockpit

ON a hot, hot, hot day at Warwick Farm (Sydney) on 10th February, Jack Brabham thrilled his fellow Sydney-siders with one of his world championship class drives to win the Australian G.P. in the car bearing his own name.

Three out of the first five cars were Brabhams, but Jack himself so nearly didn't make the race. His car, a brand new one, had been shipped from England but the vessel carrying it was delayed en route going to the assistance of the *Canberra* when it caught fire. Jack had hoped to arrange for the car to be off-loaded at Perth and flown across to Sydney, but apparently the car was buried in a hold somewhere along with Donald Campbell's Bluebird and his tons of equipment.

The ship finally berthed in Melbourne just two days before the race, and after flying the car up, Jack just managed to get the wheels turning for the last practice session. He then had all the sorts of bother you generally get with a new car. It recorded only a few slow laps which left Jack at the back of the grid.

He was out practising and adjusting very early on the morning of the race on the back leg of the circuit, but due to the fact that Jack would be starting from the back of the grid, I think most of us weren't worrying about him too much.

Surtees had made fastest practice lap and I was next quickest so that it looked as though the race would be a dice between the pair of us. David McKay in his Brabham was third fastest, and then to everyone's surprise, sharing a lap at 1 min. 40 secs. (81 m.p.h.) with a couple of 2.7-engined cars, was Frank Matich's 1,500 c.c. Elfin-Ford. The Elfin is a neat little Australian-built F.J. There is no need to say that the car is a shell and that Matich drives it well—just look at the lap time! Surtees and I were not much over a second faster.

Race day was one of the hottest I can remember for a long time and a huge crowd turned out to watch the impeccably organized day's racing. I would say that the standard of driving and the general preparation of racing machinery in Australia would not be bettered anywhere in the world.

Touring Cars up to 1,600 c.c. (5 laps). Up to 1,000 c.c. Class: 1, P. Manton (Morris-Cooper), 64.59 m.p.h.; 2, R. Hodgson (Morris-Cooper); 3, R. Clarke (Morris 850). Fastest lap: Hodgson, 65.96 m.p.h. 1,001-1,600 c.c. Class: 1, G. Reynolds (Volkswagen), 62.50 m.p.h.; 2, K. Bridgen (Peugeot 403); 3, R. Holden (Peugeot 403). Fastest lap: Reynolds 63.38 m.p.h.

Touring cars over 1,600 c.c. (5 laps). Over 2,600 c.c. Class: 1, R. Jane (Jaguar), 67.16 m.p.h.; 2, A. N. Davison (Ford Galazie); 3, J. B. Suttor (Jaguar 3.8). Fastest lap: Jane, 67.73 m.p.h. 1,601-2,600 c.c. Class: 1, B. McPhee (Holden), 64.91 m.p.h.; 2, B. Seton (Holden); 3, M. Stahl (Holden). Fastest lap: McPhee, 66.39 m.p.h.

Formula Junior (10 laps): 1, L. Geoghegan (Lotus-Ford 22), 77.29 m.p.h.; 2, F. Gardner (Brabham-Ford); 3, G. Cusack (Elfin-Ford); 4, C. Smith (Elfin-Ford); 5, G. Scott (Lotus-Ford 20). Fastest lap: Geoghegan/Gardner, 77.29 m.p.h.

Grand Touring Cars (5 laps). Over 1,600 c.c. Class: 1, R. Jane (Jaguar E), 68.07 m.p.h.; 2, N. Thearle (Jaguar XK140); 3, K. Lindsay (Holden). Up to 1,600 c.c. Class: 1, B. Foley (Lotus Elite), 67.05 m.p.h.; 2, A. Osborne (Lotus Elite); 3, B. Kinsela (Austin-Healey Sprite). Fastest lap: Foley, 68.76 m.p.h. Fastest lap (Over 1,600 c.c. Class): Jane, 68.64 m.p.h.

Five minutes before the start of the big race we were all busily filling our pockets with ice, soaking our overalls, and filling our seats with water. Most people now are onto the trick of pre-cooling the fuel with ice and dry ice bringing it right down to zero before putting it into the tanks, but as it turned out, under the relentless heat, nothing helped very much.

Surtees leapt into an immediate lead closely followed by McKay and myself. I passed McKay on the hairpin on the second lap, and then promptly spun. About 10 cars flashed by before I could find a gap to shoot back into the race.

Later, after Jack had worked his way up through the field to second place and we were all beginning to suffer the effects of the heat, it was Surtees who spun and suddenly Jack found himself within striking distance and on lap 31 of the 45-lap race, he took over the lead.

A couple of drivers made pit stops to have a bucket of water thrown over them. What a luxury that would have been. You get so hot in the car, even to the extent of blisters on feet and legs on a day like this. Your mouth gets dry, and you'd give anything for some sort of drink.

I was forcibly reminded of John Cooper's remark early last season when the pros and cons of using the chassis rails as plumbing for the water and oil were being discussed. I mentioned that I had heard the Team Lotus boys needed morphia for burns they received after one particularly hot race in South Africa, to which John replied, "Well, boy, we'll just have to carry morphia!"

Jack took the chequered flag with a partisan crowd delighted beyond all measure. He was followed home by Surtees in the Lola, my Cooper, first Australian-licensed driver home David McKay, and Bib Stillwell brought their Brabhams into fourth and fifth, and Graham Hill was sixth after what must have been one of the hottest rides of the day in the Ferguson. He had remarked after the New Zealand G.P. that driving the Ferguson on a hot day was like conducting a stove, and I'm sure he would have endorsed those comments after Warwick Farm.

Personally, I'm glad it was only 100 miles.

AN EASY CANADIAN WINTER RALLY

COLD but otherwise pleasant weather resulted in several almost clean sheets in the Eleventh Annual Canadian Winter Rally organized by the British Empire Motor Club of Toronto.

One car completed the 1,300 mile route over rural roads in the Province of Ontario with no loss of penalties. It was a Chevrolet Corvaire Monza driven by Charles Stockey of Toronto and navigated by John Bird, a physics professor at the University of Toronto.

The Manufacturer's Award was won by a team of three Anglia 105Es driven by crews from Toronto. British driver Eric Jackson was the only overseas competitor in the event, but he lost dozens of points early in the rally and eventually retired.

Usually, the Winter Rally is plagued with severe snowstorms, but this year's event was more notable for the amount of ice on the roads. At several points along the route children were playing hockey on the roadway. The ice sent many cars slithering into the deep snow-filled ditches, but usually only with a loss of time and no damage.

The most difficult part of the rally appeared to be in the early hours of the morning when many drivers were suffering from a combination of fatigue and snow blind-



JUST LIKE HOME! Eric Jackson, the only non-Canadian driver in the Winter Rally, bounces off a snowdrift early on the event. Eventually he retired.

ness. Although there were 15 car club teams entered only two managed to get all three cars to finish within the four-hour lateness time.

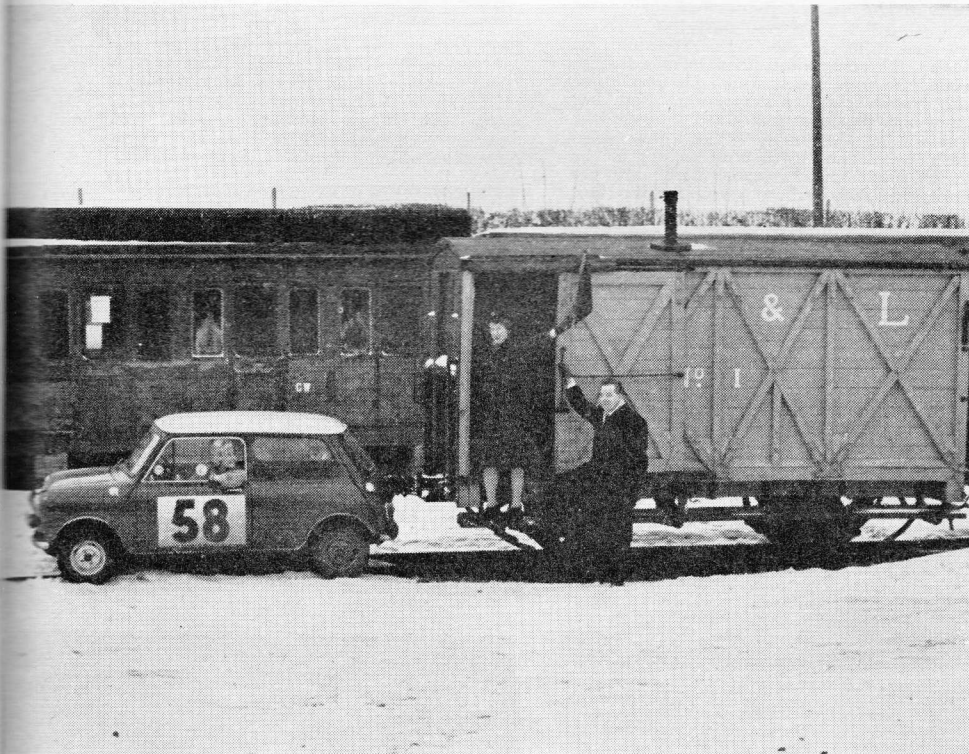
BOB MACGREGOR.

Results

- 1, Stockey-Bird (Corvaire Monza Automatic), 0;
- 2, Daniels-Davies (Hillman Super Minx), 1; 3, Chenhall-Wilson (Corvaire Monza), 1; 4, Trotter-Bick (Saab), 2; 5, Englevin-Bickham (Volvo), 2; 6, Harvey-Tiaht (Simca 1000), 2; 7, MacLennan-Dempsey (Anglia 105E), 4; 8, Menzell-Mollman (Mercedes 220SE), 5; 9, McLean-Leatham (Renault R8), 9; 10, Jerry-Williams (Mercedes 220SE), 10.

Manufacturers Team: Ford Anglia 105E. Private Team: Three DKW Juniors. Club Team: Canadian Motorcycle Association. (155 cars started, 90 retired.)

"The 4.52 Mini from Welshpool..."



WELSHPOOL AND LLANFAIR LIGHT RAILWAY PRESERVATION CO. LTD.

A NON-PROFIT making concern formed to operate the Welshpool and Llanfair light gauge railway now has some 800 members and has been working throughout the last year to renew the track, which runs from Llanfair Caerinion some eight miles on the Dolgelly Road down to the busy

"GUARD" Valerie Domleo gives the starting flag to "engine-driver" Pauline Mayman on what is certainly the first, and probably the last, occasion on which a Mini has pulled a train! With them is H. Cartwright, of the Welshpool M.C.

RIGHT: Pauline Mayman, F. S. Mayman and Valerie Domleo with the "other" engine.

market town of Welshpool in Montgomeryshire.

As the railway has not carried passengers since 1931, a considerable amount of rolling stock has had to be renewed. To advertise the reopening in April of this year, Pauline Mayman and Valerie Domleo, complete with their Monte Carlo B.M.C. Mini, were to ride the track on a float down to Welshpool Smithfield on Monday, 11th February. Unfortunately, due to frozen engines on both the diesel and the steamer, this could not be done, so the Mini was coupled direct to the carriages!

Any motor clubs who may wish to use the ample facilities of Llanfair Station to start or to finish a rally or as a mere social visit to see the little railway in operation would be very welcome. Apply to the General Manager, Welshpool and Llanfair Railway Co., Ltd., Llanfair Caerinion Station, Montgomeryshire.

FRANCIS PENN.



Club News

By MICHAEL DURNIN

A NEW form of motor sport takes place at Snetterton this Sunday when the Austin-Healey C.C., co-promoting with the Harrow C.C. and the Wilkinson Sword M.C., will be staging a 100-mile Regularity Trial. This has been devised by Peter Browning, an R.A.C. time-keeper and general secretary of the Austin-Healey Club, with a view to creating a refreshingly different kind of event for the novice and less-experienced driver, using the principles of running rally-type regularity sections on a closed circuit in the form of a long-distance speed event.

The event will be a team relay competition between teams of three cars. Before the start, each team manager will declare the speed that his team intend to average over the 100 miles. A sash will then be issued to each team and it is their object to convey this sash around the circuit for 100 miles, at all times maintaining the declared average speed. The team manager may despatch his three cars on the free relay system, but each of the three cars will complete three compulsory pit stops to carry out specified duties. These pit stops will be timed.

The team's average speed will be calculated on several undisclosed occasions and at several undisclosed points around the circuit during the event and penalties will be recorded for exceeding or failing to maintain the declared average. The times for the compulsory pit stops will be added to the average speed penalties and the team with the least penalties will be winners. The drivers are handicapped by having their speedometers, rev. counters and car clocks masked at scrutineering; no other device for calculating the average speed may be used!

The team manager's work is made more difficult by the ruling that the compulsory pit stops may only be performed in a limited number of observation bays marked out in front of the pits. The number of these pit bays has been purposefully restricted to ensure that there is a likely chance of a competitor coming into the pit road to find that all the bays are occupied so that he has to complete another lap before stopping. This ensures that the team manager cannot control his team's fortunes with a set plan. Crafty!

It seems that this sort of event has been welcomed by the members of the clubs concerned: within one week of entries opening the event was oversubscribed with 60 competitors representing 20 teams from the promoting clubs.

CO-PROMOTED by the Vickers-Armstrong (Hurn) C.C., the West Hants and Dorset C.C. and the Bournemouth M.C. on 9th-10th March, the Viscount 200 Rally is going to be a tough clubman's event—according to the regs. we have received. Secretary of the meeting is D. Jackson-Smith, 35 Sandford, Ringwood, Hants, who must have all entries by 6th March. . . . The Fiat Register, which caters for all Fiats manufactured before 1948, now include O.M. cars in their membership. The Register provide technical information and spares facilities together with social and competitive events for members. The secretary is Capt. G. Liston Young, Dickinson and Morris Ltd., Melton Mowbray, Leics. . . . Harrow C.C.'s Cullen Cup Rally, a closed event, takes place on 2nd-3rd March. Regs. are available from Derek Moss, 45 Talbot Avenue, Langley, Bucks and entries must be received by 25th February. . . . The Clover Leaf Rally of the West Essex C.C. takes place on 2nd-3rd March. The 200-mile event starts and finishes near Newmarket and there are classes for experts and novices. The following clubs have been invited: Thames Estuary A.C., Four Ways C.C., Chelmsford M.C., Romford E.C.C., M.G.C.C. (S.E. Centre), Austin-Healey C. (E. Centre), London M.C., Harlow M.C. and the event is also open to all those eligible for the Association of Eastern Motor Clubs Rally Championship. Regs. are available from E. E. Davis, 160 Hermon Hill, London, E.18. . . . The London M.C. are co-promoting the Dieppe Rally with the Automobile Club de l'Ouest on 10th-12th May and joint Clerks of the Course are to be Raymond Rousseau for the A.C.O. and René Boucher for the L.M.C. Twenty-five places have been reserved for members of the London M.C. and their programme will be as follows: on Friday, 10th May, they depart from London at 8 a.m. and arrive at Dieppe at 3.30 p.m., while in the evening there is a film show. The rally starts at 2 p.m. on Saturday and an 80-mile route includes a hill-climb and three driving tests before the competitors return to Dieppe at 6 p.m.—then they go to the Casino for a cocktail party! Collecting their cars from the *parc fermé* at 8 a.m. on Sunday, the competitors then set out for the second, 190-mile stage, which includes three more driving tests. In the evening there is a gala dinner-dance at the Casino where the prizes will be distributed! What a very good thrash! . . . The North-West Centre of the B.A.R.C. and the Liverpool M.C. are co-promoting a rally on 23rd March for over 40s! Aged AUTOSPORT readers who feel that they are still agile enough to have a go (and who are members of one of the promoting clubs) should send in their entries to either P. Ledger Thomas, Upper Charlton, 50 St. Anthony's Road, Liverpool, 23, or G. F. Irving, Wyck House, Wellington Road, Bebington, Cheshire.

750 M.C. DINE . . .



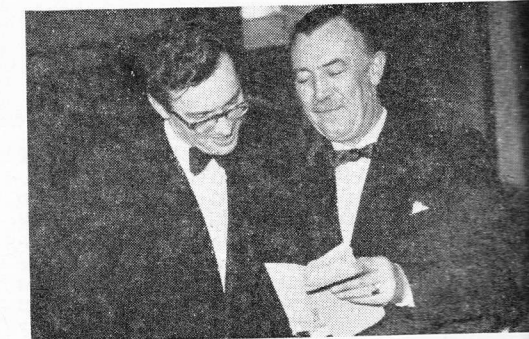
OLD, BUT WILLING! Tony Hunt, the organizer of the "Ruby for a Tamer" Raffle, drives the Austin into the dining hall with AUTOSPORT's Editor beside him.



WINNER of the Goodacre Trophy for the 750 Formula Championship was Adrian Wontner (above), who comes from Cheshire. 1172 CHAMPION after a year's close-fought racing was Arthur Mallock (below), who receives the Chapman Cup from the Seventy-Fifty Motor Club's President, Holland Birkett.



LUCKY WINNER! (below). Gregor Grant talks to the winner of the Austin Ruby, J. Barker. He is about to be given the log book, test certificate, tax and insurance.



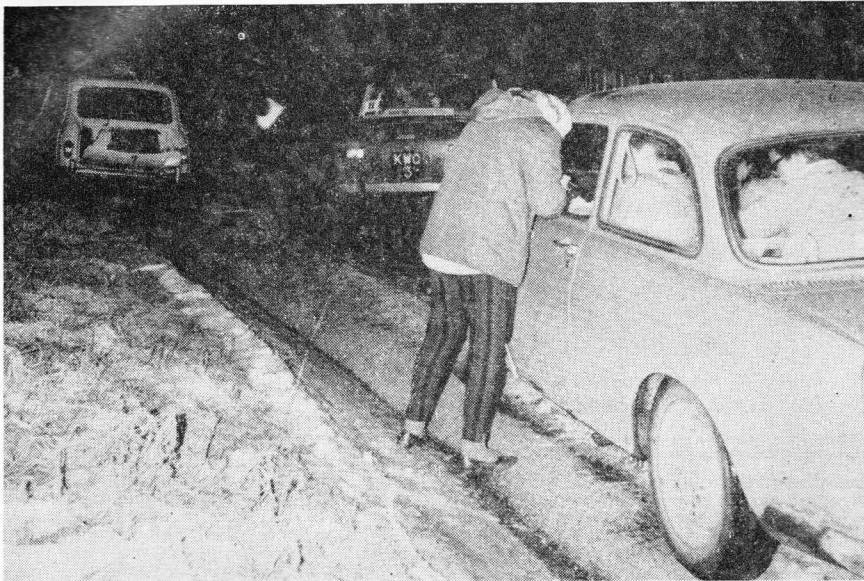
Coming Attractions

23rd-24th February. North London E.C.C. Jacobean Rally. POSTPONED.
Herefordshire M.C. Welsh Marches Rally. Starts Bengry Motors, Bargates, Leominster (M.R. 129/494550), at 10 p.m.
De Lacy M.C. Seven Dales Rally.
Falkirk M.C. Rally.
Jaguar Apprentices' M.C., Godiva C.C. and Coventry and Warwickshire M.C. Rally. Starts Shamrock Cafe, Overley, near Wellington, Shropshire, at 11 p.m.
24th February. Daytona 500, Daytona, U.S.A. (T).
SUNBAC Colmore Trophy Sporting Trial. Starts near Stow-on-the-Wold, Glos., at 11 a.m.
Surrey Sporting M.C. Sprint, Brands Hatch, near Farningham, Kent. CANCELLED.
M.G.C.C. (Scottish Centre) Slalom. Starts Corporation Car Park, Seafeld Road, Portobello, Midlothian, at 2.30 p.m.
Harrow C.C., Austin-Healey C. and Wilkinson Sword M.C. 100-mile Regularity Trial, Snetterton, near Thetford, Norfolk. Starts 1.30 p.m.
Aberdeen University M.C. Refresher Rally.
2nd March. London M.C. and B.B.C. 10th Television Trophy Car Trial. Starts Aston Hill, Wendover, Bucks, at 1 p.m.
Hastings, St. Leonards and East Sussex C.C. Spring Rally.
2nd-3rd March. Oxford University M.D.C. 9th Targa Rusticana. Starts Messrs. Vincent

Greenhouse, Welshpool, Montgomeryshire (M.R. 117/232071).
Harrow C.C. Cullen Cup Rally. Starts near Reading, Berkshire, at 10 p.m.
Worthing M.C. Rally.
West Essex C.C. Clover Leaf Rally.
2nd-4th March. Longford, Tasmania, Australia (F.L.).
3rd March. East Surrey M.C., Sutton and Cheam M.C. and Mid-Thames M.C. Sprint, Brands Hatch, near Farningham, Kent. Starts 1 p.m.
Shenstone and D.C.C. National Production Car Trial. Starts Barker's Cafe and Filling Station, Streehay, near Lichfield, Staffs., at 10 a.m.
Mid-Cheshire M.C. Wilshire Sporting Trial. Starts Egerton Arms Hotel, Broxton, near Chester, at 11 a.m.
West Lancashire M.C., B.R.S.C.C., Liverpool M.C. and Severn Valley M.C. Southport Speed Trials, Marine Drive, Southport, Lancs. Starts 1 p.m.
North Cornwall M.C. Production Car Trial. Starts Launceston, Cornwall.
10th-11th March. Sandown Park, Australia (F.L.).
13th-17th March. Portuguese Rally.
21st-23rd March. Sebring Formula Junior Race, Sebring Three Hours (G.T. 1) and Sebring Twelve Hours (G.T. 2-3 P., S.).
30th March. Snetterton M.R.C. International Snetterton Race Meeting, near Thetford, Norfolk (F.1).
31st March. Bossier City, U.S.A. (I.C.F. F.1, F.J., S.).

FOURWAYS CAR CLUB

FILLDYKE RALLY



WEATHER conditions in East Anglia were somewhat better on the night of 16th February than they had been for many weeks, and there had never been any doubt about the running of the Fourways Fillydike. With the postponement of other events due to be run in more westerly areas, the Fillydike entry list received a last-minute boost and 47 crews left Colchester from 10.56 onwards—among them several "top" names, whose confidence in the ability of this small club (only 60 members) to provide for their requirements was rewarded by a good, tough rally, imaginatively routed and competently marshalled.

There was a variety of road surfaces, even some of the good old-fashioned dry tarmac, but there was also ice and frozen snow to catch the unwary. Control 1, after the run-in, was an example—several crews, arriving early, parked outside the control, facing uphill, and were unable to re-start unaided, so that Donald Morley, marshalling on this occasion, signed away a number of clean sheets with the rally 15 mins. old.

Although there were no "tricks", the paperwork involved was considerable and navigators were required to deal simultaneously with road book, route card and supplementary final instructions, the latter including vital last-minute alterations. This was the undoing of the Hatchett/Brown Renault R8, which omitted control 9 altogether, this reference, unlike those which preceded it, being shown on the road book itself. Even less fortunate were John Sprinzel and Elma Lewsey. In trying to pass another car which was unaccountably backing out from the correct approach to Control 8, they became firmly snowbound, only to learn that petite navigators are at a disadvantage when it comes to digging out hairy Healeys.

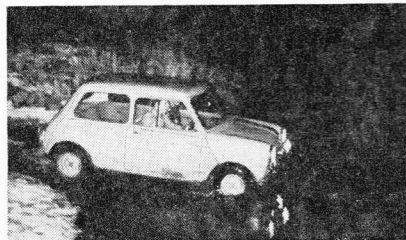
The schedule continued tight throughout the first half, with 42 controls, mostly manned, leading generally northwards towards Norfolk. The David Seigle-Morris/Mike Butler Anglia fell victim to a mysterious intermittent ignition fault which cost them several minutes, and Alec Lobb and David Lockyear brought the VX4/90 into the refuelling halt with a marked loss of power, thought to be due to a clogged carburetter.

Like several other crews, these two elected to opt out of the 50 m.p.h. special stages, run on W.D. land at Stanford and timed to the second by R.A.C. timekeepers. The penalty incurred, equal to but two road minutes, was thought to be well worth while in terms of resuming standard time, and of the 11 crews

CHECKING IN at a control between two one-minute sections over snow-covered roads north of Snetterton is the VW 1500 of Whitehead/ Bishop, while the Ted Hatchett/ R. Brown Renault R8 departs.

to try the stages, the Mini-Minor of Brian Stevens was easily the fastest, dropping 85 secs. or 8½ marks, against the maximum penalty of 20.

Ian Terry/John Brown (Allardette) were leading at the half-way mark, 9 mins. down, with John la Trobe and Julian Chitty (Rapier) on 12. Terry Hunter and Vic Elford (Mini-Minor) were 28 adrift, but they immediately set about building up a winning lead in the really difficult stint which followed. This included 14 controls and a secret check in 23 mins. using the maze of yellow roads, white roads and hitherto undiscovered tracks north-east of Snetterton, and called for spot-on navigation and press-on driving. Hunter and Elford excelled here, with a total loss of 3 mins., against the 7 lost by Terry and Brown. The latter crew was slowed by failing lights and shortly afterwards retired as a result of time lost fixing a broken dynamo bracket.



CAUTIOUSLY entering a ford is the Terry Hunter/Vic Elford Mini.

Many high hopes faded during this fateful period. Tony Cox and David Skeffington (VW1500), running under the handicap of using B.B.C. time, due to a faulty watch, were among several caught out by the tricky but fair departure instruction from Control 53, having just previously missed a secret check to establish departure from 51. Brian Stevens and Roger Irwin did exactly the same thing. Robin Richards and Geoff Davies (M.G.B.) also missed the secret check, as well as wrong-
(Continued overleaf)

80 BENNETT ROAD, BRIGHTON SUSSEX.

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Fillydye Rally—continued

approaching 45, a fate which likewise befell Seigle-Morris/Butler. Pat Walker and John Davenport motored unscathed, other than in respect of time, throughout all this, but then took the TR4 straight through the location of Control 56 without benefit of signature, thinking the control to be unmanned, although other crews found the marshal without apparent difficulty. It was therefore left to Hunter and Elford to establish a lead they were never to lose.

The 20 surviving crews and the 120 marshals involved partook of breakfast at Copford, near Colchester, where it was agreed that the combination of a good route, strict marshalling and a high degree of pressure had conspired to penalize all but one crew in terms of "failed sections" and to charge even that pair a total of 39 mins. of lateness in some 200 miles.

Results

1, T. Hunter/V. Elford (Mini), 0/390.0; 2, Miss P. Walker/J. Davenport (TR4), 1/620.0; 3, J. la Trobe/J. Chitty (Rapier), 2/293.5; 4, B. I. Stevens/R. Irwin (Mini), 2/488.5; 5, A. Cox/D. Skeffington (VW 1500), 2/572.3; 6, R. N. Richards/G. Davies (M.G.B.), 2/586.7; 7, D. Seigle-Morris/M. Butler (Anglia), 2/700.0; 8, T. Hatchett/R. Brown (Renault), 3/580.0; 9, C. Bent-Marshall/R. Britt (Wolseley), 4/680.0; 10, J. R. Clark/G. Langley (Spitfire), 5/477.7. Best Novice: R. D. Cowing/P. W. Ager (Rapier), 35/350.0.



SLIDING on the ice-covered roads near Attleborough is the Group II 1,200 c.c. Ford Anglia of David Seigle-Morris/Mike Butler. This is, in fact, the car which Pat Moss drove on the Monte Carlo Rally.

HANTS AND BERKS M.C.**EVENING NAVIGATION SCATTER**

VERY conscious of the ever growing public concern at noisy-one-minute-interval-all-night-rallies, the Hants and Berks Motor Club date, which has formerly been its Riverside Rally, was taken over by an evening "scatter" so the public, if they noticed the event at all, would not be brought from their beds in wrath ("scatter" because the competitors were sent to three different controls from the start and followed no fixed route to the controls and checks).

This sort of event is not new, of course. Indeed, there are quite a few in the calendar disguised under various names: Nocturne, Night Navigation, etc.—usually loosely tagged Rally, too. However, the name "scatter" is new and apt.

The manned controls were, because of the snow, rather easier to find than usual for this type of event and very little walking was involved. However, the plotting of most of them was long-winded. For instance one was simply

described on the route card as "25 yards Grid W. of intersection of grid line, footpath, yellow road and parish boundary". It was certainly not the sort of thing that can be found while directing one's driver through narrow, winding snow-rutted lanes. One of the controls had its marshal concealed in a more traditional manner—some 75 yards of walking through the several inches of frozen snow were necessary to find him sitting in an abandoned van!

The 10 checks, which gave information to build up the reference of the final control, were all roadside and simple yet pretty well unguessable. The "unscramble" was exhibited only after 10.15 p.m., so that the very expert, who also had a couple more checks to visit than the novices, should not finish too early to join in the natter over coffee at the finish.

The course covered about 70 miles of the Surrey, Sussex and Hampshire border country enlivened by snow and slush. One likely looking short cut was all but impassable. The five competitors who did get through did so only by much mutual assistance and lost a great deal of time. The two retirements were not seen after this so it is supposed they lost heart, although one of these had stopped half-way up to change a punctured wheel. Congratulations must go to the winner, who lost only 14 marks during the evening, his nearest rival having lost three times that.

GORDON MADGWICK.

Results

1, (Best Performance) J. Higginson/M. Arnold (Minor 1000); 2, (1st Class) J. B. Morley/J. R. Smith (Saab); 3, (1st Class) P. L. A. Jones/A. J. Bout (Riley 1.5); 4, (1st Class) O. C. Hedley/R. Hedley (Mini); 5, (Best Novice) F. C. Bleach/T. G. Woodward (A40).

DUNFERMLINE C.C.**VALENTINE RALLY**

THE contenders for the Scottish Rally Championship were out in force on 9th-10th February, for Dunfermline Car Club's Valentine Rally. This was the second of the 12 rallies counting towards the championship, the Snowman Rally, which took place the week before, being the first. Among the competitors were Frank Inglis and Arthur Stubbs (M.G.B.), last year's champions, and B.M.C. works driver Logan Morrison (M.G.A.) who had just flown in from the Brands Hatch "slalom" event. Another last-minute arrival was Tom Paton (Mini-Cooper), last year's runner-up in the championship, who arrived five minutes before the start with a puncture.

Due to the weather prevailing in the East of Scotland, there was great speculation as to whether the rally would be run. Brothers Bill and Johnston Syer checked the route on the Friday and decided that the rally could go on in a modified form. The original 190-mile

route had been planned with 93 controls, but it was decided to discount about 20. This gave the navigators extra work at the start as they had to make their own deletions on the route cards.

The routing was divided into four route cards, which were given out at the start. The navigation was all map references and spot heights, and the sections all short 2, 3, 4-minute ones. No part of the route was clear of snow and a Land-Rover put up a sterling performance extricating competitors.

At the end of the first route card no one had a clean sheet but leading was Frank Inglis (M.G.B.) who had only dropped 2 minutes. Next came Tom Paton (Mini-Cooper) and Hardie Brown (Hillman) with 5 mins. lateness. The second route card which took the competitors to the half-way halt showed a slight improvement and both Jim McInnes (VX4/90) and Bill Duff (Wolseley 1.5) returned clean sheets.

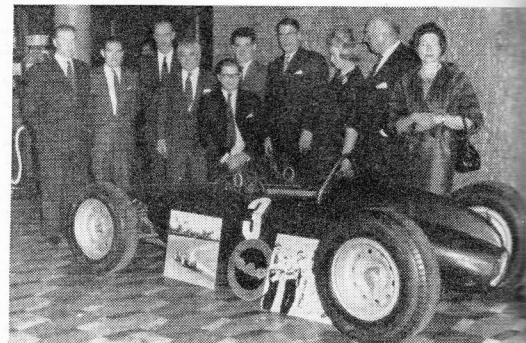
Only two competitors returned clean sheets on the third part and this time it was the turn of Arthur Hasper (Anglia) and Hardie Brown (Hillman). On the last stage the going was easier and 10 competitors returned clean sheets.

Out of the 42 starters 29 were classified as finishers. The third place gained by Hamish and Rusty Wilson (Rapier), coupled with a third place in the Snowman Rally, gives them the leading position in the championship.

ROD MACADAM.

Results

1, A. Jasper (Anglia), 70; 2, J. H. Brown (Hillman), 70; 3, H. Wilson (Rapier), 80; 4, J. McInnes (VX4/90) 90.



BRITISH RACING MECHANICS' CLUB (Midland) recently held their annual dinner-dance in Coventry. B.R.M. were honoured by the presentation of the new Ken Taylor Memorial Trophy for the most outstanding British Grand Prix team of the year. Mrs. Taylor made the presentation to Cyril Atkins, chief B.R.M. mechanic.

AUTOSPORT

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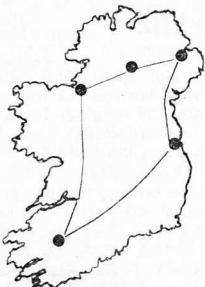
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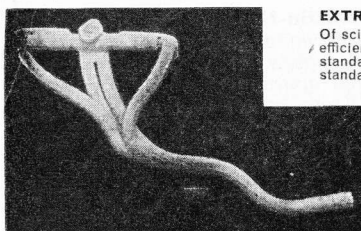
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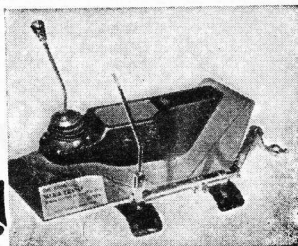


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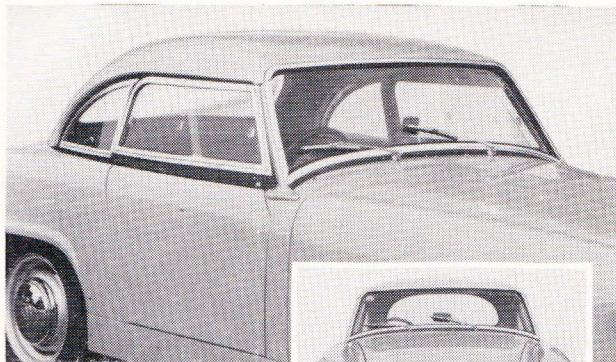
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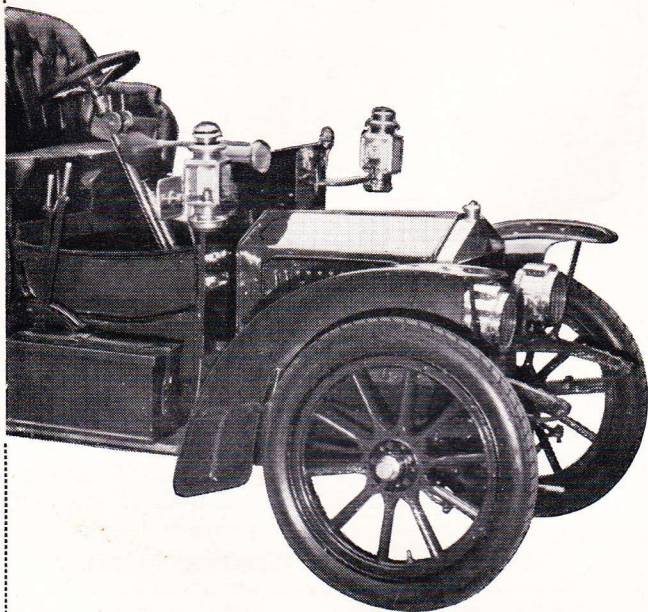
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