

LE MANS—FULL REPORT AND PICTURES

JUNE 29, 1962

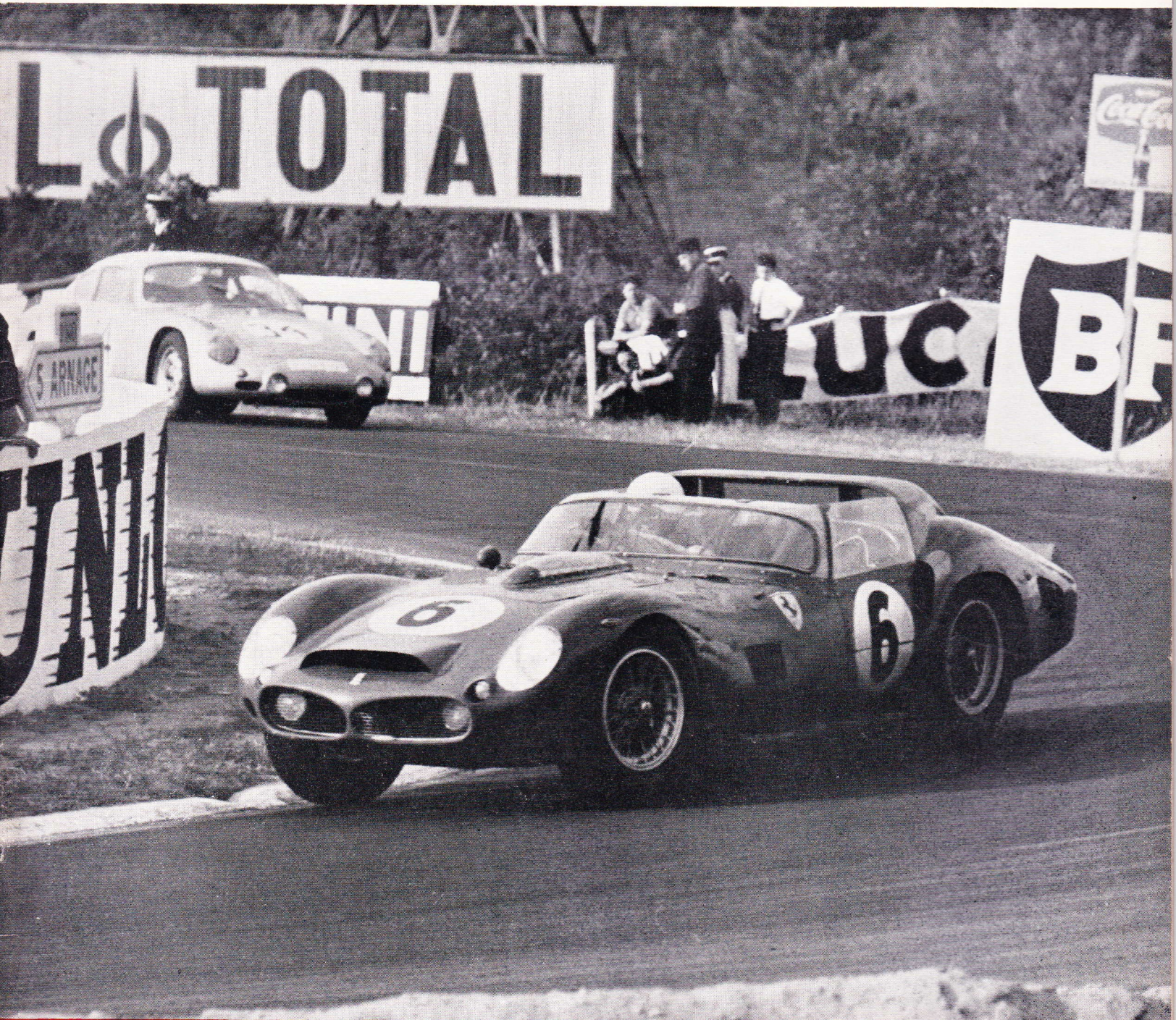
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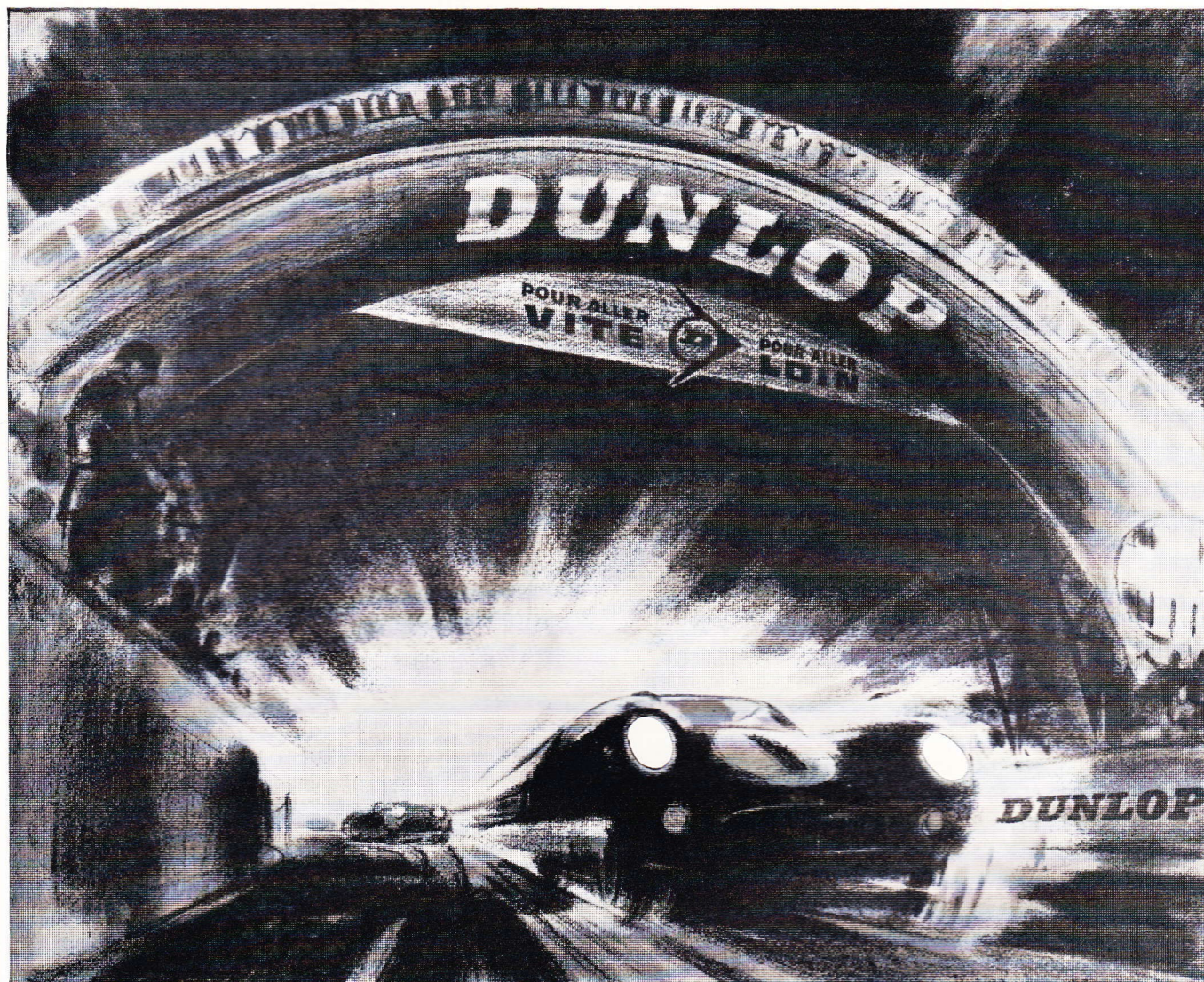
EVERY FRIDAY
Vol. 24 No. 26

BRITAIN'S MOTOR SPORTING WEEKLY

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



LE MANS ISSUE



LE MANS WON ON DUNLOP AGAIN!

Le Mans is the greatest, toughest and most spectacular event in the entire motor racing calendar. Its title "Grand Prix d'Endurance", fairly describes the fantastic 24-hour day-and-night race between the world's finest sports cars. It tests drivers, cars and tyres to the very limit of endurance.

This year the race has *again* been won on Dunlop tyres . . . giving Dunlop their 21st Le Mans victory!

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GENERAL CLASSIFICATION

1st^{*}
P. HILL
O. GENDEBIEN
FERRARI
ALSO **2nd**^{*} & **3rd**^{*}

★ALSO DUNLOP DISC BRAKES

INDEX OF THERMAL EFFICIENCY

1st
D. HOBBS
F. GARDNER
LOTUS-ELITE
ALSO **2nd**

(Subject to official confirmation)

 **DUNLOP**

FOR TOP SAFETY-TOP MILEAGE

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 24 No. 26**June 29, 1962****Managing Editor GREGOR GRANT****Assistant Editor MARTYN WATKINS****Technical Editor**

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EDITORIAL

"L'AFFAIRE LOTUS"

EVEN French newspapermen reckoned that the Automobile Club de l'Ouest had dealt unnecessarily harshly with Lotus, in respect of the "23" sports-racing machines constructed primarily for the "Index of Performance" at Le Mans. The question that most people ask is: "Had the A.C.O. any intention of permitting the cars to start?" There is plenty of evidence to support the theory that even before the technical committee had been advised that the cars had been modified in accordance with their demand, the list of verified cars was already in the hands of the printers. The meeting was on Wednesday evening, and it is a strange fact that although Bonnet No. 49, which was totally destroyed in practice whilst discussions were taking place, appears in both applicable sections of the official programme, the Lotuses were omitted. There may, of course, be a reasonable explanation for this anomaly, but it will be difficult to convince the majority of people that Lotus and U.D.T.-Laystall had a fair deal. One recalls past races when Gordini's cars were verified long after the date of closure. Another curious thing concerns the second-place Ferrari of the Frenchmen Noblet and Guichet. In all official lists, this car appeared as an experimental machine, but by the time the race was over it suddenly became a Grand Touring vehicle, and accordingly was awarded first place, as well as taking Championship points in the over 2,000 c.c. category. Apparently the A.C.O. regards itself as being "beyond the jurisdiction of the F.I.A.", and it is small wonder that many entrants are disgruntled, year after year, by petty decisions and curious interpretation of regulations. AUTOSPORT would also like to mention the complete turnabout of the A.C.O. as regards the speeds of the competing cars. Following the 1955 disaster, a 3-litre limit was imposed, primarily to cut down rising maximum speeds. This year, the admission of experimental prototypes resulted in speeds well in excess of 180 m.p.h. on the Mulanne straight—and these cars still had to overtake small-capacity machines doing, at the most, 100 m.p.h.

THE INCOMPARABLE COMBINATION

NEVER before has there been such a successful long-distance team as that of Phil Hill and Olivier Gendebien. Driving the experimental 4-litre Ferrari, they won, for the second successive year, the Grand Prix d'Endurance at Le Mans, setting up a record distance for the category, but not breaking the record they established in 1961 with the 3-litre car. Hill also broke the lap record set up by the late Mike Hawthorn (4.1 Ferrari) of 3 mins. 58.7 secs. in 1957, by recording 3 mins. 57.6 secs.

OUR COVER PICTURE

ONCE AGAIN! Phil Hill rounds Mulanne in the big 4-litre V12 Ferrari which he and Olivier Gendebien drove to victory at Le Mans. Phil and Olivier have now won this race three times, and Gendebien also won in 1960 with Paul Frère.

Photo: George Phillips



LE MANS

TEAM ELITE AND COVENTRY—CLIMAX BRING VICTORY FOR BRITAIN!

Index of Thermal Efficiency

**WINNER
LOTUS ELITE**

Up to 1300 c.c. Class

**1st LOTUS ELITE
2nd LOTUS ELITE**

(Subject to official confirmation)

Using ESSO EXTRA MOTOR OIL
the same superb mineral oil you can buy from your local Esso Dealer

PIT and PADDOCK

LOTUS had a field day in last Sunday's Lottery Grand Prix at Monza. Team Lotus cars, driven by Peter Arundell and Alan Rees, were first and second, Paul Hawkins was third in an Ian Walker machine and the Italian "Geki" fourth in yet another Lotus. The first non-Cheshunt machine finished fifth, a Cooper driven by Tony Maggs.

STORK department. Angela Miller, wife of Peter Miller, recently gave birth to a son, Nicholas Julian. Peter was formerly of the competition departments of Rootes and Aston Martin, and Angela, a top fashion model, has competed in several racing and rally events in her Austin-Healey.

OLIVIER GENDEBIEN is reported to have said that he will not be competing at Le Mans again. He will only race in certain events which he particularly likes.

LA TE entries can be accepted by the Eastern Counties Motor Club for their National Snetterton meeting this Sunday. It appears that some of the "regulars" have forgotten to enter: come on, chaps, it's your last chance!

IT is Alan Smith who prepares Pat Fergusson's "Tattie Turner"—not Alan Wilson as we reported in the Mallory Park report.

RICHARD CULEY finished fourth in the Mini car race at the N.S.C.C. Silverstone meeting, not Paul Doughty as we stated in last week's issue. Richard was 1.4 secs. behind third man Merrick.

B.R.S.C.C. SALOON CAR CHAMPIONSHIP

POSITIONS in the championship following the Whit Monday Crystal Palace meeting are as follows:—

1. John Love (Morris Mini-Cooper)	34
2. Peter Harper (Sunbeam Rapier)	32
3. Alan Hutcheson (Riley 1.5)	30
4. Graham Hill (Jaguar 3.8)	29
5. John Whitmore (Austin Mini-Cooper) ...	25
6. Roy Salvadori (Jaguar 3.8)	24
7. Jack Sears (Jaguar 3.8)	24
8. Peter Jopp (Sunbeam Rapier)	18
9. Christabel Carlisle (Austin Mini-Cooper)...	17
10. Mike Parkes (Jaguar 3.8)	17
11. Edward Lewis (Riley 1.5)	10
12. Peter Pilsworth (Riley 1.5 and Sunbeam Rapier)	10
13. Innes Ireland (Ford Zodiac III)	9
14. David Hobbs (Jaguar 3.8)	8
15. Tony Rutt (Austin Mini-Cooper)	6
16. Sir Gawaine Baillie (Jaguar 3.8)	4
17. Mick Clare (Morris Mini-Cooper)	4
18. Frank Hamlin (DKW Junior)	4
19. David Haynes (Ford Zodiac III)	4
20. Ellis Cuff Miller (Sunbeam Rapier)	2
21. Alan Fraser (Sunbeam Rapier)	2
22. Elizabeth Jones (Morris Mini-Cooper) ...	2
23. Graham Lawrence (Austin Mini-Cooper)...	2
24. Tony Maggs (Austin Mini-Cooper)	2
25. Bob Olthoff (Morris Mini-Cooper)	2
26. Billy Blydenstein (Austin Mini-Cooper) ...	1

AL EXANDER ENGINEERING, of Haddenham, Bucks, have a full range of Turner cars on show this week-end. These comprise a kit car, Mike White's racing Turner, a new G.T. car and an Alexanderized machine. The last two are available for demonstration.

B. F. PINDAR has been appointed to the post of managing director of Stevensons Motors, Ltd., and Stevensons Motors (Mayfield), Ltd., and will be taking up his duties in the next few weeks.



Mrs. Aileen Moss, Lionel Harrison and Nancy Mitchell discuss the Mini-Minor at Finmere after taking part in a competition to see who could drive farthest on one pint of petrol—see below right.

CAR THIEVES FOILED!

IS that your car round the corner, or left at the kerb all night? Well, now you can make 100 per cent. sure it will be there, just where you left it, when you want it! Because if while you are at work, at play or asleep a bandit tries to rustle your car, here is what it will do: First, it will dig its heels in like a stubborn mule and refuse to budge; and next it will set up such a squawk it will wake the neighbourhood! Yes, this is the two-fold boon of protection and safeguard brought to whatever the make, size and type of your motor vehicle by the ingenious new "G-T Car Alarm". The device is "do-it-yourself" fitted, costs 59s. 6d., cannot harm engine or batteries and is visible only to the car owner's eyes.

SOUTHERN COUNTIES CAR AUCTIONS, LTD., are holding the third annual sale of veteran and vintage cars at the Montagu Motor Museum at Beaulieu, Hampshire, on 7th July by arrangement with the Beaulieu Development Co., Ltd.

FERRARI'S 6-CYLINDER, 12-CARB. ENGINE

THE long-awaited six-cylinder F1 Ferrari engine with four valves per cylinder may soon make its first appearance. It seems that Ferrari has refrained from using it while Webers were making up a new carburetter system, using 12 carbs., one per intake valve. The system is now apparently nearing readiness and the engine is said to produce 215 b.h.p.! It might just make its debut at the British Grand Prix.

ACCORDING to our American contemporary *Competition Press*, motor racing is being seriously threatened . . . by elephant racing! There are pits, programmes, etc., and the elephants, as in motor racing, use a standing start . . . and there are handicap events. Apparently it gets pretty exciting when you lose control of an elephant too! We have heard of camel racing in North Africa (with either Formula 1 or Formula 2 humps), but this is ridiculous!

THREE well-known personalities recently went to Finmere circuit to see who could drive a Morris Mini-Minor farthest on one pint of petrol. They were Aileen Moss, mother of Stirling and Pat, Nancy Mitchell and Lionel Harrison, the deputy mayor of Oxford who drove a Mini-Minor to Moscow last year *without refuelling*. Lionel Harrison covered 8 miles 1,437 yards, equivalent to over 70 m.p.g., Aileen Moss covered 8 miles 1,395 yards, and Nancy Mitchell 8 miles 1,179 yards.

NO FERRARI OR PORSCHE FOR RHEIMS

IT is learned that no works Ferraris or Porsches will take part in next Sunday's Grand Prix de Rheims, a week before the Grand Prix de l'A.C.F. at Rouen-Essarts. Enzo Ferrari is alleged to blame a strike of metal-workers for inability to have the cars prepared, and it is also stated that they may not be at Rouen, which would be a severe blow to the Championship hopes of Phil Hill. Porsche will make every effort to have two eight-cylinder cars for Gurney and Bonnier at Rouen, but have decided to withdraw from the Rheims race. Recent adverse criticism of the present regime in the Press has awakened the German concern to their responsibilities, and the cars will also be entered for the British Grand Prix at Aintree.

Ferrari's excuse does not carry much weight, it would seem, for there appeared to be no difficulty in having a large number of cars prepared for Le Mans. It is more logical to assume that the prospect of suffering more defeats from the British V8s does not appeal to him, and that all resources at Maranello will be concentrated on bringing out newer machines.

With the exception of possibly a couple of privately entered Porsches, the Rheims race will be an all-British affair, featuring B.R.M., Lotus and Cooper-Climax. Anyway, the crowds will receive full value for money, for the majority of the cars will be the fastest 1½-litre machines in the world. There is also the attractive Formula Junior event.

Morris Mini Coopers shine in Midnight Sun Rally!



BMC's third major win in six weeks!

MORRIS MINI COOPER SUCCESSES IN THE 'MIDNIGHT SUN'

OUTRIGHT WIN

Bengt Soderstrom and Bo Ohlsson

MANUFACTURERS' TEAM PRIZE

Bengt Soderstrom and Bo Ohlsson, Tom Trana and Mario Pavoni, Hans Lannsjö and Hans Sundin

CLASS 2 Normal Series Production Touring Cars 851 c.c.—1,000 c.c.

1ST Bengt Soderstrom and Bo Ohlsson

2ND Hans Lannsjö and Hans Sundin
(Morris Mini Coopers also took 3rd, 4th and 5th places)

CLASS 9 Improved Series Production Touring Cars 851 c.c.—1,300 c.c.

1ST Tom Trana and Mario Pavoni

Outright winner, manufacturers' team prize and class wins. That's the tally of B.M.C. cars in the Swedish Rally to the Midnight Sun. This makes B.M.C.'s third major rally win within six weeks, first in the Tulip Rally with a Morris Mini Cooper, first in the Alpine Rally with an Austin Healey 3000. And it's the second time in a week that B.M.C. cars have carried off the team prize in an International Championship Rally. How's that for success!

B.M.C. builds to Win!

Subject to official confirmation

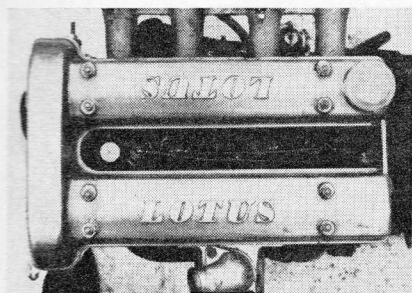
THE BRITISH MOTOR CORPORATION LTD

BIRMINGHAM AND OXFORD



22, 23, 24, 25 and Now . . . A LOTUS ENGINE

BY
DAVID PHIPPS



A LOTUS 23 was entered for this year's Nürburgring 1,000 Kms. race as part of the development programme of a twin overhead camshaft conversion for the Ford Anglia/Classic engine, a unit which is eventually intended for use in Lotus sports and touring cars. At the end of the first lap the 23, driven by Jim Clark, led by 27 seconds! A lap later it was 47 seconds ahead, and went on to establish an advantage of over 1½ minutes before Clark, troubled by fumes from a faulty exhaust system, lost control of the car on a corner and slid into the ditch—without damage to himself or the machinery. A disappointing end to a fine drive, but an auspicious début for the first-ever Lotus engine—and this is what it must be considered, despite its Dagenham-based bottom end.

For Lotus, this method of producing an engine is entirely logical. The cost of making a complete unit would be prohibitive, but the price of a cylinder head and ancillary parts is relatively quite small. Formula Junior racing has shown that the Ford block and crankshaft can stand up to power outputs in the region of 100 b.h.p. per litre, and revolutions in excess of 8,000. The rest followed.

The basis of the Lotus engine is the Ford Anglia/Classic crankcase and cylinder block, complete with crankshaft, connecting rods, pistons and camshaft—the latter retained to drive the oil pump and distributor. The standard cylinder head is replaced by a light alloy head in which the two overhead camshafts—each running in four bearings—are driven by chains and operate the valves, Jaguar-fashion, via inverted cups which also enclose the valve-springs. The valves themselves are set at the relatively

narrow included angle of 54 degrees, mainly to facilitate the use of a fairly high compression ratio with flat top pistons. Valve diameters are 1.53 inches on the inlet side and 1.45 inches for the exhaust, the relative port sizes being 1.3 inches and 1.2 inches. The inlet manifolds are cast into the head and are fitted with two 40 mm. twin-choke Weber carburetters. The use of Ford parts, in addition to the block and its contents, has been extended to the camshaft sprockets and the water pump rotor, but the water pump itself and the front timing cover have of necessity been replaced by a new casting.

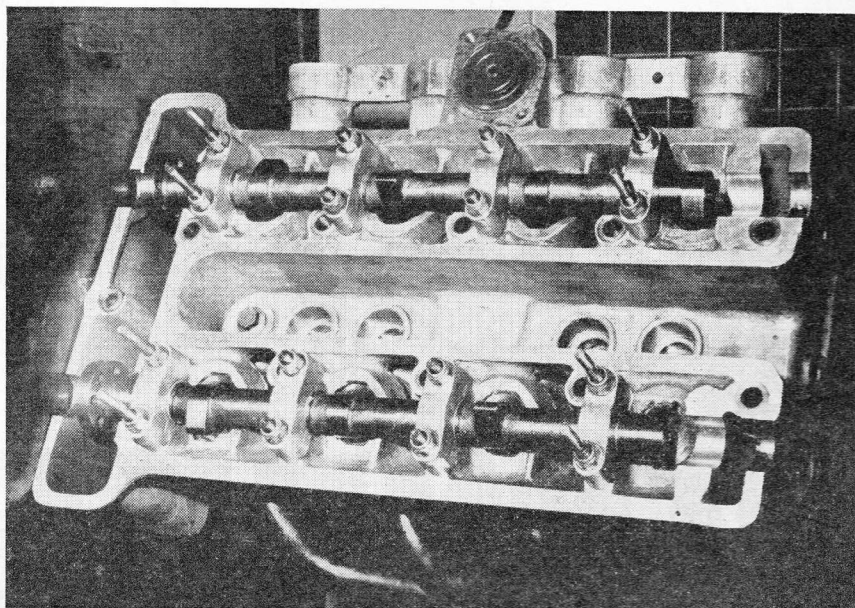
As mentioned above, the 1,500 c.c. engine used at Nürburgring was very much a touring unit with mild valve timing—inlet opens 14 deg. b.t.d.c., closes 54 deg. a.b.d.c.; exhaust opens 52 deg. b.b.d.c., closes 16 deg. a.t.d.c.—and a maximum output of only 100 b.h.p. at 5,900 r.p.m. More highly tuned versions are being developed, but the first aim was to produce a smooth, flexible unit with good fuel and oil consumption. Having driven an Anglia fitted with one of these engines I can vouch for its flexibility, its smoothness and also its

SPORTS NEWS

surprising power output. So, too, even before his drive at the Nürburgring, could Jim Clark. During a visit to the Lotus factory, Jim asked Colin Chapman if he could borrow a car for a quick trip to his home in Scotland, 350 miles away. To his dismay, he was offered a Ford Anglia, and set out fully prepared for a long drag up the Great North Road. When the Anglia reached 95 m.p.h. on the first short straight he thought again, and stopped to take a look under the bonnet. There, lo and behold, were two cam boxes with the words "LOTUS" cast into them; Jim arrived home in record time.

It must be emphasized that the Lotus engine is still in its early development stages, and will not be in production for some time yet. Lotus appreciate the advantages of the race track as a forcing ground, and accept the risks of consequent bad publicity; so far their new engine hasn't suffered!

N.B.—The same cylinder head is used on all three versions of the engine—997 c.c., 1,340 c.c. and 1,500 c.c.



JUNIOR ABROAD

EVERY week-end one hears of Formula Junior races being held abroad at little-known venues and, quite often, British drivers have taken part in some and have performed quite creditably against the foreign opposition. Recently we heard of two such races held in the most *unlikely* places. The Adriatic Grand Prix, held on 17th June in Yugoslavia, was won by the German, Kurt Ahrens, Jr., in a Cooper and he beat Frenchman Jacques Calès (Stanguellini) and the British ex-motor-cyclist Terry Shepherd (Lotus). A week earlier Ahrens won a race in Budapest, Hungary—this time from Austrian Kurt Bardi-Barry (Cooper) and "pa", Kurt Ahrens, Sr. (Lotus). Incidentally, the Russians have two dates in the very full F.J. calendar: 18th/19th August at Lenin-grad and 25th/26th August at Tallin.

EUROPEAN HILL-CLIMB CHAMPIONSHIP

POSITIONS in the European Hill-Climb Championship following the first three rounds at La Faucille, Parma-Poggio and Mont Ventoux are as follows:—

1. Heini Walter (Porsche)	21
2. Lodovico Scarfiotti (Ferrari)	18
3. Josef Greger (Porsche)	12
4. Harry Zweifel (Lotus-Maserati)	7
5. Hermann Müller (Porsche)	7
6. Herbert Müller (Porsche)	5
7. Charles Vögele (Lotus 19)	3

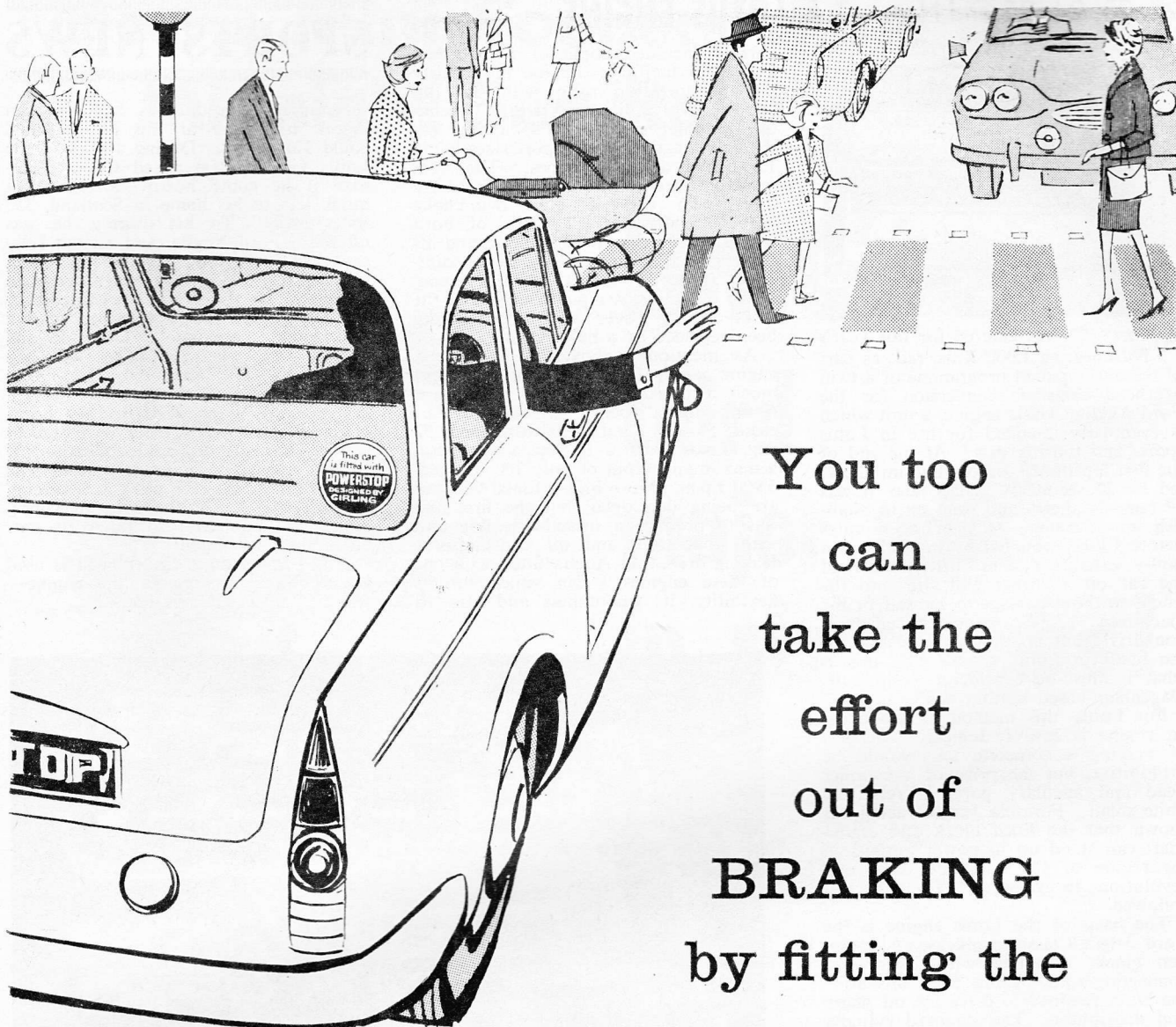
TONY MARSH is amongst the entrants, which number over 60, for this Saturday's Rest-and-Be-Thankful hill-climb which, of course, counts towards the R.A.C. Hill-Climb Championship.

A CONVERTIBLE version of the Hillman Super Minx was announced yesterday.

THE B.R.S.C.C. have received nearly 140 entries for this Sunday's race meeting at Mallory Park. A 20-lap race for *Formule Libre* machines sees several fleet little Juniors opposing the might of Chris Summers's Cooper-Chevrolet while there should be a good dice in the 1,300 c.c. G.T. event featuring Gordon Jones's Marcos-Climax against the Lotus Elites of David Buxton, Bill Shaw, Dick Fores and, of course, AUTOSPORT'S Paddy McNally!

JEAN LUCIENBONNET, driving a Lotus, won the Formula Junior event at Caserta on 17th June. He beat Trevor Blokdyk (Cooper) and Colin Davis (de Sanctis-Ford).

EVANS OF MAIDENHEAD have recently been appointed Alexander agents and are now marketing conversions for B.M.C.-engined cars.



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by fitting the

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GROSSER PREIS DER TOURENWAGEN

BY NIGEL MOORES
PHOTOGRAPHY BY
TOM SAVILLE

THIS year the Six Hour Touring Car event at the Nürburgring, the "Grosser Preis der Tourenwagen", was run on 17th June and was divided into nine classes under the Group 2 improved Touring Car Regulations.

The entries in the larger classes were dominated by the Lindner team of 3.8 Jaguars and the heavy entry of Volvos, opposed only by a single Rootes-backed Belgian-entered Sunbeam. In the smaller classes the BMW, DKW and NSU machines still outnumbered all other types of entries in their categories, but, in the 1,000 c.c. class, the new Mini-Coopers proved as popular as the Auto Union, and the German public and press were waiting with interest to see their first appearance at the Ring.

Not a drop of rain fell on the circuit during practice, but the road was made most difficult towards the end of the day by the amount of rubber deposited by competitors making full use of the fine weather conditions. In the morning last year's winner, Lindner, really put in some fast motoring with the Jaguar to

ABOVE: Seemingly endless rows of cars line up for the start of the six-hour race. We calculate that there must have been at least 24 rows!



RIGHT: The winning Jaguar, Peter Lindner at the wheel, negotiates the Karussell.



record a time of 11 mins. 13 secs. over the 14.2-mile course; on each lap he amazed the crowd by using all the road and some of the ditch at the difficult up-hill turn at Brunnchen. Rader (Alfa Romeo) and Mahle (Volvo) led their classes, both with times under 11 mins. 30 secs., but some of the most startling times were returned by the 700, 850 and 1,000 c.c. categories—their class leaders all being under 12 mins., with Ruby's DKW Junior lapping in less than 11 mins. 40 secs.!

Over 100 cars left the line in unusually favourable conditions. Lindner's Jaguar and two Volvos led the field four deep through the 360 degrees South Curve. As the cars passed the back of the pits and swept into the North Curve, Rader's Alfa Romeo and Ruby's DKW, which had both made a bold start along the edge of the pit counters, were well up with the leaders. Only two cars went out as the field bumped and shunted its way up to Aremborg, and the Carlisle/Galliford and Aley Mini-Coopers seemed well placed as they shot under the Dunlop Bridge. Inevitably, as the more tightly bunched tail-enders swung down towards Adenau, two small German cars collided. An incredible collision followed—a dozen cars were damaged, two inverted and five were unable to continue. The following field was forced to a standstill and it still seems unbelievable that no cars went over the 200 ft.

drop at the roadside. The track was completely blocked, so the drivers left their cars and manhandled a narrow way through the wreckage. A British-entered Mini-Cooper sneaked through first and the rest of the field quickly rejoined the race behind it. Thus, at the end of the first lap the field was strung out in two separate groups and, even though they soon settled down to some fast racing, a feeling of depression hung about the pits.

Rain clouds appeared at midday and it became quite dark along the twisting section from the Wippermann down to Brunnchen. After two hours the cars started coming in to change drivers, refuel and check tyre wear, but it did not rain.

Throughout the race a great struggle waged in the 1600 class between the German-entered Volvos and the Belgian Sunbeam of Clements and Carlos. The Belgians caused consternation on the line by having their car jacked up with the rear brake drum off only four minutes before the start. Evidently they decided to fit rain tyres at the last moment and somehow pushed a wheelstud inside the drum. Unfortunately, having worked their way through into first position, the Sunbeam threw a tread in the closing stages of the race and was forced to take second place behind the Ehrensperger/Muller Volvo.

(Continued on page 955)

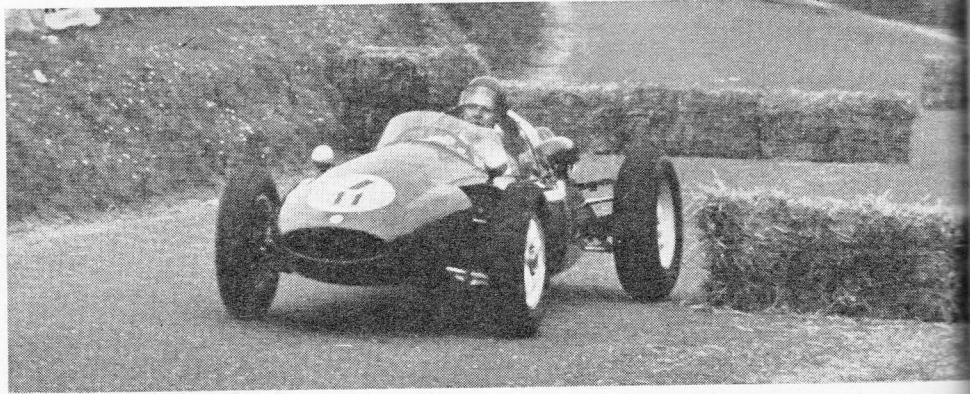


Ernst Furtmayr's class-winning Alfa Romeo about to be lapped by Lindner's Jaguar.

MOUNT VENUS HILL-CLIMB

THIRTY-SEVEN drivers competed in the Dublin University Motor Cycle and Light Car Club's Silver Jubilee Hill-Climb on Saturday, 2nd June. The venue was the fast, 1,484-yard Mount Venus Hill set in the foothills of the scenic mountains above the Dublin suburb of Rathfarnham. The hill was officially opened by Kevin Duffley who, clad in racing suit and helmet, made a gallant ascent on a hunter. The "retired" racing driver even indulged in a spot of steeple-chasing at the chicane, to the accompaniment of loud cheers from the large crowd of spectators.

The faster brigade were really motoring at Mount Venus and three drivers broke John Pringle's 1961 record of 51.93 secs. set up with a 2½-litre Cooper-Climax. On his first run Dan McAlister



John Pringle accelerates his 2½-litre Cooper-Climax out of the chicane at Mount Venus Hill-Climb. Pringle shattered his own record of 51.93 secs. with two runs in 49.98 and 48.85 secs. The latter time is the new record for Mount Venus.

BRIAN FOLEY'S

REPORT FROM EIRE

lowered the record by 0.16 of a sec. in his 1½-litre Cooper-Climax. John Pringle then took his 2½-litre model up in 49.98 secs. and Stan Ryan returned a time of 52.24 secs. in his 1½-litre Cooper-Climax. McAlister was faster again on his second run with a great climb in 50.02 secs. Pringle went like the clappers on his next run and set up a new record at a fantastic 48.85 secs. This is an average speed of over 66 m.p.h. Ryan put up an equally outstanding performance when he recorded 50.65 secs. on his second run, in an older and less powerful car than either Pringle's or McAlister's.

Lingard Goulding was having his first outing in the 1,475 c.c. Lotus-Ford, which he has purchased from Robin Rennicks. Goulding's best run was a very creditable 54.24 secs. He should be a force to be reckoned with when he gains more experience with this machine. Edmund Gill's best run in his Lotus 20 was 54.71 secs. Johnny du Moulin has made a monopoly of setting up the best saloon car time in his 1,340 c.c. Ford Anglia and Mount Venus was no exception. A run in 59.08 secs. gave him the saloon car handicap.

Stan Ryan and Jim Cooney failed to enter in time and their entries were accepted only on the understanding that they must run off the scratch mark. A final word on Mount Venus. The programme was an absolute "smasher" and would do justice to any Grand Prix programme. The *pièce de résistance* was a letter of congratulation from Sweden's rally king, Eric Carlsson, to the Dublin University Club on the occasion of their 25th hill-climb.

Results

B.T.D.: J. R. Pringle (2.5 Cooper-Climax), 48.85 s. (record). **Up to 1,300 c.c. Handicap—Corkagh Cup:** 1, R. G. Lovell-Butt (L.B.-M.G.), 49.42 s.; 2, J. Emerson (Morris-Mini), 49.48 s.; 3, E. P. Gill (Lotus 20), 50.21 s. **Over 1,300 c.c. Handicap—Captain's Trophy:** 1, D. McAlister (Cooper-Climax), 47.52 s.; 2, J. C. du Moulin (1,340 Ford), 48.08 s.; 3, W. L. W. Goulding (Lotus-Ford), 48.24 s. **Saloon Handicap—Walter Johnson Cup:** 1, J. C. du Moulin, 40.08 s.; 2, D. W. Sutherland (Porsche 1600), 49.27 s.; 3, J. Emerson, 49.48 s. **1,300 c.c. Scratch—Club Plaque:** 1, E. P. Gill, 54.71 s.; 2, J. Cooney (Sprite), 62.92 s.; 3, R. G. Lovell-Butt, 63.43 s. **Over 1,300 c.c. Scratch—Pringle Shield:** 1, J. R. Pringle, 48.85 s.; 2, D. McAlister, 50.02 s.; 3, W. S. Ryan, 50.65 s. **Visitors' Award:** J. R. Pringle. **Best D.U. Member:** D. W. Sutherland.

TOSTAL TRIAL

MOTOR Enthusiasts' Club played host to over 80 drivers on Saturday, 9th June. The occasion was their annual Tostal Trial which as usual attracted the leading experts from North and South. Regrettably last year's winner, Dr. Thompson Glass, was a non-starter with his Hayrake and Reggie Redmond who was twice runner-up with his M.M.3 was not entered on this occasion. The trial started at 2 p.m. from Dun Laoghaire, wound its way into the mountains via Enniskerry to Altidore for a speed hill-climb, and finally returned to the sea front at Dun Laoghaire, where a large crowd turned out to see the final driving test. For the first time in the five years' history of the event, the magnificent Tostal Shield was won by a Southern driver. Seamus Griffin, the reigning Eire trials champion, took the premier award in his 1,172 c.c. Griffin-Ford with a total of 255.4 marks. Shay did not compete last year, and he retired in the 1960 event with mechanical trouble. The 1960 winner, Adrian Boyd, was second overall in his Sebring Sprite with

266.4 marks. Stephen Griffin gave all the seasoned warriors a lot to think about by bringing his 1,172 c.c. G.T.S. into third place overall, only 8 marks behind Boyd. Leslie Vard in his Austin Seven finished ahead of all the hot Coopers and various other Minis to finish fourth overall, 0.1 of a sec. behind Griffin. Charlie Gunn (Mark I Sprite) was fifth overall, 0.4 sec. behind Vard. Winner of the novice class was P. C. Johnson, who drove his lofty 1,172 c.c. Ford Special to such good effect that he finished in sixth place overall and he was only half a mark behind Gunn.

Results

Tostal Shield: Seamus Griffin (Griffin-Ford), 255.4 marks. **1,000 c.c. Saloons:** 1, Leslie Vard (Austin Seven), 274.5; 2, Cecil Vard (Austin-Cooper), 277.2; 3, V. Stanfield (Austin Seven), 280.9. **1,000-1,300 c.c. Saloons:** 1, Larry Mooney (Volkswagen), 280.2; 2, Ronnie McCartney (Volkswagen), 287.4; 3, Brian Kehoe (Volkswagen), 301.4. **1,300 unlimited c.c. Saloons:** 1, Paddy Hopkirk (Hillman Minx), 297; 2, Reggie McSpadden (Volkswagen 1500), 324.4; 3, Jean Pierre Chaufour (Simca), 353.4. **Specials:** 1, Stephen Griffin (G.T.S.), 274.4; 2, Dermot Carnegie (Dellow), 294.3; 3, Pat Naismith (J.P.N.), 303.8. **1,300 c.c. Sports Cars:** 1, Adrian Boyd (Sebring Sprite), 266.4; 2, Charlie Gunn (Sprite Mk. 1), 274.9; 3, Johnny Moore (Sprite Mk. 2), 277.5. **1,300-unlimited c.c. Sports Cars:** 1, Bertie McElhinney (Lotus Super Seven), 302.8; 2, Bob Caughey (Triumph TR3), 323.6; 3, Kenny McArdle (M.G.A 1600), 365.5. **Visitors' Award:** Colin Andrew (Morris Mini-Minor), 283.9. **Novice Class:** 1, P. C. Johnson (Ford Spl.), 275.4; 2, B. Falcon (Sprite), 293.9; 3, John Hayes (Austin-Cooper), 308.2. **Ladies' Award:** Miss Pat Barr (Morris Mini-Minor), 350.9.



Paddy Hopkirk brings his appropriately registered Hillman Minx 1600 to an abrupt halt during the final driving test at Dun Laoghaire in the Tostal Trial. Hopkirk won the large saloon class. The notice says "Beware of shunting trains". Seems like an expensive hobby!

PLYMOUTH RALLY

A "Force Majeure" Event!

AT 6.01 on Friday evening David de Souza/Peter Baker in their Morris-Cooper led competitors away from the Continental Hotel, Plymouth, to be followed by starters from London, Birmingham, Bristol and Southampton.

It was a fine warm evening as Plymouth starters headed north across Dartmoor on the 150-mile run-in section, and a few wide-awake gentlemen starting from this point took the opportunity of gambling on their local knowledge to have a quick look at what they thought (correctly) would be the first special stage.

The 135-mile night section, which along with the special stages was to comprise the meat of the rally, started from the White Horse Garage three miles west of Exeter on the A30. In view of the very fine weather conditions it seemed highly likely that there would be some clean sheets remaining by the time the section ended next morning.

However, from the word go, drivers were right in the thick of it and it needed only one navigational error to make a dirty mark on the clean sheet. Within 10 miles of the start Vic Elford/Mike Butler were in trouble with their DKW Junior and they arrived at control five with the car full of smoke and the under-dashboard wiring a mass of flames. Dexterous use of the fire extinguisher brought things under control whereupon they found that their sole remaining means of illumination was two spotlights. Torches were borrowed from marshals and they pressed on as best they could.

Three tight sections of two, four, four minutes from Worlington to Chawleigh on the north-east corner of 175 caught a lot of people out before the route took a loop round to a one-minute section at Broadwood Kelly. This gave a taste of things shortly to come, since the route now led north to the notorious airfield north-west of Winkleigh. A two-minute section across the airfield itself was followed immediately by three one-minute sections along a narrow, unmade, but undamaging track. Rather surprisingly, this did not penalize the entire field and there were still over a dozen clean sheets left at the end of it. This was most certainly due in no small measure to the very high standard of marshalling, each control being equipped with a Smiths eight-day clock with synchronized second hand and one marshal whose sole job it was to look at the clock and call out the time to those marking competitors' cards.

Nevertheless, the airfield was soon a blaze of lights as competitors sought the tiny track leading off it, which is probably at its most inconspicuous at this time of year, with the surrounding grass about two feet high!

Shortly afterwards came the five-minute section to control 29 which gave rise to so much controversy. Early numbers noticed a Bedford Dormobile parked in

a side track blocking part of the road and many were the muttered remarks "I'm blown if I would park my car there tonight!" before squeezing through and pressing on down a steep hill. Unfortunately, the local reveller driving the Dormobile wasn't parked, but was trying to negotiate the turn on to the road in order to continue his way along the route of the rally. Perhaps fortunately for him, our reveller finally got himself inextricably wedged across the road causing a complete hold up to later numbers. The quick-witted marshal at the next control, when he found himself short of customers, went back to find the cause and immediately set about stopping cars at the previous junction and sending them directly to control 30. This section gave rise to protests at the end, and discussion raged around whether the section should be scrubbed and whether because it was *force majeure* it should be left in. As a result of this the results are still not final.

The pace continued unabated until the section from control 51 to 52 at 175/402093, 174/370051, respectively. This involved crossing from one map to the other at Thornbury where there are white and yellow roads very close together. By astonishing coincidence if one took the wrong road the features along the road are very similar to those encountered on the correct one and cars were flashing hither and thither in their attempts to find the correct route.

Vic Elford/Mike Butler went way off course here and were late and retired rather than risk their almost lightless car in trying to make up time, while Bill Cawsey/R. King (Porsche) found themselves in a village five miles from the control but turned round and continued unabashed.

The night section now ended with a coffee and petrol stop at Betty Cottles, just outside Okehampton, and after a 15-minute rest competitors were plunged straight into the first special stage. This was on the military range south of Okehampton, starting and finishing at 597922 and consisting of a clockwise loop of the range, six and half miles to be covered in 8 mins. 48 secs. The surface was superb tarmac, although very narrow, and on the higher ground low cloud and mist added to the competitors' task in achieving the set speed. A sharp left-hander about a mile from the start proved too much for E. Willcocks/M. Bond (Herald) who gyrated across the surrounding rock strewn countryside for about 100 yards before coming to rest with a very buckled rear wheel but little other damage except to their pride.

The finish, at least for the early numbers, provided great spectacle for the spectators due to a slight muddle over procedure. The route card for the stage stated that competitors would be timed as their front wheels crossed the finish line; and also that they were to stop at the line to have their times recorded. What, in fact, was intended was that competitors should be timed as they stopped astride the line, and early numbers who were not clear on this point proceeded over the finish line at unabated speed only to find when they stopped 100 yards farther on that they had to reverse to the line before being timed. The ford half a mile from the start was over nine inches deep and resulted in many cars being brakeless for the next few corners, a fact that proved too much for the Rapier of Doug Ray/

Roger Irwin, which spun off irretrievably into the surrounding gorse and rocks. Amongst other excitements here, Mike Day/Eric Davis (Healey 3000) arrived at the finish with lights blazing and horn blowing, having caught up two minutes on the Sprite in front and followed it for two miles trying to pass. The Sprite, however, parked itself neatly in the ditch, allowing the big Healey room to stop in the correct place.

The second special stage was around Burrator Reservoir just north of Plymouth before competitors reached the finish and the Parc Fermé. Breakfast was followed by two driving tests on the Hoe which were used purely in the event of ties on the road section, which included the special stages, and two more tests in the afternoon with awards for the best aggregate test times.

Very good performances on these stages were made by David de Souza/Peter Baker, Leo Cruttenden/Stuart Gray (DKW), Bill Bengry/Dave Skeffington (VW 1500), Basil Brace/Stuart Turner (the other one) (Austin 7) and Alec Lobb/B. Lockyear (Vauxhall VX 4/90), but results are unsettled at the time of going to press.

The Plymouth Rally comprised a first-class road section with excellent marshalling and two very fine special stages but suffered yet again by this complaint of National Rallyitis in having one or two small points which came near to destroying the excellent work done by the organizers.

The reception by the Lord Mayor and Lady Mayoress given for competitors at the Continental Hotel was certainly one of the best parties ever held at the end of a British rally, and much of the rally driving talent was supplemented by local talent presumably invited specially for the occasion.

Provisional Results

1. B. J. Brace/S. Turner (Austin 7 Downton), 0 pts. lost on road, 7 s. late on special section;
2. G. J. Tripp/R. A. Ward (Austin 7 Cooper), 0, 8; 3. David de Souza/Peter Baker (Morris Mini-Cooper), 10, 0; 4. J. H. Partridge/Mike Britton (Morris Mini-Minor).

PLYMOUTH PONDERINGS

"FORCE MAJEURE" interpretations by the R.A.C. decided the winners of the Plymouth Rally. This somewhat unhappy finish to what promised to be the toughest and best of the 10 Plymo "Nationals" followed, a midnight incident half-way along the 135-mile section which made up the meat of the rally.

AT the civic reception in the evening, Plymouth Motor Club organizers have always prided themselves on the prompt issue of detailed results to each competitor. But this year they had a handful of protests to consider. Should control 29 stay in? If it did, the blocked crews protested, and if it didn't the ones that got through early (lucky Plymouth starters) felt they had a beef.

THERE were other complications, and in the end the organizers turned the whole thing over to the R.A.C. for a "head office" edict on the whole thing. The verdict: control 29 should stand, and hard lines for those who were blocked. *Force majeure* the reason.

THE "Plymouth's" hard-won and growing reputation as a good and well-run event may be a little tarnished through all this, but quite illogically. It was sheer hard lines. The winners, indisputably, put in performances that would have been hard to beat.

B.A.R.C. AINTREE

BY G. H. MACBETH

CLUB racing often produces really good sport and few meetings could have provided more fun than the 13th Members' Meeting of the British Automobile Racing Club at Aintree last Saturday, when most of the nine events (three of them handicaps) had some excellent close racing. Although many other meetings were being held, the 80-car entry was enough to provide some big fields for this short (1.6 miles) circuit and most competitors took advantage of the choice of events to have two or more races.

First came the handicaps, and some judicious rehandicapping of several cars in each race produced two exceptionally close finishes out of the three events, periods of 6½ and five seconds covering the first six cars in these races with the scratch and limit men among the leaders in each case.

Harry O'Brien (Elva-Climax) was among the rehandicapped ones in the first race and he began on scratch with Tony Lanfranchi's similar car, running wide the first time round at Country Corner and clipping the grass. The minor loss of time was to cost him dearly later in the race when he crossed the finishing line in fourth place, only three seconds behind winner R. B. Beck's 3.8-litre XK 120, also rehandicapped and scraping home two-fifths of a second in front of John Mitchell's "E"-type. Brian Hough's Cooper-Bristol was a well-driven third. O'Brien equalled the 1,100 c.c. sports car lap record.

The next event was less successful, Jim Wood's Jaguar 3.8 taking the lead on the fifth lap from J. R. Entwistle's TR3 but being passed on the last lap

by J. M. Clarke's Elite when the Jaguar suffered from lack of fuel.

If the first handicap was good, the third was frightening as the first half-dozen tore round the final corner in a tight pack, all on the verge of "losing point".

Paul Kelly (Elva Courier) moved from fifth to first on the final lap and scratch man Ken Yeates (DB3S Aston) was sixth, breathing hard down the necks of F. B. Mills (second in an Austin-Healey 100), M. Brandon (Midget), J. B. Pemberton (Mini-Cooper) and T. J. Lalonde (Sprite).

The "Veedol" scratch race did nothing to make the position in this competition any clearer. A hard-fought event saw two drivers (John Seabrook in a Turner

and J. E. Miles in a Sprite) penalized a minute each for leaving the course with all four wheels. Leslie Brooke (Lotus-Ford) might have suffered a similar fate for a mighty spin, but he did not finish. Peter Mitchell (Lotus-Ford) went ahead in an impressive manner, slowly pulling away from a close-packed bunch of David Cole (Lotus-Ford), David Soley (D.R.W.-Ford) and Ken Wiggins (Lotus-Ford), the last-named then retiring.

The G.T. class was led initially by John Seabrook, but Brian Bennett soon went ahead in his Turner to take the class while Mike White (Turner) also got in front of Seabrook, only to be passed by Miles, who then started his spinning sessions, once nearly being rammed by White as he had the car sideways across the course. As a result of Seabrook's penalty, Barry Wood (Sprite) moved up into third place in the class results.

The unlimited capacity sports car race which followed was a tame affair, with O'Brien right out in front all the way from Peter Borthwick's Peco Lola-Climax.

Non-starters thinned the field in the 1,000 c.c. scratch race, led from start to finish by F. W. Smith's Lotus-Ford from John Haynes's similar car. John Manfield spun his D.R.W. when lying third on the first lap, resumed in fifth place, spun again next time round and then retired to inspect the suspension, which seemed all of a piece. D. S. Baldock (Lotus-B.M.C.) then held third place until displaced by Timothy Cash's Terrier-Ford, which was delayed in the early stages when spinning after avoiding Manfield's gyrating D.R.W.

Mike White led the 1,000 c.c. G.T. race all the way from Keith Francis in the Peco-modified Ford Anglia, with the Sprites of Darby and Lalonde in third and fourth places.

The unlimited capacity event was much more closely fought with 15 cars

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Results

Handicap Race: 1, R. B. Beck (Jaguar XK 120), 78.78 m.p.h.; 2, J. Mitchell (Jaguar "E"); 3, B. J. Hou.h (Cooper-Bristol). **Fastest lap:** H. E. O'Brien (Elva-Climax Mk. 6), 86.06 m.p.h.

Handicap Race: 1, J. M. Clarke (Lotus Elite), 77.92 m.p.h.; 2, J. D. Wood (Jaguar 3.8); 3, J. R. Entwistle (Triumph TR3A). **Fastest lap:** K. W. Yeates (Aston Martin DB3S), 79.78 m.p.h.

Handicap Race: 1, P. C. Kelly (Elva Courier), 75.91 m.p.h.; 2, F. B. Mills (Austin-Healey 100); 3, M. Brandon (M.G. Midget). **Fastest lap:** K. W. Yeates (Aston Martin DB3S), 80.43 m.p.h.

"Veedol" Race: 1, P. C. Mitchell (Lotus-Ford 7), 80.90 m.p.h.; 2, D. J. Cole (Lotus-Ford 7); 3, D. A. Soley (D.R.W.-Ford). **Fastest lap:** Mitchell, 82.92 m.p.h. **Class Winners:** P. C. Mitchell (Lotus-Ford 7), 80.90 m.p.h., and B. L. Bennett (Turner-B.M.C.), 76.18 m.p.h.

Sports Cars: 1, H. E. O'Brien (Elva-Climax Mk. 6), 82.62 m.p.h.; 2, P. S. Borthwick (Peco Lola-Climax); 3, P. R. Dickinson (Lola-Climax). **Fastest lap:** O'Brien, 85.07 m.p.h.

Sports Cars up to 1,000 c.c.: 1, F. W. Smith (Lotus-Ford 7), 79.08 m.p.h.; 2, J. H. Haynes (Lotus-Ford 7); 3, D. S. Baldock (Lotus-B.M.C. 7). **Fastest lap:** Haynes, 80.88 m.p.h.

Grand Touring Cars up to 1,000 c.c.: 1, M. H. White (Turner-B.M.C.), 74.55 m.p.h.; 2, K. M. Francis (Peco-Ford Anglia); 3, C. A. Darby (Austin-Healey Sprite). **Fastest lap:** White, 76.28 m.p.h.

G and Touring Cars: 1, B. J. Smallthwaite (Peco Lotus Elite), 80.31 m.p.h.; 2, J. Mitchell (Jaguar "E"); 3, D. C. Alderson (Lotus Elite). **Fastest lap:** Smallthwaite, 81.55 m.p.h.

Formula Junior: 1, K. D. Jones (Lotus-Ford 20), 88.52 m.p.h.; 2, K. M. Francis (Lotus-Ford 20); 3, M. McKinney (Cooper-B.M.C. Mk. 3). **Fastest lap:** Jones, 89.73 m.p.h.

COURSE MARSHALS

BY PETER FULKE-GREVILLE

THE largest body of officials to be found at any race meeting are the Course Marshals. Their main job is the policing of the circuit—an unthankful task at the best of times.

Due to the ever-increasing number of spectators that are attending race meetings it is becoming more and more obvious that really keen and first-class Course Marshals are needed. This does not mean that this job needs high skill, but it does entail having a keen eye and a persuasive but tolerant manner, as one is dealing with a large portion of the public and, at times, with other officials and competitors.

Having received their instructions from the promoting club, they will have thoroughly read them. They will report at the time stipulated and will sign in—this is very important as they will then be covered by insurance for the day's events. It is most essential to point out here that those having submitted their names for a meeting and having been accepted should turn up. If they are unable to do so they must let the promoters know so that they can rearrange their officials if necessary.

Having signed in, they will then col-

lect their arm bands and programmes and should then report to their Chief Course Marshal who will then allocate them their positions around the course. The Course Marshals will proceed to their positions without any argument and will get there at least 20 minutes before the practising or racing commences. They should stand in a safe position between the public and the track—usually in front of the public safety fence.

A Course Marshal must not at any time carry a camera, for, as a responsible official, he cannot take photographs while on duty. He also has to make sure that home-made "grandstands" are not erected by the public, thereby obscuring the view of other spectators. Members of the public must not stand on top of rungs of the safety fences, nor must they throw anything onto the circuit as it might be of danger to competitors—and it is the Course Marshals' job to see that they do not do such things. Marshals must not collect in groups or stand with their backs to oncoming cars and they must make sure that no dogs enter the circuit; if one is seen the matter must be reported to the Chief Course Marshal at once.

A Course Marshal must prevent all unauthorized persons from entering his area—this includes marshals who should be on duty elsewhere and, of course, members of the public. If he has to vacate his position for any reason at all—and this includes accidents—he will first ensure that the officials on either side of him close in and fill the vacated position. He must remain on duty during the lunch break unless, of course, it has been arranged for somebody to relieve him of his duties for a while.

The Course Marshal should acquaint himself with the day's sporting programme in case he is asked any questions by spectators. He should also know positions of the telephones, toilets, first aid, etc., which might be near his station.

At all times he must see that the circuit near his position is kept clear of debris, and should he spot oil on the circuit he should immediately inform the nearest Observer who will then take care of the situation.

Finally, one must bear in mind that all jobs carried out by the officials are not done by regimentation, but by a keen band of enthusiasts who are prepared to devote as much time as they can in the carrying out of the duties allotted to them, no matter where they may be placed.

SUNNY GOODWOOD

REPORT AND PHOTOGRAPHY BY PATRICK BENJAFIELD

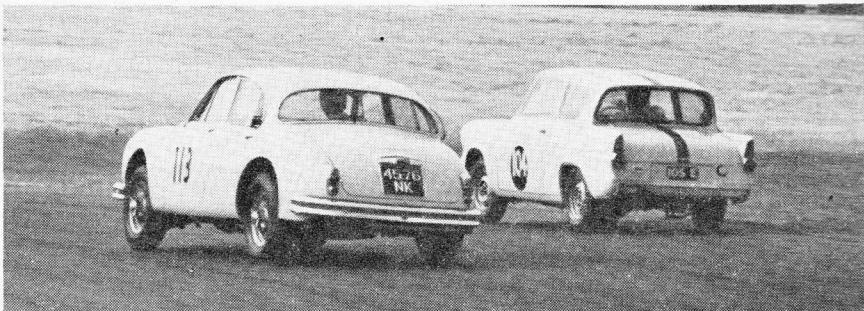
A FINE and sunny day with a zephyr from a south-westish direction provided just the weather for a good day's motor racing at Goodwood last Saturday and the smallish crowd must have wended their way home well satisfied.

A five-lap race for sports cars up to 1,100 c.c. started proceedings and it was a race full of incident. Mike Beckwith immediately forced his Lotus 23 into the lead and continued to increase it for all Tony Hegbourne, Bill Moss (Elva-Climax) or Laurie Keens (Lotus 23) could do about it. Moss and Hegbourne were locked in combat until lap four when Keens, who had been coming up, touched Moss as he tried to pass in the early part of Woodcote. Both spun off for at least one hundred yards and that was their race. Peter Boshier-Jones had been lying very handy for just such a happening and moved into third place with his Lotus-Climax 23.

In the 10-lap marque scratch race which followed, P. H. Arnold, driving Chris Lawrence's Morgan Plus 4, very soon established a good lead which he was to hold throughout. Tom Entwistle was being harried for second place by Bob Burnard, the T.V.R. rather narrowly holding the A.C.-Bristol at bay. All was not well with David Eva's M.G.A Twin-Cam and, after climbing to fifth place on lap two, it retired at Fordwater. On the last lap, going down Lavant Straight, Entwistle, who by this time had got Arnold well and truly in his sights, had his engine fluff; he still held his second place but ran out of petrol on the "cooling down" lap. He maintains that he could have caught Arnold and said, rather ironically, that he had given someone else two gallons just before the race!

G. Naylor had the next five-lap scratch race sewn up immediately, and his Elva-B.M.C. Mk 6 was never challenged. However, C. L. Lacey (Lotus-Ford) and A. P. Belcher (Terrier-Ford) had a very good dice for second and third spots.

We were now treated to a tremendous dice for the lead in the Formula Junior 10-lap race between Hugh Dibley (Lola-Ford) and John Fenning (Lotus-Ford). For lap after lap as they approached Woodcote they would be side by side with Fenning just managing to slip by into the corner, but on the eighth lap when Dibley managed to hold him off



Two stages in the Peter Woodroffe (Jaguar 3.8) versus Doc Merfield (Anglia) duel at St. Mary's.

through the corner, Fenning made a rather desperate effort to go through again and entered the chicane with disastrous results! He struck the centre somewhat violently and bent the Lotus badly—but not himself. B. E. Berrow-Johnson had been lying a good third and thus moved up to second, with R. Banting, also Lotus-mounted, finishing behind him.

With Dizzy Addicott now able to keep some cooling water in the Buick engine of his Lotus 15 it was perhaps expected that he would win the 10-lap scratch race for G.T. and Sports cars of unlimited size. G.T. cars were somewhat conspicuous by their absence, and one of the few, the Chevrolet Corvette of D. Collins, stopped on lap 2 at Woodcote with mechanical maladies from a new engine, having been in fourth place. Mike Beckwith, Laurie Keens and Tony Hegbourne resumed battle once more, however, and although somewhat behind the flying Dizzy, Beckwith once more comfortably saw off the other pair. Hegbourne gave Keens no peace and harried him all the time, getting closer as the race went on. In the end a bare few yards and .2 of a second separated them, but Keens just held his third place.

The "Veedol" seven-lap Marque scratch race saw a resumption of the

Entwistle (T.V.R.)-Burnard (A.C.-Bristol) scrap with David Eva's M.G.A joining battle "on the road", as he had been penalised one minute for jumping the start. A fourth member of this fight for the lead was W. H. Jones's Morgan Plus 4. Burnard led from the start, but on lap two Entwistle got through. Eva passed Burnard for second place on the next lap, and so they remained until lap six when Eva just managed to slip inside Entwistle at St. Mary's. His lead was short-lived as, before Lavant, Entwistle was through again, but anyway Eva's race was run, as he lost oil pressure and stopped. Thus Entwistle won a very exciting race, with Burnard and Jones filling in the places. Burnard, Eva and Jones were all credited with

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Results

Sports Cars up to 1,100 c.c.: 1, M. Beckwith (Lotus-Ford 23), 90.94 m.p.h.; 2, A. V. Hegbourne (Lola-Climax); 3, P. Boshier-Jones (Lotus-Climax 23). **Fastest lap:** L. W. Keens (Lotus-Ford 23), 92.70 m.p.h.

Marque Scratch Race: 1, P. H. Arnold (Morgan Plus 4), 80.91 m.p.h.; 2, T. Entwistle (T.V.R.); 3, R. C. Burnard (A.C.-Bristol). **Fastest lap:** Arnold, 83.56 m.p.h.

Sports Cars up to 1,200 c.c.: 1, G. Naylor (Elva-B.M.C. Mk. 6), 85.38 m.p.h.; 2, C. L. Lacey (Lotus-Ford 7); 3, A. P. Belcher (Terrier-Ford Mk. 2). **Fastest lap:** Naylor, 86.40 m.p.h.

Formula Junior: 1, H. P. K. Dibley (Lola-Ford Mk. 5), 93.77 m.p.h.; 2, B. E. Berrow-Johnson (Lotus-Ford 20); 3, R. Banting (Lotus-Ford 20). **Fastest lap:** Dibley, 95.57 m.p.h.

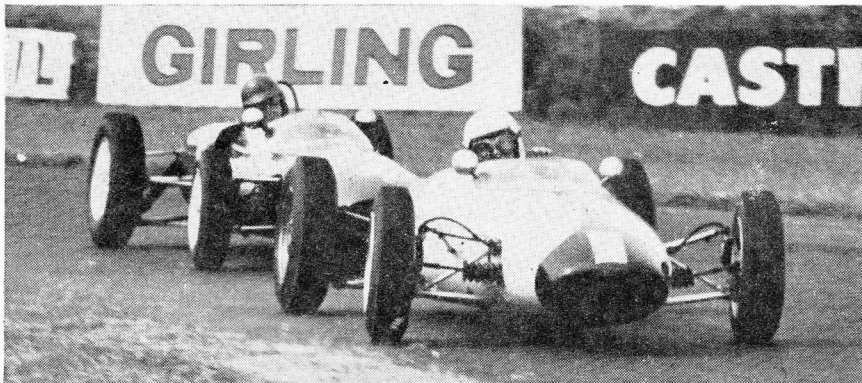
Sports and Grand Touring Cars: 1, D. G. Addicott (Lotus-Buick 15), 93.24 m.p.h.; 2, M. Beckwith (Lotus-Ford 23); 3, L. W. Keens (Lotus-Ford 23). **Fastest lap:** Addicott, 94.53 m.p.h.

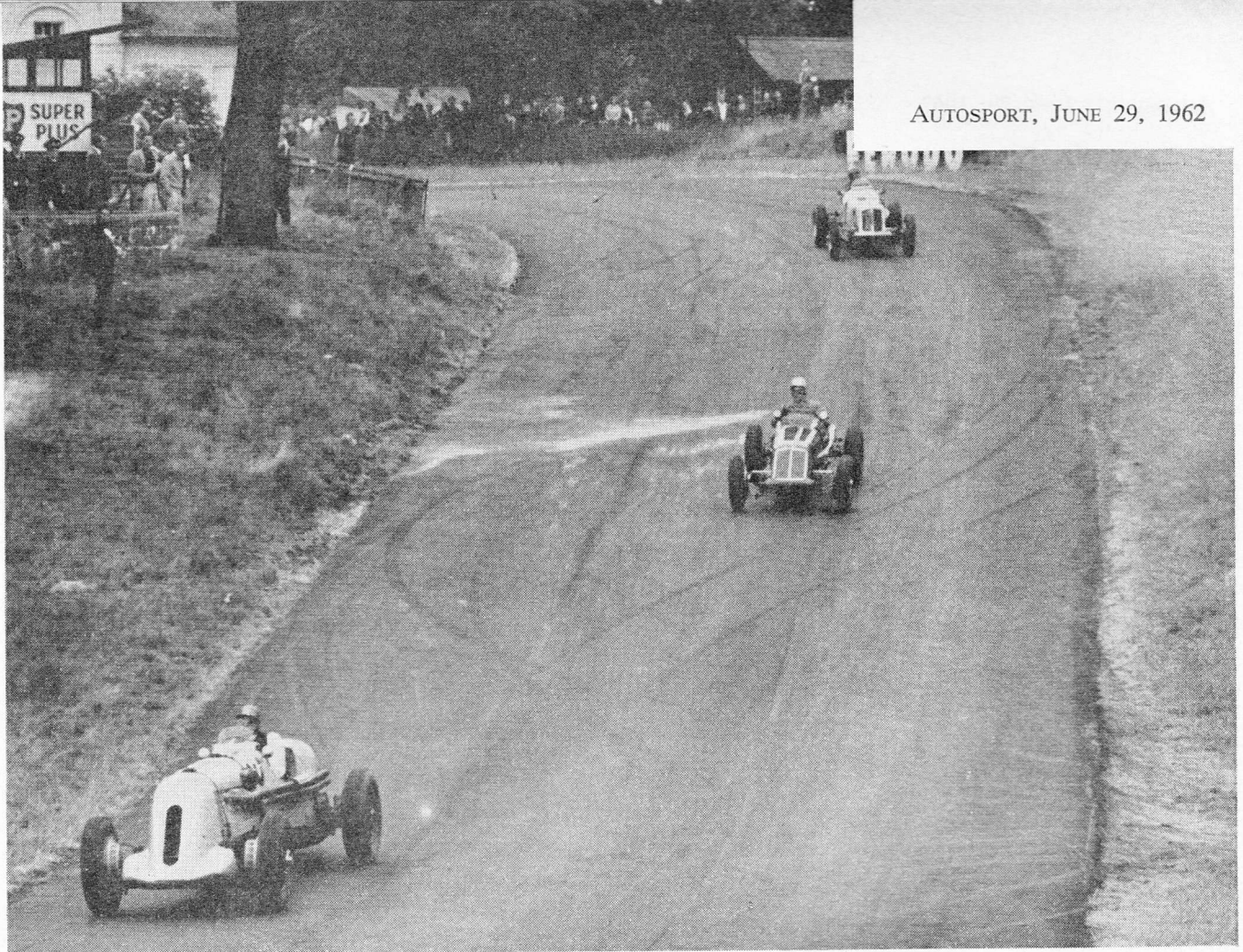
"Veedol" Marque Scratch Race: 1, T. Entwistle (T.V.R.), 81.75 m.p.h.; 2, R. C. Burnard (A.C.-Bristol); 3, D. M. Green (Triumph TR3). **Fastest lap:** Burnard, W. H. Jones (Morgan Plus 4) and D. Eva (M.G.A.), 83.24 m.p.h.

Closed Car Handicap: 1, J. M. Sparrow (Jaguar 3.8), 78.86 m.p.h.; 2, D. P. Merfield (Ford Anglia); 3, P. J. Woodroffe (Jaguar 3.8). **Fastest lap:** Merfield, 82.92 m.p.h.

Handicap Race: 1, A. P. Belcher (Terrier-Ford Mk. 2), 81.51 m.p.h.; 2, P. F. Skidmore (Jaguar D); 3, G. Adair (Lotus-Climax). **Fastest lap:** Skidmore, 84.21 m.p.h.

Hugh Dibley's Lola leads John Fenning's Lotus during their battle for the lead in the Junior event which ended when Fenning clouted the chicane.





WHOOOPS! Keith Schellenberg in the 8-litre Bentley leads Sid Day and the eventual winner Pat Lindsay (E.R.A.s) through Deer Leap at the end of the first lap of the Seaman Trophy race. Note dust and skid marks caused by Keith who took the corner a little wide!

SPLENDID VINTAGE OULTON

Pat Lindsay (ERA)
Wins Dick Seaman
Memorial Trophy
Race

BY CHRISTOPHER NIXON

PHOTOGRAPHY BY MICHAEL WARE

THE Vintage Sports Car Club provided yet another wonderful day's sport for its ever-growing band of enthusiasts last Saturday, when it staged its annual Richard Seaman Memorial Trophy race meeting at Oulton Park. The organization was up to its usual high standard and the racing was very good. The commentary was pretty informative if not always 100 per cent. accurate, but too often tended to show a touch of the "Hallo, Rodney" "Hallo, Charles" act.

The main race of the day was, of course, the Dick Seaman Memorial Trophy race, run over 23 laps. As usual there was a splendid turnout of E.R.A.s, although, unfortunately, Dudley Gahagan was a non-starter. So, too, regrettably was Dan Margulies with the Maserati.

Sandy Murray (E.R.A.) got a tremendous start as did Keith Schellenberg in the 8-litre Bentley, and the field went rushing into Old Hall in a tight bunch. At the end of the first lap the cars roared over Deer Leap, and Glory bel, it was Schellenberg in the Whale, just ahead of Sid Day, Pat Lindsay, Peter Waller and Sandy Murray. This was a splendid sight and one wondered just how long Keith could stay ahead of the pack of E.R.A.s.

With two laps gone he was still there, but on the third lap Day got by at Knicker Brook and by the time they reached the pits Lindsay had got past too. Lindsay now began to close on Day, and passed him on lap five. On the next tour Peter Waller also got by Schellenberg, whose valiant mount was now run-

ning short of anchors, and Keith was braking earlier for the corners each lap.

By lap 11, roughly the half-way mark, the leading quartet was fairly well spaced out, and the leader had lapped all but the four cars immediately behind him. In fifth position, and going well, was Bertie Brown (E.R.A.) ahead of Alan Bell ("Q"-Type M.G.) and John Tozer (Amilcar). The unfortunate Basil Bowman (Lago Talbot), having held a consistent fourth spot for eight laps, suddenly slowed and then retired on lap 12.

Keith Schellenberg's fine run came to an end on lap 15 when he came into the pits to retire with very little in the way of brakes and oil pressure, a sad end to a fine drive.

So after 23 laps, Pat Lindsay crossed the line some 15 seconds ahead of Sid Day, who was 13 secs. ahead of third man Pete Waller. Sid only just made it, crossing the line with smoke pouring from the engineroom and making straight for his pit! Bertie Brown was fourth, Alan Bell fifth and Richard Bergel was sixth after a splendid drive in his Bugatti. He also won the vintage section of the race and the handicap.

Second in the vintage section (and seventh overall) was John Tozer in the Amilcar, and third was the club's president, Kenneth Neve, in his Bugatti.

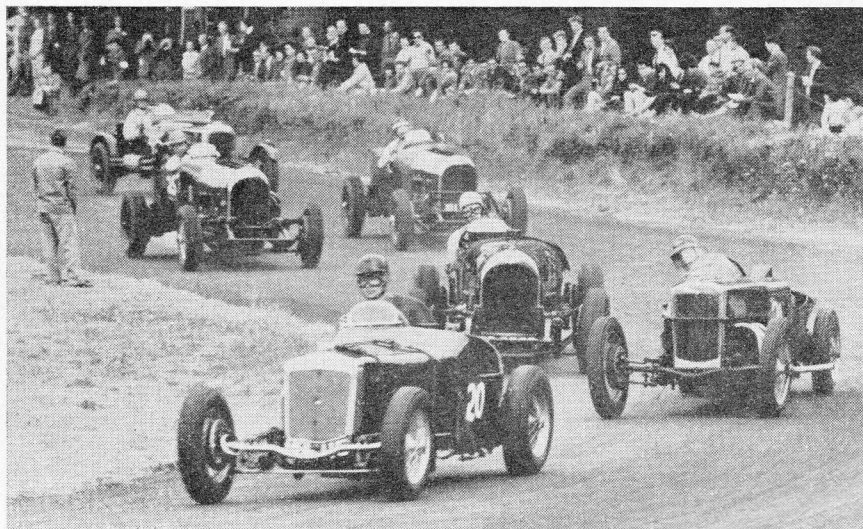
The first race on the programme, a five-lap handicap for Vintage and post-Vintage thoroughbred cars, was won by P. Reeve (Frazer-Nash 1½-litre) from the 45-sec. mark. Ken Higgs, also on a 1½-litre F.-N., led for the first lap but then Dick Batho (Amilcar-Riley) moved

into the lead, with J. Miles (Austin 7) third. Reeve had been moving up steadily during the first three laps and on the fourth tour moved into first spot. He finally crossed the line to win by a small margin from Miles, who had got by Batho and Higgs on lap four.

The five-lap handicap for chain-driven Frazer-Nashes and G.N.s provided a good win for the aforementioned Mr. Higgs, who won comfortably from Reeve. The last four to leave the grid, A. J. Gibson (F.-N.), G. R. Footit (G.N.) on five seconds, and R. W. Ashley and G. S. St. John (F.-N.s) on scratch, all went



LOST—ONE RACE (above). Pat Lindsay in the Napier Railton comes to a halt, having spun at Lodge when in the lead during race eight. **START OF A DUEL** (left). G. St. John (F.N.) leads the pack into Old Hall in race four, closely followed by R. W. Ashley (F.N.). **BEAUTIFUL DELAGE** (below). Nigel Arnold Foster at Lodge during the Seaman Trophies Race.



the field to challenge Cottam as they crossed the line. His challenge failed by 0.4 sec.! Into third place after a fine drive came D. Kitchener in the beautiful Alfa Romeo of John Mudd.

Incidental Intelligence: Keith Schellenberg says that in real life "the Hon Patrick Lindsay" is really Screaming Lord Such, the rock-'n'-roll singer (singer?).

Results

- Event 6.—Richard Seaman Memorial Trophies Race:** 1, Hon. P. Lindsay (E.R.A.), 80.65 m.p.h.; 2, S. I. Day (E.R.A.); 3, P. Waller (E.R.A.); 4, B. E. Brown (E.R.A.). **Fastest lap:** Lindsay, 2 m., 82.83 m.p.h. **Vintage:** 1, R. Bergel (Bugatti), 71.67 m.p.h.; 2, J. C. Tozer (Amilcar); 3, K. Neve (Bugatti). **Fastest lap:** C. K. W. Schellenberg (Bentley), 2 m. 7 s., 78.26 m.p.h. **Handicap:** 1, R. Bergel (Bugatti); 2, P. J. E. Binns (Riley); 3, K. Neve (Bugatti).
- Event 1.—Vintage and P.V.T. Cars:** 1, P. Reeve (Frazer-Nash), 62.20 m.p.h.; 2, J. Miles (Austin); 3, E. K. Poynter (Lea-Francis). **Fastest lap:** D. M. Scott (Riley), 2 m. 29.4 s., 66.53 m.p.h.
- Event 2.—Frazer-Nash and G.N. Cars:** 1, K. R. Higgs (F.-N. Anzani), 60.15 m.p.h.; 2, P. Reeve (F.-N. Meadows); 3, G. S. St. John (F.-N. A.C.). **Fastest lap:** G. S. St. John and R. W. Ashley (F.-N.), 2 m. 16.4 s., 72.87 m.p.h.
- Event 3.—Vintage and P.V.T. Cars:** 1, A. S. R. Charnock (Alvis Special), 73.52 m.p.h.; 2, P. J. E. Binns (Riley); 3, I. T. Easdale (Alfa Romeo). **Fastest lap:** Charnock, 2 m. 11.6 s., 75.53 m.p.h.
- Event 4.—Vintage Sports Cars:** 1, G. S. St. John (Frazer-Nash), 73.87 m.p.h.; 2, R. W. Ashley (Frazer-Nash); 3, J. Morley (Bentley). **Fastest lap:** Ashley, 2 m. 11.6 s., 75.53 m.p.h.
- Event 4.—Class Winners—Vintage Sports Cars, Up to 750 c.c.:** J. Miles (Austin), 751 c.c.-1,100 c.c.; D. N. Scott (Riley), 1,101 c.c.-1,500 c.c.; R. W. Ashley (F.-N.), 1,501 c.c.-3,000 c.c.; G. S. St. John (F.-N.). **Over 3,000 c.c.:** J. Morley (Bentley).
- Event 8.—Vintage and P.V.T. Cars:** 1, H. F. Moffat (Bugatti), 66.07 m.p.h.; 2, C. E. Naylor (Fiat); 3, R. C. J. Wood (Invicta). **Fastest lap:** Hon. P. Lindsay (Napier Railton), 2 m. 14 s., 74.18 m.p.h.
- Event 9.—All-Comers Scratch Race:** 1, P. Waller (E.R.A.), 76.34 m.p.h.; 2, J. Morley (Bentley); 3, A. S. R. Charnock (Alvis Special). **Fastest lap:** Waller, 2 m. 8 s., 77.65 m.p.h. **Vintage:** 1, J. Morley (Bentley); 2, J. C. Tozer (Amilcar); 3, J. A. Williamson (Bentley).
- Event 10.—Vintage, P.V.T. and Historic Racing Cars:** 1, A. S. Cottam (E.R.A.), 72.17 m.p.h.; 2, P. Waller (E.R.A.); 3, D. Kitchener (Alfa Romeo). **Fastest lap:** Waller, 2 m. 7.4 s., 78.01 m.p.h.

like the clappers, and St. John and Ashley forged through the field, swapping places as they went, until the fourth lap, when the unfortunate Ashley had his car cry "enough". St. John went on to finish third. Gibson finished seventh and Footit 11th.

A third handicap, this time for Vintage and P.V.T. cars, again was won splendidly by A. S. R. Charnock on his Alvis Special which is a very fast car indeed. Starting on the 15-second mark, Charnock took very little time to get amongst those who had gone before and finally took the lead on the last lap to win by 2.4 secs. from P. J. E. Binns (Riley). Ian Easdale (Alfa Romeo) managed to gain the lead on lap four but was relegated to third spot on the final lap.

Event four was a scratch race for Vintage sports cars and produced a splendid dice for first place between Geoff St. John and Bob Ashley once again. The two "chain-gangers" rattled around at no end of a lick with Geoff in the lead all the way—but only just. He finally won by 0.8 sec., after a really hard race by both drivers. A consistent third, some 10 secs. behind, was J. Morley (Bentley).

Following this race came the Parade of Record-Breaking Cars, namely "Mephistopheles", a 1912 Benz with a 21.8-litre engine, Lord Montagu's 18-litre V.R. Sunbeam, which broke the L.S.R. three times, the 4-litre supercharged V.R. Sunbeam, which also broke the L.S.R., Keith Schellenberg's fabulous 8-litre Barnato Hassan Bentley, and Patrick Lindsay's 24-litre Napier Railton. Also on exhibition, but static, were the 1,000 h.p. Sunbeam, Golden Arrow, and two of the M.G. record-breaking cars.

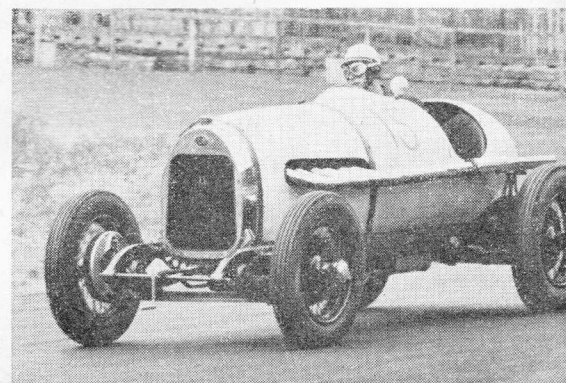
After a parade of the entrants in the Concours d'Élegance, the Vintage and

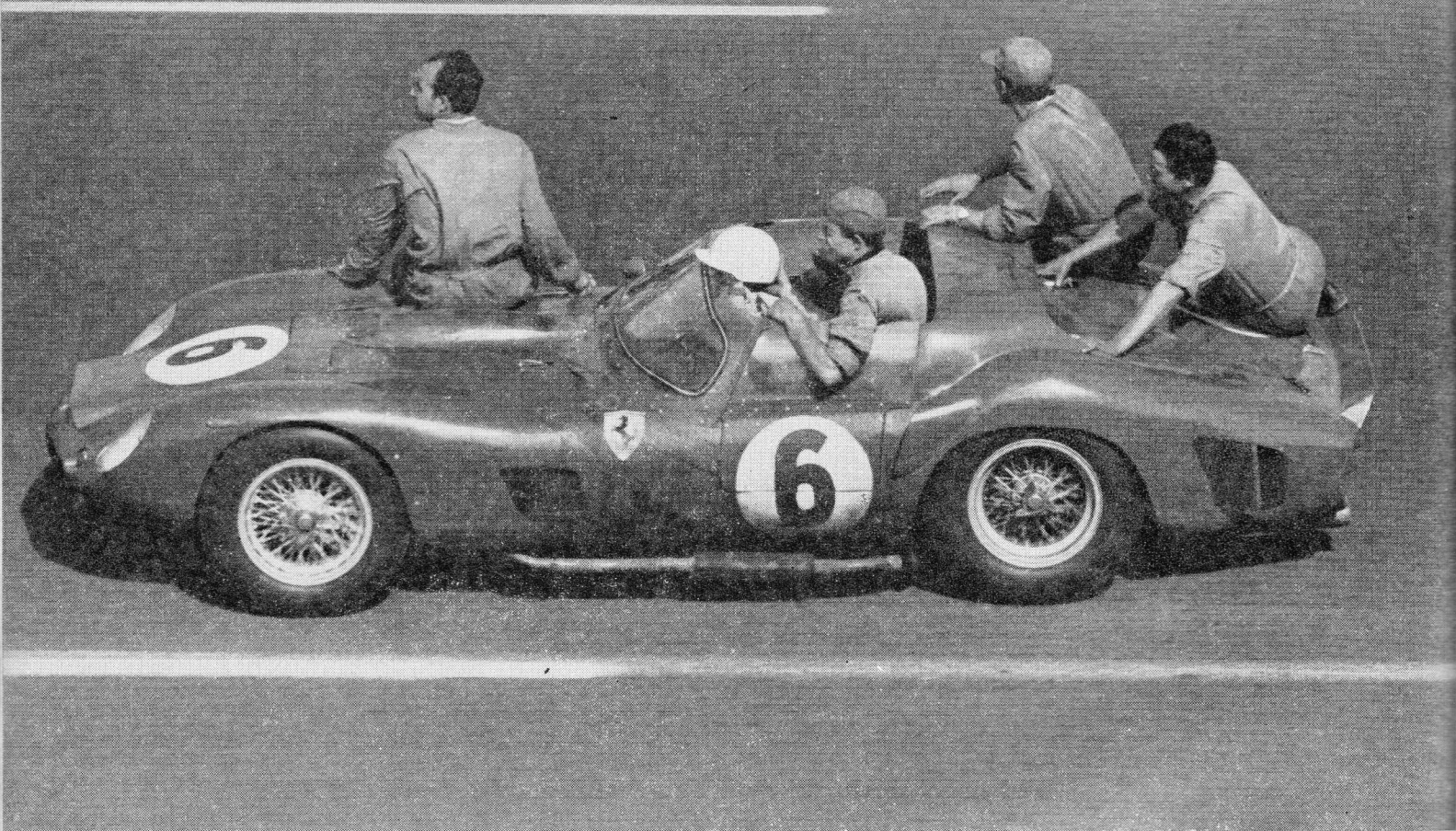
P.V.T. cars appeared for another five-lap handicap, and this might well be called the race the winner lost. Barry Clarke in his little Austin led at the end of the first lap but was soon displaced by 24 litres of Napier Railton in the hands of Pat Lindsay. A little different from the E.R.A. no doubt!

Hamish Moffat, coming through from the back of the field at a great rate on his Bugatti, moved up into second spot on lap four, ahead of J. P. H. Gresham (Mephistopheles) and O. L. Ormrod (Invicta). On the very next lap Mr. Moffat was presented with the lead when Lindsay spun the Napier coming out of Lodge, finishing up pointing in the wrong direction and stalling the engine. Now you can't just spin 20 something feet of Napier Railton on the old hand-brake in the middle of the track, and so he had to stay where he was until the end. So Moffat won from Gresham and Ormrod.

An all-comers scratch race followed and was marred by an unfortunate shunt. Sandy Murray got away to a splendid start but lost it at Old Hall, hit the bank and bounced back on to the track, collecting a hapless Bugatti. Neither driver was hurt, but both cars were damaged. Pete Waller went on to win easily in the E.R.A. R. C. Smith (Lago-Talbot) held second place for three laps but then slowed, letting J. Morley (Bentley) and A. S. R. Charnock (Alvis Special) get by.

The last race of the day, a handicap for Vintage, P.V.T. and Historic racing cars, was probably the best. T. R. W. Burke (F.-N.) led for two laps but was then passed by Alan Cottam (E.R.A.). However, Peter Waller, the scratch man, was going great guns and came through





FERRARI

LES TROIS PREMIÈRES

Phil Hill and Olivier Gendebien head a 1-2-3 Victory at Le Mans — Lotus Elites one-two in Thermal of Efficiency — Class Successes for Morgan, Porsche, Lotus, Bonnet, Panhard and Ferrari — "Index" Goes Again to Panhard — New Lap Record by Phil Hill at over 127 m.p.h.

BY GREGOR GRANT

PHOTOGRAPHY BY GEORGE PHILLIPS

THAT incomparable partnership of long-distance specialists, Phil Hill and Olivier Gendebien, won the Grand Prix d'Endurance at Le Mans for the second successive year. Heading a Ferrari 1-2-3 benefit, they covered over 4,451 kilometres in the 24 hours; not such a great distance as their 1961 record, but a new record for the 4-litre class. Their V12 experimental Ferrari had a front-mounted V12 engine, and all-independent suspension with Dunlop disc brakes, and an open body. In the third hour, Phil Hill established a new lap record for Le Mans at 127.6 m.p.h.

Runner-up was the French-entered Ferrari of Noblet and Guichet, which, although entered and announced as an experimental machine, somehow managed to win the Grand Touring category in front of a more normal G.T.-type driven by the Belgians Elde and Beurlys. Into fourth place came the E-type Jaguar of Briggs Cunningham and Roy Salvadori, which moved up over the splendidly prepared and driven E-type of Peter Sargent and Peter Lumsden, which had engine bearer trouble right at the end, and had to be driven comparatively slowly.

Lotus had tremendous satisfaction after their unhappy experiences with the A.C.O. in regard to their "23" models. The Elites of David Hobbs/Frank Gardner and Clive Hunt/John Wyllie were first and second in the highly remunerative Thermal of Efficiency, and also took third place in the Index of Performance, to a Panhard and a René Bonnet—awards which more or less keep French small-capacity racing cars in business from year to year.

Actually only 18 of the 55 starters completed the distance—six of them being British built. Despite their suc-

cess, Ferrari had a high mortality rate, for only four of the 15 starters finished. In point of fact, Italian and Franco-Italian machines had a poor reliability record. Of the 31 which started, only half a dozen survived. All three V8 Maseratis fell by the wayside, only the Hansgen/McLaren car lasting for more than half the distance.

Graham Hill/Richie Ginther put up tremendous opposition during the early stages, their 4-litre Aston Martin showing great promise, and leading the race for a few laps. Unfortunately, in curing a dynamo fault, an oil pipe was damaged and the car had to be withdrawn after six hours of racing.

The Morgan of Chris Lawrence and Richard Shepherd-Barron won the 2-litre class, and the other British car to finish was the Sunbeam Alpine of Peter Harper/Peter Procter.

After the elimination of the big Aston Martin and the Maseratis, only the spirited challenge of the Rodriguez brothers in their 2.4 Ferrari kept interest alive in the general category. Unlucky yet again, the Mexicans had to abandon with broken transmission at 4.30 a.m., when disputing the issue with the Hill/Gendebien machine.

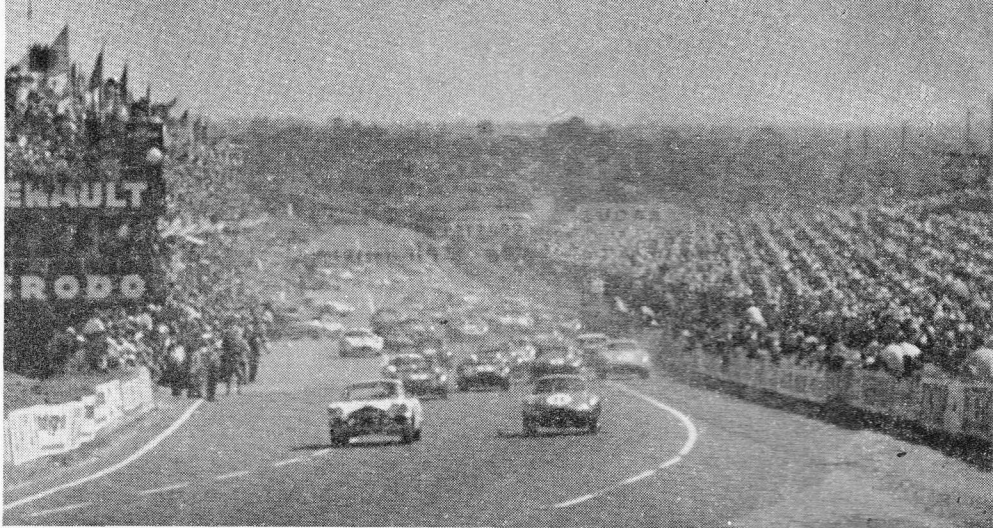
The refusal of the A.C.O. technical committee to accept the Lotus 23s of Jim Clark/Trevor Taylor and Les Leston/Tony Shelly was an unfortunate affair altogether. When the cars were presented for scrutineering, they were turned down because the front wheels had four-stud fixing, and the rears six-stud. It was alleged that the spare wheel could replace only one pair of wheels. In consequence, Colin Chapman arranged to have the rear wheels modified to a four-stud fixing. Thereupon the officials adopted an extraordinary attitude, to the effect that since the wheels had originally been designed for a six-stud location, modification to four-stud rendered the machines unsafe. Moreover, they refused point blank to examine the cars, insisting that they had already been turned down.

How the A.C.O. can take the decision that a layout is unsafe without submitting the components to a destruction test passes comprehension. Colin Chapman naturally protested strongly, even going to the trouble of bringing Dean Delamont of the R.A.C. over from England to present the case, which Harold Parker, in spite of a perfect command of the French language, was apparently unable to do earlier. Also, "Jabby" Crombac tried everything possible to have the officials listen to reason, but it was obvious from the start that the A.C.O. people had made up their minds to ban the cars, and that was that. Thus, Great Britain's strongest contenders for the Index of Performance were eliminated, no doubt to the great relief of the supporters of Bonnet and Panhard.

Behind this unsavoury "affaire Lotus" was the dictatorial attitude of the A.C.O., which, more or less, amounted to: "We couldn't care less—and the heck with F.I.A. rules and regulations!"

It is understood that the entrants are seeking to institute court proceedings against the organizers.

During Wednesday evening's practice, Phil Hill, in the open, front-engined 4-litre Ferrari with all-independent suspension, unofficially lowered the Le Mans circuit record, with a time of 3 mins. 55.1 secs., 206.123 k.p.h. (128.08



THE START: The flag has dropped, the drivers have sprinted to their cars and, after a few seconds, the 55 cars are away. Leading the pack are Tony Settember's Chevrolet Corvette (left) and Graham Hill's Aston Martin Project 212 which led on the opening lap.



ABOVE: The Bruce McLaren/Walt Hansgen Maserati (right) passes the Giancarlo Sala/de Luca di Lizzano Alfa Romeo coming into Tertre Rouge.

BELOW: The Paul Armagnac/Gerard Laureau Bonnet leads the Tony Settember/Jack Turner Corvette and the Jack Fairman/Tom Dickson Ecurie Ecosse Tojeiro at Arnage.





The car that was not allowed to start—the works Lotus 23 of Jim Clark and Trevor Taylor.



LEFT: The V8 Ferrari of Giancarlo Baghetti and Lodovico Scarfiotti (left) and the winning 4-litre V12 of Hill/Gendebien. Note the different exhaust systems and the strange aerodynamic "shelves" behind the drivers.

RIGHT: Massive machinery! The V8 Maserati engine. All three 4-litre cars retired.

m.p.h.). This was 2.2 secs. faster than Mike Hawthorn's existing record with the 4.1-litre Ferrari. Next best was Mike Parkes in the G.T. prototype 4-litre, with 4 mins. 0.9 secs., then Pedro Rodriguez (2.4 Ferrari) with 4 mins. 2.2 secs.

The V8, 4-litre Maseratis were fantastically quick on the Mulsanne straight (over 180 m.p.h.), but were a trifle tricky to handle in the bends. Bruce McLaren did 4 mins. 5.5 secs. in one of the Cunningham coupés. Fastest British car was the 4-litre Aston Martin driven by Graham Hill, with 4 mins. 16 secs.

The SSS Venezia Ferrari No. 16 was a strange-looking device, rather like a Ferrari pick-up. The three Sunbeam Alpines looked most unfamiliar with their chopped-off tails.

Ecurie Ecosse produced just one Tojeiro, fitted with a 2.5-litre Coventry-Climax engine. Porsche withdrew the "flat-eight" and substituted a 1.6-litre Abarth-Carrera, so Dan Gurney and Jo Bonnier accepted the offer to drive a Venezia sports Ferrari. French driver Bouharde crashed his Bonnet at White House, wrecking the car completely. He was taken to hospital with a knee injury.

Enormous crowds turned up for Thursday's training, during which British hopes were raised high by the performance of Graham Hill in the Aston Martin, who recorded 3 mins. 59.8 secs., the green car sounding really magnificent. Dick Thompson did 3 mins. 59.1 secs. with the big Maserati. Roy Salvadori was due to co-drive with the American, but could not fit into the

cockpit comfortably. He switched to Briggs Cunningham's E-type Jaguar.

Mike Parkes hurtled the big G.T. Ferrari prototype round in 3 mins. 58.6 secs., and co-driver Bandini achieved 4 mins. 1.3 secs., which was equalled by McLaren in the other Cunningham 4-litre Maserati. Trintignant, in the French-entered version, returned 4 mins. 3.3 secs. Phil Hill was again fastest of all, this time with 3 mins. 55.2 secs.

John Coundley, in Maurice Charles's E-type, shook the G.T. Ferrari brigade with a time of 4 mins. 2.3 secs., whilst the 1,300 c.c. Simca-Abarth of Bianchi/Harris was credited with the remarkable time of 4 mins. 34.3 secs. Coundley's time, though issued by the timekeepers, was thought to have been achieved by another car—possibly the Thompson/Kimberly Maserati No. 3—the Jaguar being No. 8.

IN bright sunshine, enormous crowds gathered to watch the start of "Les Vingt-Quatre Heures". In front of the

packed tribunes they were scores deep, many of them provided with periscopes, and all wearing a strange variety of headgear to protect their heads from the dazzling sun.

There was the traditional parade of the colours of the competing nations, accompanied by the usual discordant band which, somehow, never seems to be able to keep in step. This temporarily replaced the raucous P.A. equipment over which "Twist Again" was being given big licks. As the hour hand approached 3.30 p.m., the official 2 Plus 2 Ferrari went round to close the circuit, followed by the astonishingly quiet pre-production Rover gas-turbine saloon, which was given a motorcycle escort.

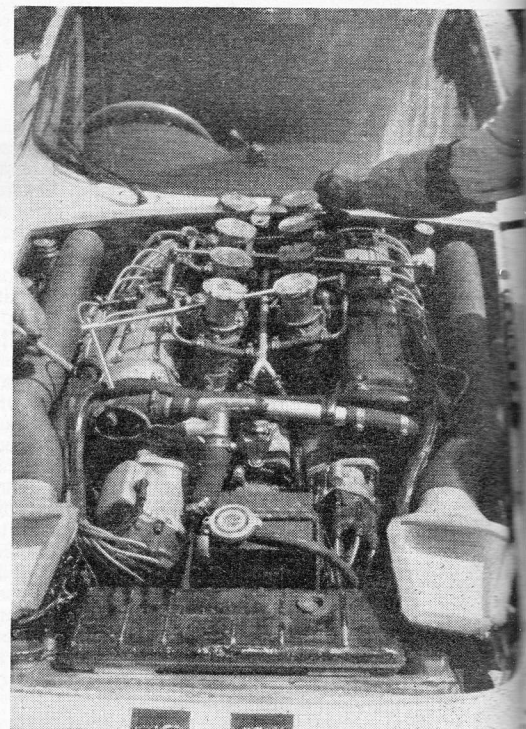
The field included no fewer than 15 Ferraris out of the 55 starters, the largest number of any one make ever to appear at Le Mans. The Marcos was the first wood-built machine to start a race there, and its Ford power unit was the first engine of Dagenham origin at Sarthe since the o.h.v. Arden in the Allard.

British cars numbered 16, comprising three Aston Martins, three Jaguars, two Sunbeams, two Lotus Elites and one each of A.C.-Bristol, Morgan, Marcos, Tojeiro-Climax, Austin-Healey and T.V.R. As the 55 cars were lined up in order of start with the big-capacity cars nearest the Dunlop Bridge, headed by a Chevrolet Corvette, one could see the first drivers taking up their position opposite the pits. Amongst those having been selected to take the first stint

were Olivier Gendebien, Graham Hill, Pedro Rodriguez, Bruce McLaren, Maurice Trintignant, Mike Parkes, Dan Gurney, Mike Salmon, Maurice Charles, Tom Dickson, Bill Kimberly and Briggs Cunningham.

Behind the cars there was a sea of faces, every pit jammed solid with human beings. All along the banks, photographers crouched in the hot sun, awaiting the "off". The hands of the official clock moved slowly towards 4 o'clock, then down went the flag and the race was on. Several engines fired at once, and Settember got the unwieldy Corvette on the move, but before reaching the Dunlop Bridge Graham Hill had taken the lead with the Aston Martin, followed in quick succession by the Ferraris of Parkes and Gendebien, Charles's E-type and Kerguen's Aston Martin. Parkes and Gendebien closed up on the green Feltham car, and the latter snapped into second place on the Mulsanne straight, cutting in front of Parkes as they approached the corner. The unfortunate Parkes had to do some last-minute wheel-twiddling, partially lost control, and ended up in the sand banks. He ruefully climbed out of the big G.T. prototype, and studied ways and means of extricating the red car.

Meanwhile Graham Hill was keeping in front, hotly pursued by Gendebien. To the huge delight of the big British contingent, the Aston Martin whistled round "Maison Blanche" first, and held its advantage all the way down the



shimmering road to the pits. However, the Ferrari was closing up rapidly, and out of the Esses, Olivier was making to pass. So quickly had the two leaders got off their marks that fully 14 seconds passed before the next group passed the pits, in the order Guichet (Ferrari), Pedro Rodriguez (Ferrari), Tavano (Ferrari), McLaren (Maserati), Vaccarella (Ferrari), Trintignant (Maserati), Grossman (Ferrari), Baghetti (Ferrari) and Fulp (Ferrari)—one lone British car amongst a horde of Italian machines.

At Mulsanne Gendebien was in front of Hill, and when the pair appeared for the second time the Belgian had increased his advantage to six seconds. Rodriguez had moved up to third, and Kimberly pushed the big white Maserati into sixth place, ahead of Baghetti and Tavano. Next British car to the Aston Martin was the ultra-low Ecurie Ecosse Tojeiro of Tommy Dickson, chased by Peter Sargent's E-type Jaguar. John Whitmore had moved up to 22nd place with the Ecurie Chiltern Austin-Healey, but Oreiller's tiny blue Abarth Simca was on his tail.

Charles made a brief pit-stop with his Jaguar, and the T.V.R. race came to an abrupt end when Peter Bolton found that all the water had boiled away in less than three laps. Thus already the British cars had lost one of their number. Peter Procter was also in trouble with the Sunbeam, and had to stop to have a sticking throttle fixed, after the engine had shot up to nearly 7,000 r.p.m. without doing any apparent harm.

Speeds were already high on the timed section at Mulsanne, with Kimberly's Maserati registering 281 k.p.h. (173.6 m.p.h.), and Hill's Aston Martin, 270 k.p.h. (167.8 m.p.h.). Masson's 700 c.c. Fiat-Abarth was clocked at 188 k.p.h. (117.4 m.p.h.).

To a storm of cheering from the French, Trintignant scorched past Rodriguez to take third place with the red Maserati coupé, the two Cunningham Maseratis closing up on the Mexican, followed by a perfect fury of Ferraris, no fewer than seven of the Maranello products being led by Baghetti, and then Abate in the Venezia "delivery-van". Gendebien was steadily increasing his lead over Hill, and there were 18 secs. between them at the end of six laps. All three Maseratis had overtaken Rodriguez, running in line astern, but losing ground to the leaders.

An exhausted Parkes completed the herculean task of digging out the Ferrari and, bathed in sweat, he returned to the pits to hand over to Bandini. Already the leaders had doubled the Austin-Healey, all three Porsches and the fastest of the Abarth-Simcas (Oreiller's). Dan Gurney was beginning to move his



The gallant Aston Martin which alone upheld any British chance of an outright victory. Graham Hill in the Esses in the early stages when it went so well.

Ferrari up the leader board, closing fast on Baghetti and Abate.

The three Maseratis were far faster than anything else on the Mulsanne straight, but were losing seconds on the bends to the far superior handling of the Ferraris, and Hill's superb Aston Martin. The presence of David Brown's newest machine was certainly adding spice to the contest, and it was the only non-Italian car capable of dealing with the Ferraris and Maseratis. Yet Gendebien was gaining about 5 secs. a lap, and Hill was doing likewise to the Maserati trio. Gurney's spurt brought him up to seventh place after 10 laps, right on the tail of the Rodriguez sister-car. Innes Ireland was going like an express train with the light-green U.D.T.-Laystall Ferrari GTO, and Dickson was putting up a splendid show with the 2.5-litre Tojeiro, keeping in front of Sargent's E-type. Speeds were rising again, and de Lageneste's tiny 1,300 c.c. Abarth-Simca was timed

at 222 k.p.h. (140 m.p.h.), and McLaren at 285 k.p.h. (177 m.p.h.).

Gurney shot past Rodriguez to take sixth place, gaining seconds a lap on the Maseratis. This was just after the first hour positions were announced, which were: 1, Gendebien; 2, G. Hill; 3, Kimberly; 4, Trintignant; 5, McLaren; 6, Rodriguez; 7, Gurney; 8, Baghetti; 9, Abate; 10, Guichet.

A spirited tussle between Ireland's GTO Ferrari and Bob Fulp's sports-racer ended when the American had to make a pit stop. Leading small car was Oreiller's Abarth-Simca, then in 26th place, having passed the two leading Porsches. Both Sunbeams were running consistently, and Whitmore, in 24th place, kept the Austin-Healey in front of Coundley's E-type.

First of the faster cars to refuel was the Tojeiro, and Fairman took over. At 5.27, with only 20 laps completed, the leading Ferrari came in to refuel and have a tyre examined. Phil Hill was not prepared for such an early change, so off went Gendebien again. Trintignant handed over his Maserati to Lucien Bianchi. This put the Aston Martin into the lead, by some 30 secs. from Rodriguez, who had earlier retaken Dan Gurney, and then the Maseratis, when they stopped to refuel. McLaren changed with Walt Hansgen, Kimberly with Dick Thompson, and Gurney with Bonnier. Then in came Pedro to hand over to Ricardo, and Graham Hill now had 77 secs. in hand over Gendebien. Demetz's Fiat-Abarth was stuck at Arnage, the driver setting off for the pits.

Hill led with the Aston Martin till the 26th lap, when he handed over to Richie Ginther, the stop pushing the green car down to fourth place. The Gurney/Bonnier Ferrari was in trouble with a broken throttle, remaining stationary at the pits for some considerable time. The Parkes/Bandini coupé was also in trouble, circulating slowly with abnormally high water temperature and a suspected leaking radiator.

With Olivier Gendebien back in the lead, a furious struggle developed between Dick Thompson and Rodriguez for second place. The Ireland/Gregory GTO Ferrari had advanced to 10th position.

Down into Tertre Rouge from the Esses come an Osca, an Abarth-Simca, and two sports Ferraris.



By the second hour, Gendebien, Thompson, Rodriguez, Ginther, Hansgen and Scarfiotti had all completed 28 laps, with Gendebien 45 secs. ahead of the Maserati. The race average had gone up to over 118 m.p.h., and there were all the makings of a real Grand Prix, particularly with Ricardo Rodriguez driving his 2.4-litre car round at an astonishing pace, giving Thompson no respite.

Ferrari supporters had a shock when Gendebien came in again at 31 laps, but this was to take on petrol and oil. World Champion Phil Hill restarted at 6.10 p.m., down to fifth position. Vinator abandoned his Bonnet with serious overheating, and the Bentley/Gordon 1.6 Osca was retired for no specific reason, but with something wrong with the transmission. The leading Ferrari's stop put a Maserati into the lead for the first time (Thompson), but the American was having quite a time of it holding off the eager Rodriguez.

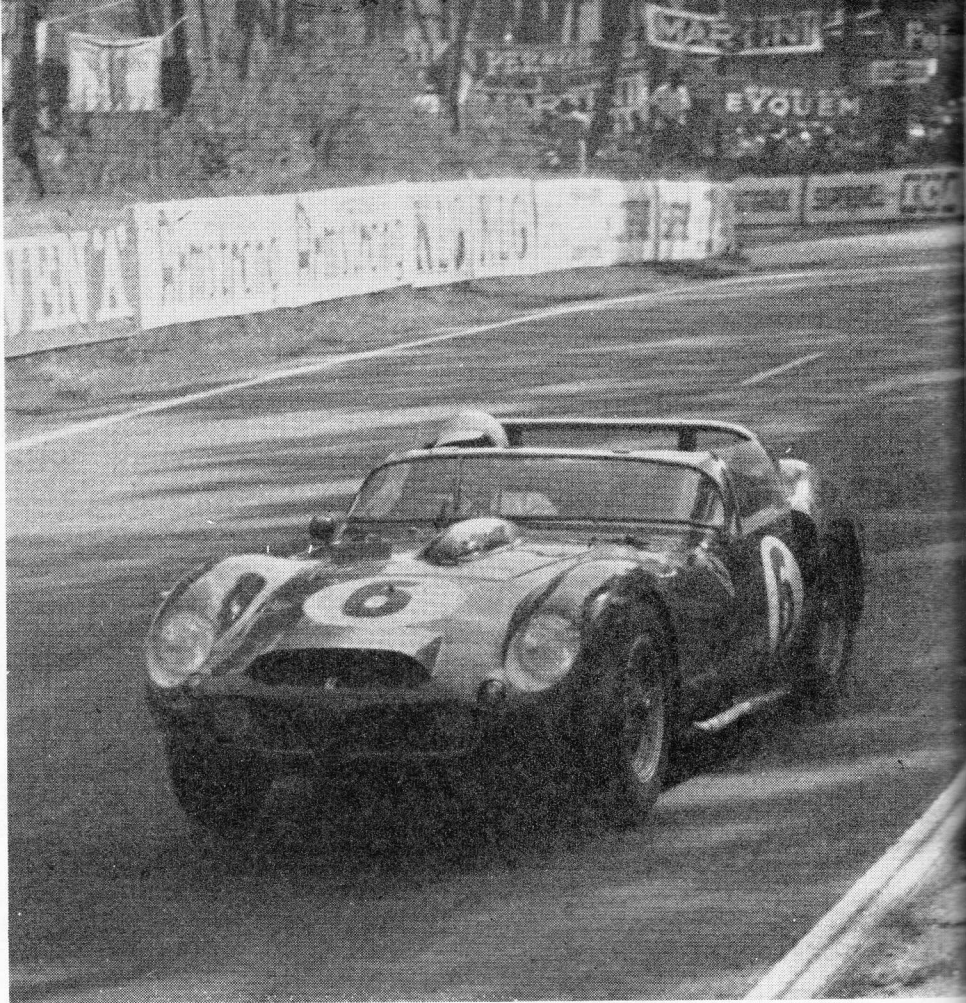
Parkes was circulating slowly with the ailing Ferrari, many, many laps in arrears. Obviously the writing was on the wall for the big experimental coupé, which could quite well have been disputing the lead with the others. Rodriguez tried everything to take Thompson, but just could not match the tremendous speed of the white Maserati on the straight. Walt Hansgen closed right up on Ginther, who was worried because his dynamo had ceased to charge. Shortly before 6.30 p.m., Venezia's strange "delivery-van" ceased to function, and was abandoned with back axle maladies. Balzarini's Abarth-Simca came to a grinding halt, which brought the list of retirements up to six.

With 40 laps completed, and the scoreboard showing the Aston Martin with the wrong number of laps to its credit, Thompson stopped to refuel and Kimberly took over. The race order then was 1, Rodriguez; 2, Hansgen; 3, Phil Hill; 4, Ginther. This was the order at 3 hours, but Hill moved up when Hansgen handed over to McLaren.

Kerguen, coming in with his Aston Martin to have the gearbox seen to, spun in the slow-down area, and arrived at his pit backwards. Retirements included the Berger/Darville Ferrari, the Charles/Coundley Jaguar, which had developed a serious engine fault, and the Pon/de Beaufort Abarth-Porsche, which had axle bothers. The Austin-Healey was still going well, with Bob Olthoff now at the wheel, whilst Dickson was back in the sleek Tojeiro, which did not seem to have its full complement of gears. Abarth-Simca's numbers were further reduced when Oreiller's very fast blue car blew up.

Rodriguez refuelled and handed back to brother Pedro. Phil Hill, driving very fast indeed, covered his 49th lap in the new record time of 3 mins. 57.3 secs., 204.212 k.p.h. (127 m.p.h.). The Aston Martin was then in second place, with Rodriguez third after his stop. So fast had Hill gone that, when he handed over to Gendebien at 52 laps, Ferrari No. 6 restarted still in the lead. However, Ginther's Aston Martin was in trouble with the dynamo, and it was decided to repair this before darkness set in. Graham Hill rejoined the race, over five laps in arrears, down to 14th place.

When the fourth hour was registered, Gendebien and Rodriguez had covered 57 laps, with just half a second separ-



The winning Ferrari of Phil Hill and Olivier Gendebien at the Esses. Olivier Gendebien has now won Le Mans three times in succession.

ating them. McLaren lost time with a burst tyre, falling well down the list, and restarting in eighth place. Chief challenge to the Ferraris came from Kimberly, who handed over to Thompson at 8.21 p.m., after refuelling and changing brake pads. Shortly afterwards the big Maserati crashed at the Esses, burst a petrol tank and had to be abandoned. Trintignant, in the red V8, was over a lap behind the leading Ferrari when he handed over to Lucien Bianchi. The offside rear wheel was fouling a damaged wing, and this had to be straightened. All four tyres were changed. Magne's A.C.-Bristol was wheeled away with a burnt-out clutch, leaving the Morgan in complete command of the 2-litre class. Fulp's Ferrari required some minor panel-bashing, and Pete Ryan took over. British car positions at this stage were: 12th, Sargent/Lumsden (Jaguar); 14th, Hill/Ginther (Aston Martin); 16th, Salmon/Baillie (Aston Martin); 18th, Cunningham/Salvadori (Jaguar); 19th, Fairman/Dickson (Tojeiro); 20th, Whitmore/Olthoff (Austin-Healey); 23rd, Hobbs/Gardner (Lotus); 24th, Hunt/Wyllie (Lotus); 29th, Hine/Prior (Marcos); 30th, Hopkirk/Jopp (Sunbeam); 31st, Lawrence/Shepherd-Barron (Morgan) and 34th, Harper/Procter (Sunbeam). Forty-four cars still remained in the race.

At 5 hours, Hill/Gendebien were a lap ahead of the Rodriguez brothers, and two in front of Baghetti/Scarfiotti. The Noblet/Guichet "G.T." car was in fourth place, 1½ mins. in front of the Hansgen/McLaren Maserati. Then came the Tavano/Simon Ferrari, and the Ireland/Gregory Ferrari. Salmon's Aston Martin was a lap ahead of the Hill/

Ginther car. Fairman took over the "Toj", losing over a lap whilst the gearbox was sorted out. Parkes handed over to Bandini, but the car was in the pits for over 10 minutes.

It was now almost dark, after a lovely twilight, but with a suggestion of mist at White House. Several cars, obviously in trouble electrically, had been circulated to the last possible moment with just side lights. The Hunt/Wyllie Lotus had its dynamo repaired.

With the sixth hour coming up the Hill/Ginther Aston Martin was retired with no oil pressure. In repairing the dynamo, an oil pipe had been damaged, so it was goodbye to a gallant British effort for an outright win. The Parkes/Bandini car was finally withdrawn with a badly leaking radiator.

Ferraris occupied the first five places, with Hill/Gendebien and the Rodriguez brothers on the same lap, a couple of minutes separating them. The Trintignant/Bianchi Maserati was three laps adrift, and the Hansgen/McLaren car five. Best-placed British machine was the Sargent/Lumsden E-type, in 11th place, a couple of laps ahead of the Salmon/Baillie Aston Martin. The Index of Performance was headed by the Masson/Zeccoli Fiat-Abarth, with the Rodriguez Ferrari in second place.

The battle went on between the two leading Ferraris, and at the seventh hour the Rodriguez brothers led Hill/Gendebien by a couple of minutes, each having completed 99 laps—two ahead of Noblet/Guichet. The Whitmore/Olthoff Austin-Healey had advanced to 17th, and Hobbs/Gardner (Lotus) in 18th place headed the Barth/Herrmann Porsche, and the Bianchi/Harris Abarth-Simca, which had

been having plug troubles, but was now on all four again. The Marcos was in trouble with the engine, spending much time being repaired.

Dickson, in the Tojeiro, spent many horrifying minutes sitting in the middle of White House with the car jammed in gear. Cars whizzed past to the left and to the right—fortunately all missing the unlooked-for road block. Herrmann's Porsche required 20 minutes for clutch adjustment, and Trintignant was in trouble with the rear suspension of his Maserati.

The Marcos had lost most of its oil through the speedometer drive, and despite an effort to keep going till oil could be added, the engine cried "enough", and Le Mans's first wooden car had to be abandoned.

At midnight (after eight hours), the Hill/Gendebien car was back in the lead, with more than a lap in advance of the Rodriguez boys. Salmon's Aston Martin was now 12th, in front of the Jaguars of Cunningham/Salvadori and Sargent/Lumsden. The Ireland/Gregory Ferrari GTO, going splendidly in seventh place, ran out of lights, and brushes had to be replaced in the dynamo, amongst other jobs. Gregory restarted, having lost nearly two laps. At 1 a.m., Rodriguez had completed 127 laps, to the 126 of Hill/Gendebien. Ferraris were in the first six places, with Trintignant/Bianchi (Maserati) seventh and Hansgen/McLaren ninth. The Rodriguez brothers had taken over the lead from the Fiat-Abarth in the "Index", and Guilhaudin/



BELOW: The Peter Harper/Peter Procter Sunbeam Alpine leads the Belgian Berger/Darville Ferrari, the U.D.T.-Laystall Ferrari and other cars through the Esses in the early stages.

ABOVE: Grand Touring cars. At Mulsanne Corner, the Fernand Tavano/André Simon Ferrari leads the similar car of Leon Dernier Ede/Jean Beurlys and the Tony Settember/Jack Turner Corvette.





ACCELERATING
are a Lotus Elise
Aston Martin.

SUN AND SH
Salvadori E-type
Consten/Rosini
Arents/Behra

"ENZO'S BEA
Rossa Ferrari
Rouge by the
(top right)

MORE MONS
Maseratis and
Trintignant/Electra
machine (bottom

RIVALS FROM
Bianchi (4-litre
rear-engined Ferrari



...ING HARD out of Terre Rouge (**top left**)
...the Hine/Prior Marcos and the Hill/Ginther

★

...SHADE (**top centre**). The Cunningham/
...is followed through the Esses by the
...Bonnet, the Fulp/Ryan Ferrari and the

★

...READ VAN". The peculiar hard top Testa
...of Abate and Davis is chased through Terre
...re-engined machine of Baghetti and Scarfiotti

★

...ONSTERS. Two of the three new 4-litre
...here mid-way through the Esses. The
...car is leading the Thompson/Kimberly
...from left).

★

...ROM MODENA (**bottom right**). Lucien
...e (Waserati) leads the Rodriguez brothers' 2½-litre
...Ferrari through Mulsanne.

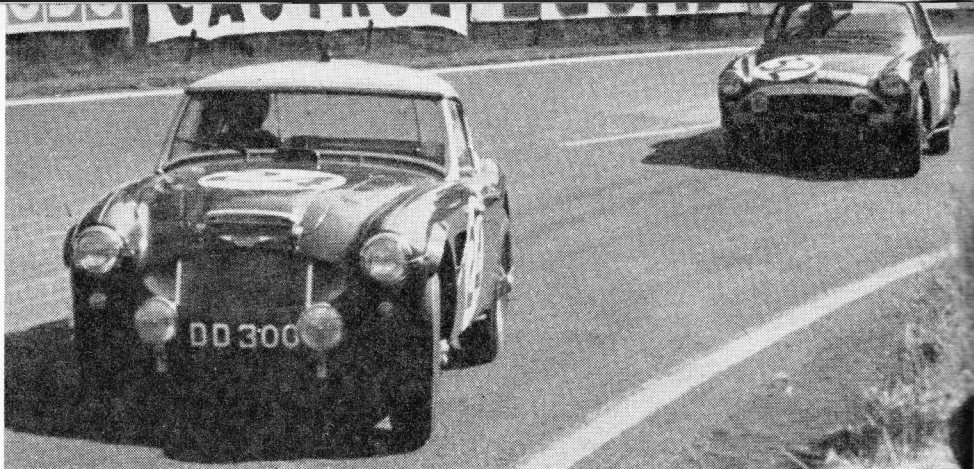


Bertaut were third with their Panhard. Trintignant's Maserati was withdrawn with suspension and transmission failure, and the surviving American-entered V8 was eight laps behind the leader. Up into 10th and 11th places went the Jaguars of Cunningham and Sargent, but the Salmon/Baillie Aston Martin had developed a serious-sounding misfire, as had the Austin-Healey. At 1.27 a.m., Salmon retired with a holed piston. Hansgen lost a rear light, which had to be replaced. Masten Gregory lost over 30 minutes whilst the dynamo was again repaired. Kerguen (Aston Martin) stopped for the umpteenth time, on this occasion to change all six spark plugs.

At 2.48 a.m., McLaren took over the Maserati from Hansgen, but the transmission was making funny noises. The car was then in sixth place. Simon was called in to have his lights checked on the Ferrari, and left after replacing a light unit and a blown fuse. Kerguen finally abandoned his Aston Martin with transmission failure.

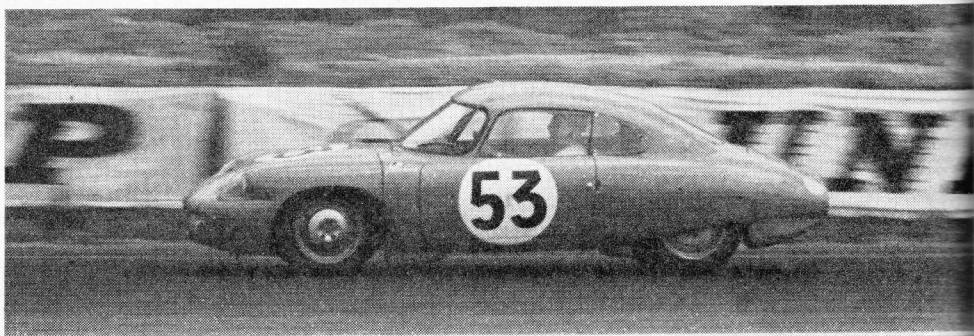
At half-distance (4 a.m.), the Rodriguez brothers were back in the lead, having completed 170 laps. However, Hill/Gendebien were just 30 secs. behind. Sargent had advanced to 10th place, a lap ahead of Salvadori. George Reed had to change a headlamp bulb on the Ferrari, and Ed Hugus took over in 12th place.

At 4.30 a.m., after a fine performance, the Rodriguez brothers had to abandon with final drive trouble. It was a blow to the Mexicans, and many tears were shed in their pit. The departure of the "2.4" gave Hill/Gendebien a four-lap lead over Noblet/Guichet, and Ferraris still held the first four places. The Maserati was being circulated hopefully, but the noises from the rear-end per-



ABOVE: The gallant Austin-Healey 3000 of John Whitmore/Bob Olthoff leads the Peter Harper/Peter Procter Sunbeam Alpine at the Esses.

BELOW: The Index of Performance winner, the André Guilhaudin/Alain Bertaut 701 c.c. Panhard.



sisted. It was being threatened by the Simon/Tavano car, and also by the Vaccarella/Scarlatti machine. With the approach of daylight, more than a few of the 32 survivors breathed freely, for several cars had dodgy lights and batteries in a low state of charge.

Shortly after 5 a.m., the Hansgen/McLaren Maserati had its transmission pack up, and it was abandoned, leaving Ferraris in the first six places followed by the two Jaguars, with the Sargent/Lumsden car three laps in front of the Cunningham entry. The Austin-Healey was back on to six cylinders, but smoking rather excessively. Hopkirk/Jopp ran the big-end bearings on their Sunbeam, and mechanics set about replacing the shells—a tricky job, especially when the oil from the sump had to be saved, and none could be added. The commissar had his beady eyes on the operation from start to finish.

The morning was a fine one, but by 7 a.m. only 25 cars were circulating. Whitmore/Olthoff had advanced the Austin-Healey to 10th position, and the Morgan was 15th. Abandonments included the Ireland/Gregory Ferrari, the Fulp/Ryan Ferrari and the Vaccarella/Scarlatti Ferrari. Not long afterwards, the Tavano/Simon Ferrari was abandoned. The repaired Hopkirk/Jopp Sunbeam struggled along last but one, with little hope of completing the required distance before exclusion.

The crowds began to take notice of the race once more, after the serious business of taking "petit déjeuner". In the pits area, the odour of eggs and bacon came from the British camps, mixed with the pungent smell of strong coffee. Dust was everywhere, rising in clouds from the car parks, as vehicles returned from Le Mans and its environs to the circuit.

All the time, the Hill/Gendebien Ferrari circulated, sounding as healthy as ever. If anything should happen to it, why there were four more to take its place. At 8 a.m., the British picture was not quite so dismal, for Sargent/Lumsden had taken their dark green Jaguar up to sixth place, followed by the Cunningham/Savadori car, and then the admirable Austin-Healey of Whit-



ABOVE: The Bruce McLaren/Walt Hansgen 4-litre Maserati coming in to its pit, with one front lamp dangling. This was the longest-surviving Maserati.

BELOW: Thermal of Efficiency victors, the two Lotus Elites of David Hobbs/Frank Gardner and Clive Hunt/Dr. M. R. J. Wyllie.



more/Olthoff. The Morgan had lost part of its exhaust system, but was still chuffing round merrily at nearly 100 m.p.h. average. A splendid tonic was the sight of the two Elites, not quite so clean as they were, but sounding in mighty fine nick.

The leader had been slowed down considerably, but still kept five to six laps in front of the G.T. car. Baghetti/Scarfioffi abandoned just before 10 a.m., when in third place. This let the Jaguars into fifth and sixth places, and the Hobbs/Gardner Elite into eighth.

Unhappily for Chiltern hopes, the Austin-Healey had obviously done in a piston, but it was too much to hope that it could be made to last out for six more hours. The Hopkirk/Jopp Sunbeam had been abandoned with engine trouble, so 21 cars were all that were left at 10 a.m. on a bright Sunday morning. The Foitek/Ricci Alfa Romeo had no clutch, and the Arents/Behra Osca sounded very ribby.

The gallant Austin-Healey run came to an end around 10 a.m., when the engine finally gave up its struggle against unequal odds. Sargent and Lumsden were now attacking the Elde/Beurllys Ferrari, being only 3½ minutes behind at midday. They had advanced to four laps ahead of the Cunningham car. Porsche and Lotus Elite were fighting a stern battle for G.T. honours in the 2-litre class, with Herrmann in front of Gardner by just over a lap.

Lunch-time came and went, and Hill/Gendebien still circulated their now very dirty looking Ferrari. Sargent and Lumsden were in pursuit of the Belgian-driven car, gaining about 15 secs. a lap. Gardner and Hobbs had overtaken the Herrmann/Barth Porsche. Foitek had trouble restarting his Alfa Romeo without a clutch, struggled along to the Dunlop Bridge, only to stall the engine and have to abandon on the grass with a flat battery. Bob Grossmann/Fireball Roberts were also in trouble with the starter of their Ferrari, made to push the car, but fortunately for them it did not start. Finally, they got it away on the starter, and the commissar took no further action.

The closing stages were unlucky for Sargent/Lumsden and Hobbs/Gardner. With fourth place almost in the bag the Jaguar had a rear engine bearer collapse, requiring a strict rev. limit in order to finish. The Elite went on to three cylinders, and immediately began to be overhauled by the Porsche. Eventually Cunningham/Salvadori displaced the British-entered car, and Herrmann just managed to catch and pass the Hobbs/Gardner car. The Osca was retired in the final hour, and so only 18 machines were still running when the 4 p.m. maroon sounded. Elites achieved a well-deserved first and second in the Thermal Efficiency Index, and Chris Lawrence's supporters went wild with excitement when the Morgan completed the race, to win the 2-litre class.

No one could possibly begrudge Phil Hill and Olivier Gendebien their success, nor Ferrari their overwhelming superiority. The 4-litre was built with the express purpose of winning the G.P. d'Endurance, and the closed cars to take the G.T. category. Nevertheless, it should be explained just how Noblet and Guichet managed to have the car transferred from experimental to G.T., without other entrants being notified of the change!



HOW THEY FINISHED...

General Classification

1. Phil Hill/Olivier Gendebien (3,967 Ferrari), 4,451.255 kiloms., 185.469 k.p.h.
2. Noblet/Guichet (2,953 Ferrari G.T.), 4,384.133, 182.673.
3. Elde/Beurllys (2,953 Ferrari G.T.), 4,213.875, 175.578.
4. Briggs Cunningham/Roy Salvadori (3,781 Jaguar "E" G.T.), 4,166.617, 173.609.
5. Peter Sargent/Peter Lumsden (3,781 Jaguar "E" G.T.), 4,163.417, 173.476.
6. Grossmann/Roberts (2,953 Ferrari), 3,997.810, 166.575.
7. Barth/Herrmann (1,588 Porsche G.T.), 3,858.532, 160.772.
8. David Hobbs/Frank Gardner (1,216 Lotus Elite G.T.), 3,847.066, 160.295.
9. Hugus/Reed (2,953 Ferrari G.T.), 3,779.317, 157.472.
10. Sala/de Luca (1,290 Alfa Romeo G.T.), 3,774.655, 157.278.
11. Clive Hunt/John Wyllie (1,216 Lotus Elite G.T.), 3,733.458, 155.561.
12. Buchet/Schiller (1,588 Porsche G.T.), 3,655.696, 152.321.
13. Chris Lawrence/Richard Shepherd-Barron (1,991 Morgan G.T.), 3,629.288, 151.220.
14. Bianchi/Harris (1,288 Abarth-Simca), 3,603.165, 150.132.
15. Peter Harper/Peter Procter (1,590 Sunbeam Alpine), 3,601.467, 150.061.
16. Guilhaudin/Bertaut (702 Panhard), 3,427.026, 142.793.
17. Consten/Rosinski (996 R. Bonnet), 3,421.551, 142.565.
18. Armagnac/Laureau (706 R. Bonnet), 3,396.906, 141.538.

G.T. Championship (Above 2,000 c.c.)

1. Ferrari (Noblet/Guichet), 9 pts.
2. Ferrari (Elde/Beurllys), 9.
3. Jaguar (Cunningham/Salvadori), 4.
4. Ferrari (Hugus/Reed), 4.

(1,001-2,000 c.c.)

1. Porsche (Barth/Herrmann), 9.
2. Lotus (Hobbs/Gardner), 6.
3. Alfa Romeo (Sala/de Luca), 4.
4. Lotus (Hunt/Wyllie), 4.
5. Porsche (Buchet/Schiller), 4.
6. Morgan (Lawrence/Shepherd-Barron), 1.
7. Sunbeam (Harper/Procter), 1.

Index of Thermal Efficiency

1. Lotus (Hobbs/Gardner), Index 1.27, speed 160.3 k.p.h., consumption 14.4 litres/100 kiloms, weight 630 kg.
2. Lotus (Hunt/Wyllie), 1.17, 155.6, 14.3, 630.
3. Panhard (Guilhaudin/Bertaut), 1.15, 142.8, 11.4, 590.
4. Alfa Romeo (Sala/de Luca), 1.10, 157.3, 17.5, 820.
5. Porsche (Barth/Herrmann), 1.06, 160.8, 19.5, 840.
6. Jaguar (Sargent/Lumsden), 1.04, 173.5, 29.4, 1,220.
7. Bonnet (Armagnac/Laureau), 1.00, 141.5, 12.3, 520.
- Jaguar (Cunningham/Salvadori), 1.00, 173.6, 30.6, 1,220.

Index of Performance

1. Guilhaudin/Bertaut (Panhard), 1,265.
2. Armagnac/Laureau (Bonnet), 1,251.
3. Hobbs/Gardner (Lotus Elite), 1,204.
4. Noblet/Guichet (Ferrari), 1,203.
5. P. Hill/Gendebien (Ferrari), 1,192.
6. Hunt/Wyllie (Lotus Elite), 1,169.

Class Winners

- Up to 4,000 c.c. (13): Hill/Gendebien (Ferrari), 4,451.255 kiloms. (Record).
- Up to 3,000 c.c. (12): Noblet/Guichet (Ferrari); 4,384.133.
- Up to 2,000 c.c. (10): Lawrence/Shepherd-Barron (Morgan), 3,629.288.
- Up to 1,600 c.c. (9): Barth/Herrmann (Porsche), 3,858.522.
- Up to 1,300 c.c. (8): Hobbs/Gardner (Lotus Elite), 3,847.066.
- Up to 1,000 c.c. (6): Consten/Rosinski (Bonnet), 3,421.551 (Record).
- Up to 850 c.c. (5): Guilhaudin/Bertaut (Panhard), 3,427.026.

Retirements

- Bolton/Sanderson (T.V.R.), 16.35 hrs., lack of water.
- Bentley/Gordon (Osca), 17.00 hrs., transmission.
- Demetz/Sigala (Fiat Abarth), 17.43 hrs., engine trouble (valves).
- Vinatier/Vidilles (Bonnet), 17.55 hrs., overheating.
- Balzarini/Albert (Abarth-Simca), 18.27 hrs., transmission.
- Berger/Darville (Ferrari), 18.37 hrs., engine.
- Charles/Coundley (Jaguar), 18.47 hrs., engine.
- Pon/de Beaufort (Porsche), 19.00 hrs., transmission.
- Magne/Martin (A.C.-Bristol), 20.28 hrs., clutch.
- Gurney/Bonnier (Ferrari), 20.30 hrs., engine.
- Oreiller/Spychiger (Abarth-Simca), 20.30 hrs., engine.
- Abate/Davis (Ferrari), 18.15 hrs., transmission.
- Thompson/Kimberly (Maserati), 21.04 hrs., accident.
- G. Hill/Ginther (Aston Martin), 22.01 hrs., damaged oil pipe.
- Parkes/Bandini (Ferrari), 22.12 hrs., split radiator.
- De Lageneste/Rolland (Abarth-Simca), engine.
- Prior/Hine (Marcos), 01.00 hrs., engine.
- Salmon/Baillie (Aston Martin), 01.27 hrs., piston.
- Kerguen/Franc (Aston Martin), 03.28 hrs., transmission.
- R. Rodriguez/P. Rodriguez (Ferrari), 04.45 hrs., transmission.
- Boyer/Verrier (Panhard), 05.04 hrs., engine.
- Freyssinet/Condillier (Fiat Abarth), 05.41 hrs., piston.
- Settember/Turner (Corvette), 05.55 hrs., piston.
- Hansgen/McLaren (Maserati), transmission.
- Trintignant/L. Bianchi (Maserati), transmission.
- Fulp/Ryan (Ferrari), clutch.
- Ireland/Gregory (Ferrari), electrical.
- Dickson/Fairman (Tojeiro), gearbox.
- Lelong/Hanrioud (Panhard), crash.
- Baghetti/Scarfioffi (Ferrari), transmission.
- Olthoff/Whitmore (Austin-Healey), engine (piston).
- Hopkirk/Jopp (Sunbeam), engine.
- Foitek/Ricci (Alfa Romeo), clutch.
- Tavano/Simon (Ferrari).
- Vaccarella/Scarlati (Ferrari).
- Arents/Behra (Osca).
- Masson/Zecoli (Fiat Abarth).

GOOD DAY'S RACING AT SILVERSTONE

BY PATRICK McNALLY

CLUB racing gets better with every successive meeting, for not only is the racing faster and more competitive, but the organization of these events has steadily been improving. The Midlands Motoring Enthusiasts' annual meeting held at Silverstone last Saturday was no exception and a good day's racing was enjoyed by both competitors and spectators alike.

Practice saw one or two incidents, the worst of these being when Wrottesley went off in the "D"-type at Maggotts, damaging the ex-Ecurie Ecosse car badly, but we gather without serious personal injury.

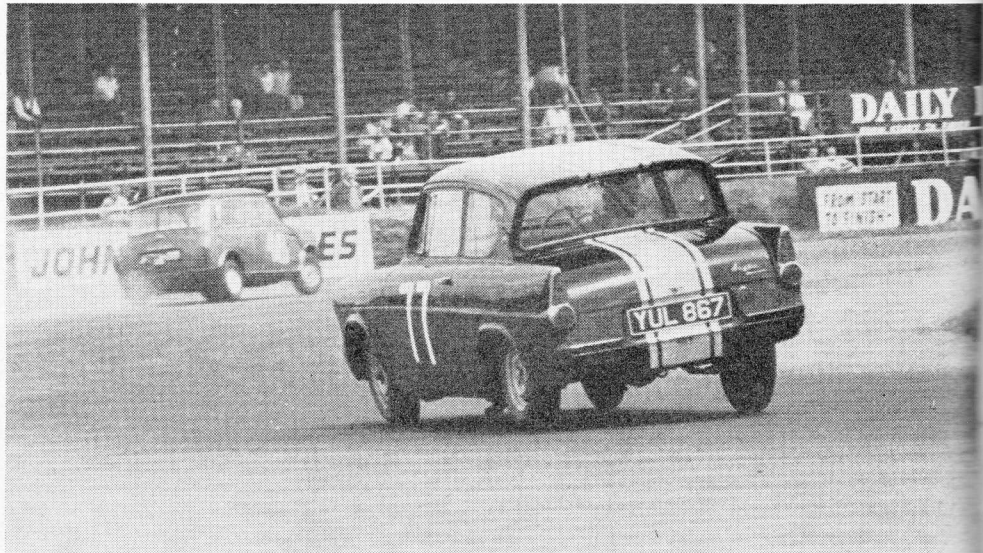
First of the 12 races, all of which were run off right on time, was for sports cars up to 1,100 c.c. Lord Clydesdale got his Lola in front at the start and although second and third men T. Hart (Lola) and R. Willoughby (Lola) closed up towards the finish, was never really challenged, although the finish appeared close.

The sports car race was followed by an event for four-seater saloon cars. Chris Craft (Anglia) led from start to finish with Bill Woodhouse in the Tornado a steady second throughout. G. Williams in a 3.4 Jaguar held second spot early on but went off at Copse whilst chasing Craft's 1½-litre Ford. Third man home proved to be R. Embley in his very quick Mini.

The programme said the next race was for series production sports cars under 1,000 c.c., but as it featured no fewer than seven Lotus 7s, it was really a sports racing car event.

Alan Foster in one of Dick Jacobs's new M.G. Midgets won this by quite a margin after a fine drive in a really beautifully prepared car. Alan was followed over the line by the Lotuses of P. L. Beamish and N. Wilson. The second finisher in a genuine series production sports car was John McKechnie in his Ford-engined Morgan, who just beat J. F. Holford's Turner.

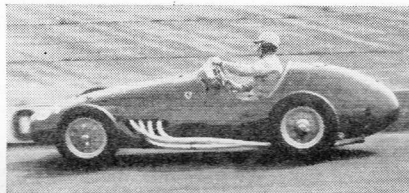
The Formula Junior race saw a relatively small field from which R. Brown in a Lotus 20 led and remained unchallenged for the 10 laps. Second place was held by R. Pike in a 1961 Ausper, which was going extremely well until the penultimate lap when he was passed by Richard Attwood in an M.R.P.-Cooper. Attwood's team-mate, Bill Bradley, retired with broken gear linkage.



Anita Taylor (Ford Anglia) chases a Mini into Woodcote.

David Buxton in his special Elite put up an extremely good performance in the up to 1,500 c.c. sports cars event. Buxton led from the start and held first place for three laps until the better braking of T. Hart's Lola showed and the sports-racing car went into the lead. Buxton, however, never dropped back and finished right behind Hart.

The Junior event which followed was only open to drivers who had never ever won an award. This was rather uninteresting, D. Cuff (Lotus) leading D. Harrison (Cooper) for the race distance,



Ian Stewwright drove his Ferrari 625 in the Formule Libre event.

with David Lockspeiser (E.T.A.) in third spot.

J. Spender (Lotus) notched up a second victory by winning another up to 1,500 c.c. sports car event in his 1220-engined Lotus XI. Lord Clydesdale was second in the Lola and J. Morley took the minor award in his Lotus XI.

Tony Youlton, lapping under 1 min. 14 secs., won the 1172 and 750 race. This race was conspicuous by the number of spins which were seen, the only serious one being when D. Goodwin hit an advertising sign backwards in his 1172 Lotus, bending the car more than somewhat. Alan Wershat took

second place from his old sparring partner G. J. Rae in his home-constructed car.

The *Formule Libre* event was run at very high speed with Richard Attwood leading team-mate Bradley over the line, both in M.R.P.-Coopers.

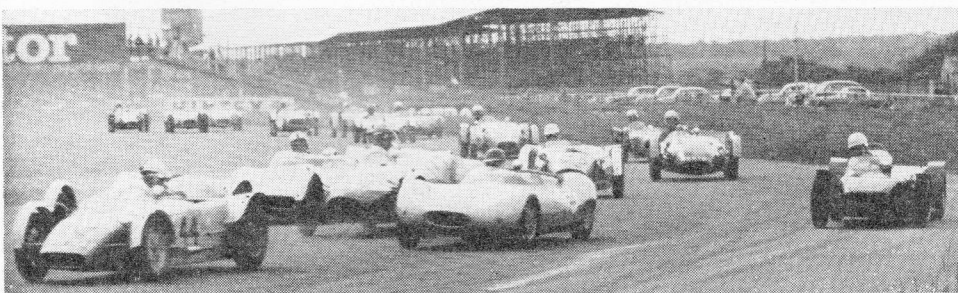
The Monoposto event was ridiculous with only two cars completing the distance. Alan Wershat won from G. J. Rae, both driving as ably as ever.

The best race of the day was undoubtedly for unlimited sports cars. Mike Pendleton in the Lister led at the start from J. Spender until the latter got ahead on lap two. Spender then held the lead until he went out with engine bothers, leaving Lord Clydesdale (Lola) out in front. Geoff Richardson in his recently acquired Berlinetta moved up to second place and chased the Lola hard, eventually finishing second not far behind.

The last race of the day was for 500s, this being won by D. M. Rogers from Mike Ledbrook.

Results

Sports Cars up to 1,100 c.c.: 1, Lord Clydesdale (Lola), 80.94 m.p.h.; 2, T. P. Hart (Lola); 3, R. Willoughby (Lola). **Fastest lap:** Clydesdale, 82.46 m.p.h. **Saloon Cars:** 1, C. Craft (Anglia), 73.67 m.p.h.; 2, W. Woodhouse (Tornado); 3, R. Embley (Mini). **Fastest lap:** Craft, 75.57 m.p.h. **Series Production Sports Cars up to 1,000 c.c.:** 1, A. Foster (M.G.), 74.62 m.p.h.; 2, P. Beamish (Lotus); 3, N. Wilson (Lotus). **Fastest lap:** Foster, Beamish and W. Crosland (Lotus XD), 76.15 m.p.h. **Formula Junior:** 1, R. Brown (Lotus), 85.73 m.p.h.; 2, R. Attwood (Cooper); 3, R. G. Pike (Ausper). **Fastest lap:** Attwood, 88.51 m.p.h. **Sports Cars up to 1,500 c.c.:** 1, T. P. Hart (Lola), 80.62 m.p.h.; 2, D. Buxton (Elite); 3, R. Willoughby (Lola). **Fastest lap:** Willoughby, 82.23 m.p.h. **Junior F.J.:** 1, D. Cuff (Lotus), 80.78 m.p.h.; 2, D. Harrison (Cooper); 3, D. Lockspeiser (Eta). **Fastest lap:** Harrison, 82.68 m.p.h. **Sports Cars up to 1,500 c.c.:** 1, J. Spender (Lotus XD), 81.19 m.p.h.; 2, Lord Clydesdale (Lola); 3, J. Morley (Lotus). **Fastest lap:** Spender, 83.17 m.p.h. **1172 and 750 Formula:** 1, A. J. Youlton (Turner), 77.37 m.p.h.; 2, A. Wershat (Lolita); 3, G. J. Rae (Rae). **Fastest lap:** Youlton, 79.08 m.p.h. **Formule Libre:** 1, R. Attwood (Cooper), 85.58 m.p.h.; 2, W. Bradley (Cooper); 3, P. Richardson (Cooper). **Fastest lap:** Attwood, 87.44 m.p.h. **Monoposto Cars:** 1, A. Wershat (Lolita), 75.10 m.p.h.; 2, G. J. Rae (Rae). **Fastest lap:** Wershat, 78.02 m.p.h. **Sports Cars Unlimited:** 1, Lord Clydesdale (Lola); 2, G. N. Richardson (Ferrari 250GT); 3, M. Pendleton (Lister-Jaguar). **500 c.c.:** 1, D. M. Rogers (Cooper); 2, M. Ledbrook (Cooper); 3, A. C. Rodgie (Cooper).



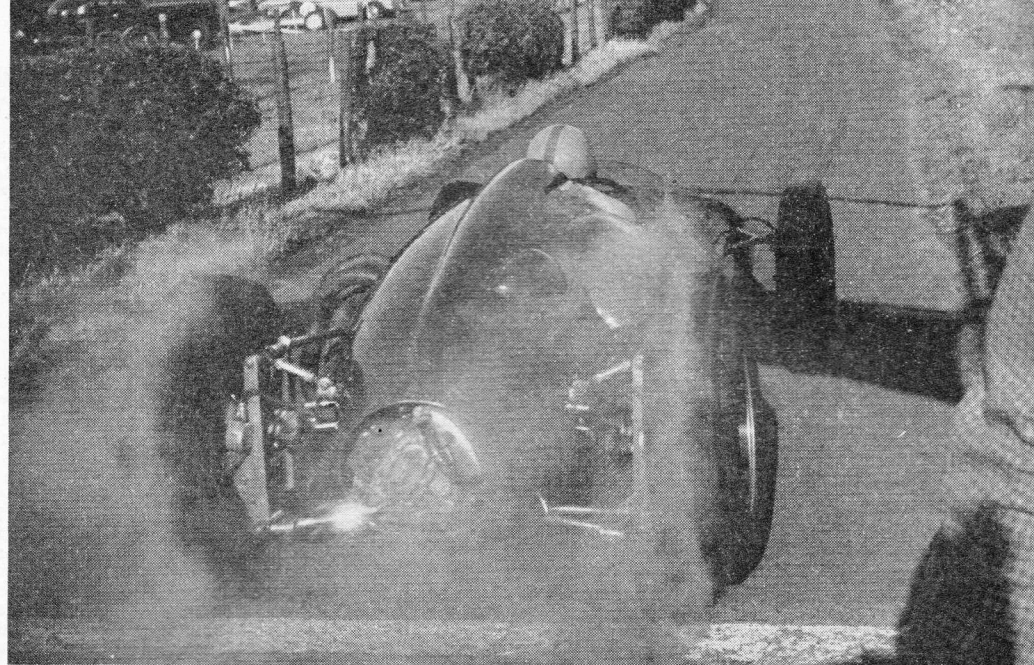
Alan Wershat (Lolita No. 44) leads the tightly packed field into Copse in the 750/1172 Formulae race.

BO'NESS HILL-CLIMB

REPORT AND PHOTOGRAPHY BY W. K. HENDERSON

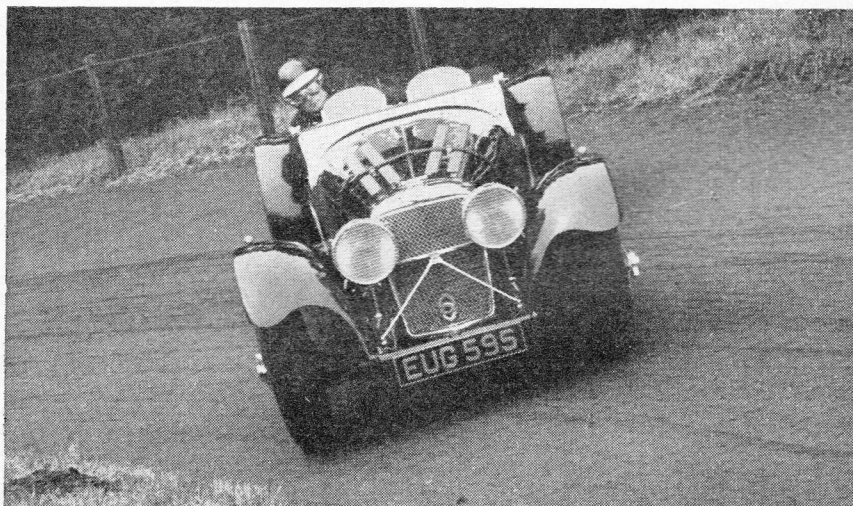
LAST Saturday most of the hill-climb exponents were to be found practising their art at the Bo'ness Hill-Climb, overlooking the River Forth in Scotland.

For this, the fourth event since reviving this pleasant little hill-climb, the Lothian Car Club (Edinburgh), Ltd., had a very healthy entry of over 80, including Tony Marsh, who showed he hadn't forgotten Kinneil's twists since his last appearance there in 1954 by hammering David Boshier-Jones's hill record of 32.66 secs. to 31.35 secs. and finally leaving it in his first championship climb at 30.99 secs. Arthur Owen (Cooper 2,500 c.c.) and Ray Fielding (B.R.M.) also made this previous record look rather sick, helped by a dry course, which was breaking up at the start and on some of the corners. However, the braking area after the finish has been resurfaced and is smooth compared to the rough track of former years, but one day some of the fast boys are going to collect the "copper" who directs competitors to the return road!



ABOVE: Tony Marsh leaves the line in a cloud of tyre smoke. He recorded B.T.D. and set a new record.

BELOW: Lord Doune broadsided his S.S.100 at Old Paddock Bend on his first run. Fortunately he did not bend anything.



Under heavy skies, first on the hill were the sports cars and Grand Tourers up to 1,000 c.c. with Bill Stein's Lotus 7F pipping Graeme Austin's Lotus 7A for first place by 0.03 sec. and breaking the previous class record by more than 2 secs. In the 1,500 c.c. class Gerry Tyack in the ex-Fielding Emeryson-Climax fractionally beat Tom Clapham's Lotus 7 with 35.35 secs.

Josh Randles (Cooper Monaco) was out on his own in the next class and proceeded to establish a new class record in 33.34 secs., further reducing this to 33.09 secs. on his second climb. Robert Richardson provided the only incident of the day when his Porsche 358B took charge on leaving the Courtyard and smote the bank to derange the front suspension. The large sports car record then took a knock as Phil Scragg urged the Lister-Jaguar up the hill in 33.84 secs. on his second climb.

Then came the racing cars with Malcolm Daghorn coming within 0.2 sec.

of David Boshier-Jones's hill record of 32.66 secs. Reg Phillips, despite three-wheeling through Old Paddock Bend, demolished the up to 1,500 c.c. class record in 32.95 secs. The fastest climb so far. Then the big guns appeared with Ray Fielding (B.R.M.) knocking more than a second off the course record in 32.03 secs., then Tony Marsh (Marsh-B.R.M.) reduced this still further to 31.35 secs. Both took slightly longer on their second runs but Arthur Owen (Cooper 2500) improved his 32.14 secs. to 31.95 secs. and pipped Fielding for second spot.

With the rain still holding off the championship runs proved a fitting end to a fine meeting with everyone waiting to see if Ray Fielding could turn the tables on the other two. David Good settled for two fine climbs, improving his class times by more than one second in 34.25 secs. Ray Fielding was neat as ever but Arthur Owen almost set the tyres of the Cooper alight with his get-

away and again beat the B.R.M., but no one could approach Tony Marsh's first climb at 30.99 secs., driving in his everyday shoes, having forgotten to bring his racing footwear. Ian McLaughlin and Malcolm Daghorn were still at it, but an erratic start lost the latter fractions of a second and the contest went to McLaughlin in 32.79 secs., who also beat Reg Phillips (Fairley) in the process.

This fine afternoon's sport ended with the fairly large number of spectators giving A. K. Stevenson a rousing burst of applause as he climbed the hill to the prize-giving, on ending his stewarding duties after many years at Bo'ness.

Results

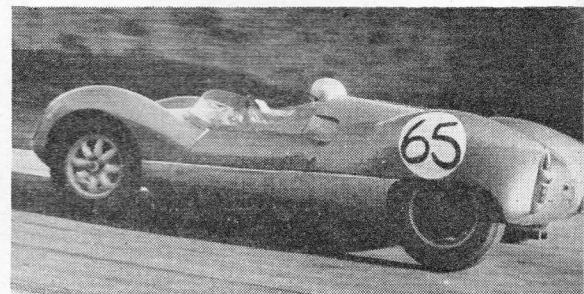
B.T.D.: Tony Marsh (Marsh-B.R.M.), 30.99 s.
Ladies' Trophy: Mrs. Agnes Mickel (Cooper), 36.76 s.

Racing Cars, Up to 1,100 c.c.: 1, Malcolm Daghorn (Cooper 1100), 32.88 s.; 2, I. McLaughlin (Cooper 1100), 33.33 s.; 3, W. Forbes (Lotus 22), 33.46 s. **Over 1,100 c.c.:** 1, R. Phillips (Fairley), 32.95 s.; 2, G. Mickel (Cooper), 35.66 s.; 3, Mrs. A. Mickel (Cooper), 36.76 s. **Over 1,500 c.c.:** 1, Tony Marsh (Marsh-B.R.M.), 31.35 s.; 2, Arthur Owen (Cooper), 31.95 s.; 3, Ray Fielding (B.R.M.), 32.03 s.

Sports Cars Up to 1,000 c.c.: 1, B. Stein (Lotus 7F), 36.45 s.; 2, G. Austin (Lotus 7A), 36.48 s.; 3, D. Blyth (Lotus 7A), 37.05 s. **Up to 1,500 c.c.:** 1, G. V. Tyack (Emeryson-Climax), 35.36 s.; 2, Tom Clapham (Lotus Mk 7), 35.87 s.; 3, W. Thompson (Lotus Elite), 36.80 s. **Up to 2,000 c.c.:** 1, Josh Randles (Cooper Monaco), 33.09 s.; 2, G. Tatham (Ace-Bristol), 40.89 s.; 3, R. Gray (TR3A), 42.18 s. **Over 2,000 c.c.:** E. P. Scragg (Lister-Jaguar), 33.84 s.; 2, P. Chapman (Chapman-Mercury), 34.55 s.; 3, R. F. Morrison (Jaguar "E"), 36.95 s.

Championship Runs: 1, A. Marsh (Marsh Spl.), 30.99 s.; 2, A. Owen (Cooper), 31.63 s.; 3, R. Fielding (B.R.M.), 31.87 s.; 4, I. McLaughlin (Cooper 1100), 32.79 s.; 5, R. Phillips (Fairley), 32.96 s.; 6, M. Daghorn (Cooper), 33.09 s.

JOSH RANGLES on his way through the courtyard to make best sports car time, another new class record.



Club News

By MICHAEL DURMIN

DRIVING TESTS One Run or Two?

AN interesting argument was started at the recent London/Circle Star Driving Test meeting at Croydon and I am grateful to AUTOSPORT for permitting the subject to be "aired", as I feel sure that the growing number of participants in this form of sport will have varied opinions.

This particular meeting was a qualifying competition for the B.T.R.D.A. "Flather Star" Championship and I do not wish to imply any criticism of the organizers of this excellent event which competitors enjoyed immensely. Many competitors praised the clever arrangements made by the clerks of the course which enabled different and reasonably varying tests to be used without moving the pylons around.

Twelve tests were undertaken twice and the best time on each test counted in the results. Many competitors "on my side of the fence" would prefer "One Run Per Test" or "Everything to Count". I have no axe to grind personally, as I incurred penalties on some tests on one of my two runs, but these errors did not penalize me as I had at least one "clean" run on each test.

I must stress that my opinion on this point only refers to championship events and for any normal club event I can fully understand drivers enjoying the chance to "have a bash" on one run. In a "Flather" event, however, some competitors must travel hundreds of miles (necessitating an early start and late arrival home). Half their competition "effort" is wasted as their slower times are neither counted nor published in the results. This particular competition is designed to find the National Driving Test Champion and, in my opinion, he should be the man who can do the "Mostest—Rightest—Quickest".

In most forms of sport, accuracy and speed are both essential—the golfer is not permitted two drives off the tee, the batsman gets two innings in cricket, but they both count; the rally driver taking a "wrong slot" must try to make up his lost time and so on. In this particular event most of the competitors with the best times of day had a "penalty" at some time during the event and this must be slightly unfair to those who did 24 tests "clean" (and I admire them!). After all, what is the object of a driving test? Surely, it is to find the competitor who can follow the course laid out in the fastest time, *without hitting anything*. I fully accept that the main object of the exercise

is to "enjoy a day out", but any sport which lasts must surely incorporate the will to win and any championship event must be a serious effort if it is to have any meaning.

If I am right on this point, then the organizers cannot be blamed as the conditions should be laid down by the B.T.R.D.A., which I am sure will be done in due course if it is the wish of the majority of the entrants for the Flather Star Championship. What do you think?

IAN MANTLE.

WHEREAS most forms of motor sport, trials excepted, rely on the performance of the competing cars "against the clock", driving tests are unique in that no practising on the course is permitted. In racing, sprinting, hill-climbing or autocross, practising is made compulsory, so that competitors learn the course at low speeds before commencing their timed runs. Furthermore, in hill-climbs, autocross and sprints, two or even more timed runs are usually allowed, with only the best run to count in the marking.

Why is it then that occasionally one runs across a driving test meeting in which although no practising is allowed, anything up to a dozen different and possibly intricate tests have to be attempted "off the cuff", and with a crippling penalty if a mistake is made?

I contend that the results of a meeting of this nature may not reflect the skill of the best test exponents at all. The man with an extra good memory may do better than the man with extra good driving ability. Surely this doesn't make very good sense?

My opinion is that two runs should be allowed for each test. Whether they are both timed or not is of less importance, although the prospect of spectators having to watch everyone going through a test slowly for practice is hardly an appealing one, or likely to add to the sport's popularity. It is true that some meetings provide for competitors to "walk the course" but this is only practicable in cases where just two or three tests are laid out at a time. Therefore, I would always vote for "two timed runs—one to count".

Of course, my opinions are based on the premise that driving tests are speed events. There are those who will argue that they are tests of garaging ability and that, therefore, a touched pylon deserves a dire penalty for which there can be no second chance. But surely this school of thought is more in keeping with the gymkhana, in which complicated manoeuvres are performed without any timing at all. On driving tests the presence of that all-important feature, the stopwatch, whether it be manually or electrically operated, determines the nature of the competition and it is speed that counts at least as much as accuracy. If two runs result in better times, then there is another reason for having them.

Finally, I really believe that the majority of competitors prefer a second run, and after all, we are the paying customers.

SAM ACTMAN.

Aintree—continued

on the grid (but R. J. Crosfield's Daimler SP250 would not move off it) and a great deal of hard motoring. B. J. Smallthwaite (Peco Lotus Elite) led all the way, but first D. S. Alderson (Elite) and then John Mitchell (Jaguar "E") were in second place close behind with a good number of private dices going on down the field, when these were not brought to a halt by expensive noises, all of which seemed to occur at the start-finish line.

Most impressive of these was from A. D. Bennett's Elite, which broke its crankshaft as it crossed the finish line in fourth place with wheels locked solid, snaking viciously, but J. M. Clarke clanked round to retire with a broken con-rod in his Elite and Jim Wood (Jaguar 3.8), having been in fourth place

initially, stopped with boiling, brake trouble and some very queer noises on the sixth lap, having so very nearly lost it the previous time round.

The last race was a Formula Junior event with 12 entries but five non-starters, while Adam Wyllie's Lotus-Ford clutch went as he left the line so that he retired at the first corner. Keith Jones (Lotus-Ford) snatched the lead from Keith Francis (Lotus-Ford) on the first lap but thereafter the half-dozen survivors put on a good show with close scraps between Francis and Mervyn McKinney (Cooper-B.M.C.) and between F. W. Dodgson (Lotus-Ford) and A. W. Rollinson (Cooper-Ford), which Rollinson settled by taking fourth place on the eighth lap. As the race finished, the rain began to fall, but it was too late to spoil a good day's racing.

Coming Attractions

- 30th June.** B.R.S.C.C. Race Meeting, Oulton Park, near Tarporley, Cheshire. Starts 2 p.m.
M.C.C. Race Meeting, Silverstone, near Towcester, Northants. Starts 10.30 a.m.
R.S.A.C. Hill-Climb, Rest-and-be-Thankful, near Arrochar, Argyll. Starts 2.30 p.m.
Sunbac Hill-Climb, Ragley Park, near Alcester, Warwickshire. Starts 2 p.m.
Aintree Circuit C. Sprint, Aintree, near Liverpool, Lancs.
- 1st July.** Rheims Grand Prix (F1, F.I.), B.R.S.C.C. Race Meeting, Mallory Park, near Hinckley, Leics. Starts 2.30 p.m.
Seven-Fifty M.C., Club Lotus and Racing C.C. Race Meeting, Brands Hatch, near Farnham, Kent. Starts 1 p.m.
Eastern Counties M.C. Race Meeting, Snetterton, near Thetford, Norfolk.
Winfield Joint Committee Race Meeting, Charterhall, near Berwick-on-Tweed, near Greenlaw, Berwickshire. Starts 2.30 p.m.
B.A.R.C. (S.E. Centre) Autocross, Priesthaves, near Polegate, Sussex. Starts 2 p.m.
Airedale and Pennine M.C.C., B.A.R.C. (Yorks), Y.S.C.C. Driving Tests, Mayfield Garage, Halifax, Yorks. Starts 1 p.m.
- 7th July.** B.R.S.C.C. Race Meeting, Castle Combe, near Chippenham, Wilts.
B.A.R.C. Race Meeting, Goodwood, near Chichester, Sussex. Starts 2 p.m.
Herts County A. and Ae. C. Hill-Climb, Westbrook Hay, near Hemel Hempstead, Herts.
- 8th July.** French Grand Prix (F1, F.I.), London M.C. Race Meeting, Snetterton, near Thetford, Norfolk. Starts 1.30 p.m.
B.R.S.C.C. Race Meeting, R.A.F. Elvington, near York.
M.G.C.C. (S.E. Centre) and B.A.R.C. Hill-Climb, Firtle, near Lewes, Sussex. Starts 1.30 p.m.

Goodwood—continued

equal times of 1 min. 43.8 secs. for fastest lap.

There were six non-starters for the Cibie Cup five-lap handicap, but this did nothing to lessen the tremendous battle which ensued between the Coombs-tuned Jaguar of Peter Woodroffe and Doc Merfield's Anglia (it probably left them more room to manoeuvre!). Clive Young immediately had his Morris Minor in a lead he had no intention of letting go, but in spite of going like a scalded cat, particularly through St. Mary's, during lap four, he was overwhelmed by a whole series of cars which included the eventual winner of the race, J. M. Sparrow's 3.8 Jaguar. Bill Aston had himself quite a time with the VX4/90, being mixed up with a variety of other people, but from the rear came the dice of the race, with Peter Woodroffe trying all he could to keep in front of that fantastic Anglia. More than once Merfield nearly lost it at St. Mary's in his efforts to get past. He tried one side then the other, but in the end he managed it at Lavant as he took the middle road between some tail-enders when Woodroffe was held up. Merfield was second to Sparrow, with Woodroffe just 2 secs. adrift, third. Some race!

After which, the last race of the day was a slight anti-climax. It was another five-lap handicap and was won rather easily by A. P. Belcher's well-driven Terrier-Ford, but was unhappily marred by Mrs. Beatrice Naylor's unfortunate crash coming into Lavant straight when she inverted her Elva-B.M.C. It was subsequently reported that she had suffered minor fractures to shoulders and arms and we hope that this stalwart and formidable competitor will soon be as fit as ever to bolster the small number of ladies we see racing today.

It was a rare members' meeting and should be one which will be remembered for some time to come.

EVESHAM A.C.

LONG MARSTON SPRINT

A RECORD number of spectators attended the first national sprint to be organized by the Evesham Automobile Club at Long Marston on Sunday, 24th June. The entry included many of the leading names in the sprint and hill-climb world, including Tony Marsh, Sydney Allard, Patsy Burt and Josh Randles.

The conditions were extremely windy and this did affect the times to a certain extent and made it particularly difficult for the faster vehicles. Particularly spectacular in leaving the start line was Tony Marsh in the Marsh Special, who completely obscured the start officials with smoke from burning rubber on his departure to make B.T.D. in 18.48 secs. A fine spectacle was provided by the vintage Bentleys of G. H. G. Burton, H. S. Pounds and B. M. Russ-Turner. Phenomenal axle tramp was developed by these cars! Also in this class were no fewer than three Aston Martin DB3Ss, of which that of N. H. Price proved fastest at 21.92 secs. However, the fastest sports car was the Cooper Monaco of Josh Randles in 20.56 secs. Incidentally, he was one of several competitors who had travelled down from Bo'ness especially for the event. Amongst the Grand Touring classes the very lovely Ferrari Berlinetta of R. Fry was the fastest and took the award for the fastest run by a member of the home club.

In the 440-yard runs which qualified for the AUTOSPORT Trophy, Sydney Allard did a spectacular 11 secs. dead in the now famous Dragster. Unfortunately he blew an exhaust gasket at the end of the first run and was unable to take the second. However, this proved enough to win, with Tony Marsh second in 12.17 secs., and J. Cordingley in the J.B.W.-Maserati third in 12.70 secs. B. L. Witty brought his new Chrysler-engined Dragster but unfortunately after one practice run it was not possible to start and it did not make its competition runs.

M. L. B.

750 M.C. (YORKS)

ESCAFELD SPRINT

THE first "Escafeld" sprint, promoted by the Yorkshire Centre of the 750 Motor Club, was held at Riccall Aerodrome on Sunday, 24th June. Thirty-two entries were received for the six classes to be contested. The meeting was marred by a force eight gale which swept across the airfield, blowing clouds of sand and dust across the course. This held up proceedings for lengthy intervals so that only two practice runs and one official run each were permissible. The highlight of the meeting was the tremendous driving of Miss P. Sherratt, who hurtled David Wragg's U2 round in 32.05 secs. to gain the committee award. A good day's sprinting despite the weather.

T. S.

Results

B.T.D. and Harry Cooper Cup: D. Wragg (U2-105E), 30.05 s. **Classes-750 Formula:** W. Needham (Special), 36.80 s. **1172 Formula:** R. F. Buttle (Valycre), 38.10 s. **Saloons up to 1,000 c.c. o.h.v. or 1,200 c.c. s.v.:** D. J. Dixon (Austin Mini), 43.25 s. **Modified Saloons up to 1,000 c.c. o.h.v. or 1,200 c.c. s.v.:** A. Stanforth (Mini Plus), 35.70 s. **Sports and G.T. Cars up to 1,000 c.c. o.h.v. or 1,200 c.c. s.v.:** D. Wragg (U2-105E), 30.05 s. **Sports and G.T. Cars over 1,000 c.c.:** T. Hegarty (Elva Courier), 34.10 s. **Committee Award:** Miss P. Sherratt (U2-105E), 32.05 s.

MID-THAMES C.C.

MIDSUMMER RALLY

FOLLOWING the success of his Mid-winter Rally in January, Clerk of the Course Alan Rogers had set up the Midsummer on similar lines, but was justifiably apprehensive that at a genuine 30 on O.S. 168, 169 and 181, he would be faced with a crop of clean sheets from the 74 crews who set out from Barnes Garage in Wokingham on the evening of 23rd June. So he played it safe and introduced an "any order" section soon after the run-in, and, just for good measure, caused the first time control thereon to be approached up a roughish track on the reciprocal of the obvious way in.

This led to a certain amount of confusion, and counter-motoring, and to the necessity of using a short stretch of yellow road twice, a device not popular for obvious reasons. The desired effect was achieved, however, although Peter Jones/Sam Actman (Herald) only just missed "cleaning" the section by the odd second or so. John Church/Ian Stevenson (SAAB) also dropped a minute here and Ron Ambrose/Graeme Lake (Allardette) two, everybody else being seven or more minutes adrift.

Everything else was "on" from the point of view that it could be encompassed at 30, but so skilfully was the navigation devised that only the quickest of mapmen could keep his car moving continuously. No, there were no tricks or devices, and, apart from a tulip card, all points were identified by conventional references, but such was the pressure that many a car could be seen stationary at junctions just beyond controls, as navigators fought to "keep with it".

The principle of concentrating controls into small and remote areas, linked

NEWPORT C.C.

SPRING DRIVING TESTS

THE recent Newport Car Club Spring Driving Tests, at their usual Newport barracks venue, were something of a disappointment in that the entry was unexpectedly small; some, at least, of the regular South Wales exponents of this form of the art had previously been heard to suggest that the entry fee was a trifle heavy, even for a restricted status meeting, and this was a pity since the event itself was well organized and the tests varied and interesting. Weather conditions were ideal, and entrants essayed five tests in all, having two attempts at each, the fastest run to count, and the best overall performance in this annual local Derby was eventually to come from a local driver, Ricky Lewis (Austin-Cooper), with an aggregate time of 202.72 secs.

Test one was a four-garage affair, the best time going to Lewis with 54.33 secs., while the second test was a real transmission tester, having multiple changes of direction in a series of boxes; the i.r.s. of T. Winsor's rapid Ashley Special (Newport C.C.) was seen really to be working overtime, while Waldo Edwards (S.W.A.C.) found his Alfa Giulietta Sprint rather a handful, collecting a record number of markers during the day, and Lewis finally returned 60.12 secs. to annex this test as well. In the third test, however, which is perhaps best described as a sort of triple

with liaison sections to clear habitation was adopted, maps at the end of the rally bearing ample testimony to the extent to which the method was used. There were tight little clusters of controls marked around Farley Hill, Burghfield, just south of Reading, Highclere, Walbury Hill (where the vital "any order" control was sited), Deacon Hill, south of Winchester, and along the Downs around East Meon. Most people seem to have H.M.S. Mercury buttoned up nowadays and the once notorious wrong-slot there was left undisturbed.

A tie-decider, optional in view of the rough nature of the course, was arranged as a six-minute, eight control "any order" section in the white road north-west of Hurstbourne Tarrant. Whilst the grass of the centre strip was at some points over a foot high, it was, at least, grass, as those who tried it confirmed.

Route checks there were, plenty, but these were of the more acceptable variety being on plot, easily visible and unambiguous. Even so, under extreme pressure, accidents can happen and less than a dozen crews returned an all-correct road book at the finish at the White Rose Garage at Liss. Here, on a lovely summer morning, in full daylight at 4 a.m., the boys concluded that they had had a very enjoyable rally. There had been no encouragement for out-of-work panel-beaters and no discouragement from non-competitors.

RON AMBROSE.

Results

1. P. Jones/S. Actman (Herald), 10 penalties; 2. J. Church/I. Stevenson (SAAB), 10; 3. R. Ambrose/G. Lake (Allardette), 50; 4. H. Crush/M. Addington (Austin Seven), 170; 5. J. Stentford/J. Trott (Austin Seven), 230; 6. P. Reddish/R. Stone (Classic), 230; 7. S. Perkins/R. Callard (Rapier), 240; 8. V. Silewicz/Z. Fabierkiewicz (Rapier), 250; 9. R. Beale/P. Austin (VW), 260; 10. R. Wharton/Mrs. V. Wharton (VW), 260.

Team Award: W. Rosson/R. Purser, R. Sanson/G. Griffiths and P. Jones/S. Actman.

chicane, Brian Field (S.W.A.C.), on his first competitive outing with a newly acquired Cosworth Lotus Super Seven, clocked an unbeatable 34.15 secs. Malcolm Gibbs (Newport C.C.—Anglia 105E) was highly spectacular, devoting most of his energies to wheel-spinning activities, with the net result that he was slower overall than C. J. Hale (Newport C.C.—Prefect 100E), whose progress was quieter, steadier and, of course, faster! B. R. Davies (Aberdare C.C.—Mini) was unable to get to grips with Barry Evans (Welsh Counties C.C.), who has recently forsaken his Gregory-Ford for an Austin Seven, in which he took the award for second best overall with an aggregate of 206.41 secs., challenged by Robin McLaughlin (Newport C.C.—Morris-Cooper) who did 207.96 for third place.

Test four, which consisted of some pylon negotiation followed by a fast finish in reverse, also went to Lewis's Austin-Cooper in 35.87 secs., and the fifth and final test, an open wobble followed by a straight blind home, saw Field's Lotus, on full noise and sounding really happy for the first time, return a shattering and unapproachable 16.08 secs., a performance which comfortably gave him a special award for the best individual time of the day.

HOWARD BILEY.

"WELL, I never!" department: Innes Ireland has been nominated as one of Britain's 10 best-dressed men.

"Cinturas in the wet are very, very good" A top rally driver reports

"Very impressive in the wet" was one of John Sprinzel's major impressions after his 1,000-mile all-weather test of the Cintura and to check it he watched the performance of other tyres at a busy roundabout. We think you'll agree that his good opinion is worth having. British Rally Champion in 1959, Sprinzel has won 14 class awards in international rallies. He judged the Cintura by the toughest, professional standards—and judged it a remarkable tyre. So it is. When you change to a set of Cinturas, you change to an entirely different class of road-holding. And you feel the effect immediately. What kind of effect? Read John Sprinzel's tape-recorded answers. *What were your first impressions of Cinturas?* **John Sprinzel:** "They were really quite startling. I drove the car on normal tyres, to have Cinturas fitted, through fairly thick traffic in the rush hour. Well, driving back I felt I was in a different motor-car. It felt so much lighter all round, so much easier to drive, so precise. The action you made on the steering wheel got immediate

response through the tread." *How do Cinturas handle in the wet?* **John Sprinzel:** "I've driven all sorts of cars on skid pans. And the amount of steering effort you need depends considerably on the type of tyre. Well, with Cinturas under similar slippery conditions, you need half the effort to correct a slide. Then, take my first experience of Cinturas in the wet. We were going along a main road, fairly fastish. It *looked* as if it was wet because it was glistening (and, in fact, it was even a wee bit on the icy side in places). The surprising thing was that it really hardly showed *at all* in the road-holding of the car. I would say that Cinturas in the wet are very, very good... very impressive." *How did Cinturas affect cornering?* **John Sprinzel:** "I was staggered, looking down at the speedometer; one didn't *seem* to be going very fast at all round corners—yet one definitely was! And even if you take it to the limit and force a break-away of the tail, it is so gentle and gradual with Cinturas that it is easily controlled. You just don't get



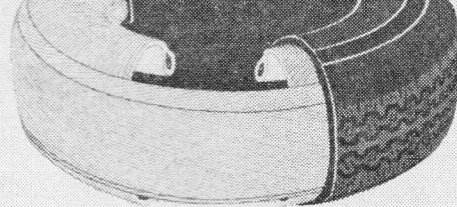
John Sprinzel: "I was impressed personally by the way Cinturas held the road on loose gravel. I was impressed at the way they go over bumps. I like a tyre which lets me feel exactly what is happening. This is essential going fast round corners and on winding country lanes. And then there's the lack of effort needed to steer with Cinturas. I think they handle exceptionally well under rally conditions. They let you drive the car *sensitively*. And for the comparatively inexperienced driver, Cinturas are a considerable safety factor. Steering with Cinturas is so wonderfully precise, that a slight correction gets you out of difficulties. There's never any inclination to take a dangerous armful of wheel."

The thinking behind Cinturas. The thinking is this: that high-performance driving of high-performance cars can put conventional tyres under dangerous stress. And tyre distortion at speed can

sible textile belt running right round the circumference of the tyre under the tread. It holds the tyre profile virtually unchanged even at high speeds. It gives the tyre a much more square and uniform contact area with the road. It keeps the tread pattern open under all conditions; it gives the Cintura a remarkably low slip angle; it helps to eliminate the formation of dynamic wave at high speeds; and it gives the tyre a very low rolling resistance.

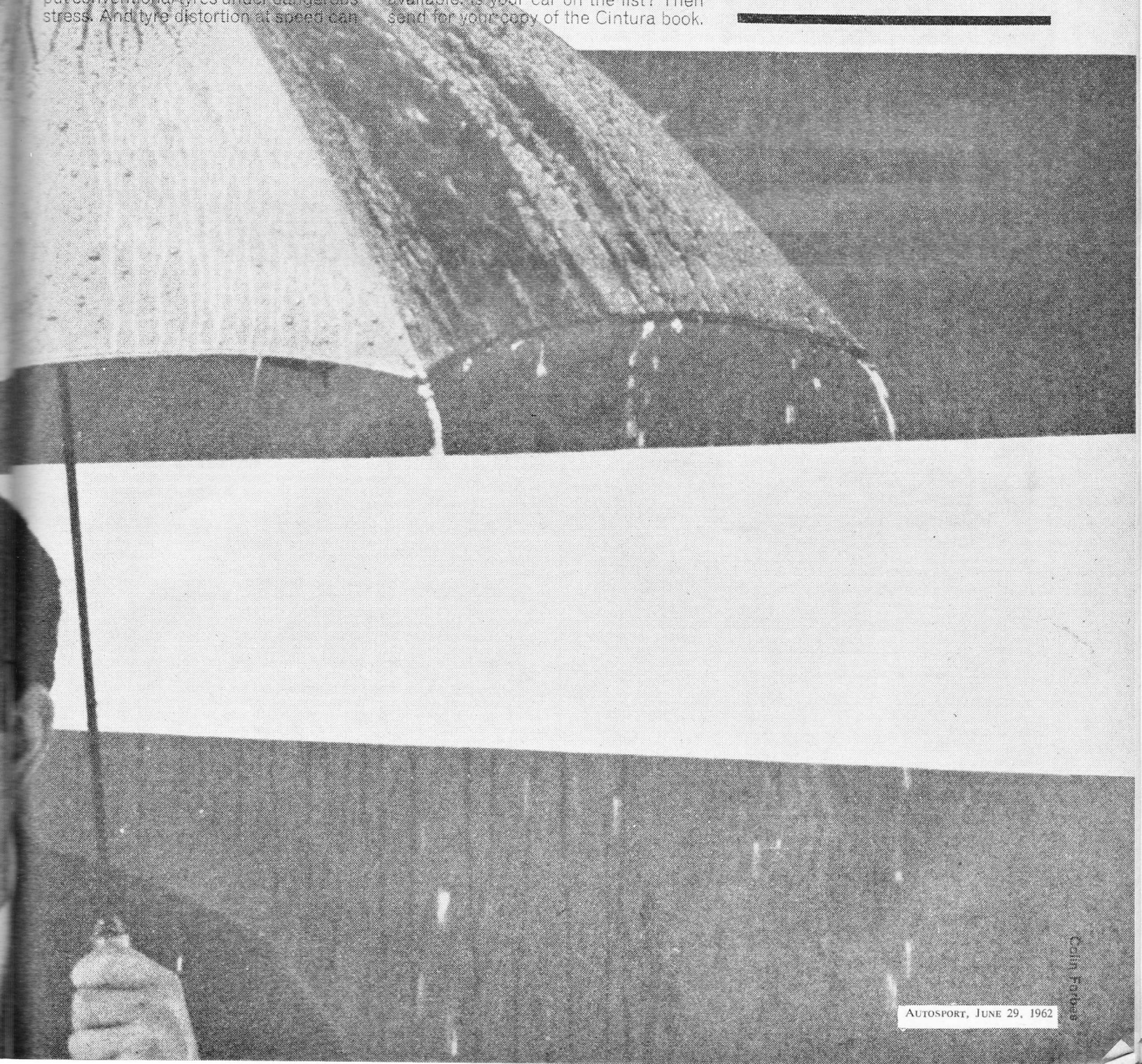
The benefits which follow, logically and inescapably, are these: exceptional road-holding, longer tyre life, cooler, safer running at high speeds, less absorption of engine power, reduced fuel consumption.

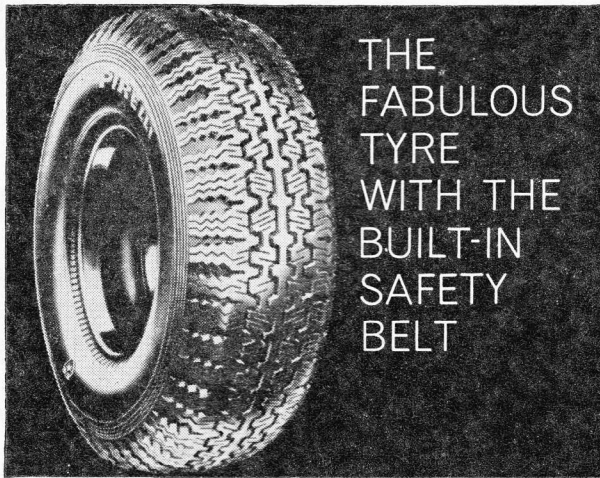
In short, the Cintura is the only tyre fully matched to the potential of today's top cars. On another page you will find a list of the cars for which Cinturas are available. Is your car on the list? Then send for your copy of the Cintura book.



PIRELLI CINTURA

The fabulous tyre with
the built-in safety belt





THE
FABULOUS
TYRE
WITH THE
BUILT-IN
SAFETY
BELT

Earlier in this magazine you can read John Sprinzel's remarkable test report on the Cintura. And here is a complete list of the cars to which Cinturas can be fitted. If your car is on this list, why not fill in the coupon below? The Pirelli booklet will give you the full story on how the Cintura solves some major problems of high-performance motoring:—

- | | | |
|--|--|---|
| Alvis
All models | Humber
Hawk VI
Hawk, Series I | Riley
Pathfinder
2.6 |
| Alfa Romeo
1300 Giulietta
1300 Giulietta T.I.
Sprint & Veloce
Giulietta Giardinetta | Jaguar
2.4, 3.4, 3.8
Mark VII, VIII, IX
XK 120, XK 140, XK 150 | Rolls-Royce
Silver Dawn |
| Armstrong Siddeley
Sapphire 234, 236
Sapphire 346
Star | Jensen
541 R & De Luxe | Rover
60, 75 & 90
105S & R
80 & 100
3 litre |
| Aston Martin
D.B.2/4 Mk. III | Lancia
Appia Ia, Appia 2a | Saab
83, G.T. 750 & 96 |
| Austin
A.40 & A.50 (Cambridge)
A.90 & A.95, A.105
A 125 Sheerline Princess | Lotus
Elite | Singer
Gazelle Saloon |
| Auto Union
1000 | M.G.
MGA & 1600
Z.B. Magnette
T.F., T.D. | Standard
Ensign
Vanguard:
4-cyl. Saloon
6-cyl. Saloon
Sportsman |
| Bentley
'R' type Saloon | Morgan
4/4 Series 2
Plus 4 | Sunbeam
Rapier Series I, II & III |
| Continental | Morris
Cowley 1500
Oxford Series III
Isis Series II | Triumph
TR2, TR3, TR4 |
| B.M.W.
501-502 (8 cyl.) | Panhard
Dyna & Conv. 1959 & P.L. 17 | T.V.R.
2-seat Coupe |
| Bristol
407 | Peerless
G.T. 2 litre | Vauxhall
Wyvern 1956/7
Velox 1956/7
Cresta 1956/7 |
| Daimler
Conquest Roadster
3½litre Regency 104
Majestic & Major
S.P. 250 | Peugeot
203, 403 & 404. | Volkswagen
Standard & De Luxe
Karmann Ghia Coupe
1500 |
| D.K.W.
Three Six | Porsche
1300, 1300 S
1600, 1600 S | Vulvo
P. 1800
122S & 122SB18 |
| Fairthorpe
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4/44, 15/50, 6/90 |
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| Hillman
Minx after June 1958 | Renault
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The Pirelli Performance Bureau, 343/5 Euston Road, London, N.W.1.
Please send me a copy of the illustrated Cintura Booklet.

NAME _____

ADDRESS _____

MAKE OF CAR _____

USUAL GARAGE _____

ADDRESS _____ S/Q

PIRELLI
CINTURA

CORRESPONDENCE

Television and Motor Racing

I THOROUGHLY agree with Mr. Tulk's letter concerning the coverage of motor racing by the B.B.C.

I think that missing out the last six minutes of the Dutch G.P. was appalling; surely the start of children's television could have waited just a few more minutes while this important event finished. The televising of the Monaco G.P. was also disgraceful. The B.B.C. did not cover more than 20 minutes' racing, yet with such things as cricket they will go to no end of trouble to cover it.

Surely if motor racing is to become more popular it should get the full treatment from both B.B.C. and I.T.V.
WHITTLEBURY SCHOOL,
NEAR TOWCESTER, NORTHANTS.

GILES M. COOPER.

WITH reference to Mr. Michael B. Tulk's letter to AUTOSPORT of the 15th June, I wrote to the B.B.C. regarding their inadequate coverage of the European Grand Prix at Zandvoort and received a reply to the effect that a B.R.M. had already won at Zandvoort, and accordingly a similar win would have been of little interest. . . ! I rather doubt that a repeat performance of a Western is of more interest than a live Grand Prix which I believe drew around 120,000 spectators at the Circuit itself!

HARROW, MIDDLESEX.

CHARLES P. CRICHTON-STUART.

AFTER taking your magazine since its first year of publication, when I was still at school, I am at last writing to you. The source of my inspiration was the letter of Michael Tulk, 15th June, who complains of B.B.C. TV coverage of the Monaco Grand Prix. I wasn't able to view this event, but on the afternoon of the Dutch Grand Prix I had cut short a "date" to rush home and see this event on TV. Everything was fine, a reasonable picture, Graham Hill with a B.R.M. (my favourites) leading, another British car second with only a few laps to go. This is the stuff to give them. We'll show these continentals that the British can make cars.

But wait, what's this strange face. It is an announcer explaining that they estimate the race will take a further six minutes and they can't wait that long before putting on "Laramie". Almost before the credits had finished, which took three valuable minutes, I had, with bristling hair and red-hot ball pen, written a letter pointing out the errors of their ways. My anger was not relieved at all to be informed by the "Western" experts of my family that this particular episode had been shown a few weeks earlier.

Eventually I received a reply from the depths of Broadcasting House. It explains fully the official reason for not staying to the finish of the race, and qualifies it with the casual phrase "although it was the first championship race of the year a B.R.M. has won at Zandvoort before". Well, a masterpiece of official understatement, worthy of any Government department, which will stay in my memory for years. If Alfred Owen or Peter Berthon could have seen this it would have put a twinkle in their eyes, and they would have resigned themselves to winning the championship this year, which I hope they do as none would deserve it more.

HARLINGTON, MIDDLESEX.

R. K. G. RENNIE.

Finishers and Non-Finishers

IN the 8th June Editorial AUTOSPORT asks whether it is not "time that a sensible decision was reached concerning this business of placing non-finishers in motor races", and then goes on to quote the example of Graham Hill at Monaco.

This example surely shows that a sensible decision has already been reached by the more enlightened race organizers and I was pleased to see that the regulations for the Belgian G.P. were in line with those of Monaco.

The rule for classifying a car is straightforward. It states that the winner shall be the car completing the specified distance in the shortest time. For all the remaining cars still running, no matter what lap they are on, their race continues until they cross the finish line.

All the cars are classified according to the number of complete laps they have covered. Those covering the same number of laps are classified in the order in which they crossed the finish line. Their last lap is only counted if it has been completed in a time less than 10 minutes plus the time of the fastest lap of the race (in this case this would amount to nearly 14 minutes). Finally, to be classified as a finisher a car must have completed half the total number of laps.

Where this system is so fair is that it places a premium on covering the maximum distance in the minimum time—which is what a motor race should be—and penalizes cars which are still running at the end of the race only because they have been lapping far too slowly, or who have spent too much time in the pits. There is, after all, no great merit in being able to cross the finish line after the winner has done so. What matters is how much distance you have covered at that time. In addition the "half distance" rule encourages drivers to continue with the race and thus greatly increases the spectator interest.

Returning to Monaco as an example, it would surely have been most unfair if Ireland (had he not been disqualified) had been classified sixth, and received a Championship point, for the sole reason that he was still running at the end, despite the fact that he was some 35 laps down on the winner and, by that token, 27 behind Hill?

BRUSSELS 16, BELGIUM.

PETER ROSS.

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



Major Chichester (Alta) tries a new approach at Saw Bench!

WHIT WISCOMBE

WHIT Monday saw another of the popular series of hill-climbs at Wiscombe Park in South Devon, this time promoted by the West of England, Plymouth and Taunton Clubs.

As can be imagined, it had a strong West Country flavour and a pleasantly "family" atmosphere prevailed throughout. The weather was just right; not too much sun—but warm enough to leave off the "woollies" that have been a necessity for so long this season.

Class 1 started off with a bang (or a crunch!) with Mrs. G. E. Capps having severe cog trouble in the first 100 yards with her Renault 850. Later on in the day Mr. Capps also made some rending noises on a box which was obviously non-standard. Class place went to John Nicholls with a nicely handled 60.96 secs. in his Austin Mini.

The Cooper-Minis in class two provided some fireworks with Arnold Denman leading the field in 55.69 secs., getting through the gateway at a prodigious rate with the front tyres doing some startling things. Alex Kynoch was equally enterprising at the same spot in 56.64 secs. J. Featherstone used the banking at Saw Bench to get round, while many of the Mini brigade did exciting things at this corner under heavy braking.

Times began to come down with Amie Lefevre's well-sprinted Rapier getting into the 55-sec. bracket, which so pleased the owner that he tried even harder on his second run. A sudden stop at Saw Bench to the accompaniment of nasty axle noises removed the pleased expression—as well as some of the axle housing!

Vaughan Hatton took his Elite up in 52.76 secs. and announcer Douglas Chalmers (who seems to have a mass of statistical information on tap) stated that this was the fastest ever on this hill for an Elite. This also applied to Amie Lefevre and Tom Cunane for Rapier and Ace respectively.

In class eight, for modified sports cars, the Gill-Rowe L.M.B.-Ford broke its crankshaft in practice and a gaggle of Sprites was led by Amie Lefevre, who did 55.17 secs., complete with some enterprising cornering on the way up. Classes nine and 10, combined, contained Lotuses of varying denominations and was a triumph for Westward Television, in the person of Nick Cory who, after his "training" on the Ashley Cleave Morris, did a resounding 50.82 secs., with Stan Richards's very fast Lotus Super 7. Incidentally, Westward Television are now fielding a complete "stable" in West Country events, as well as giving motor sport a very compre-

hensive coverage on the screen, showing far more enthusiasm for this sort of thing than other regions. More power to their elbow! Perhaps one day we may see an Inter-Regional TV team hill-climb!

Of the racing cars, the 500s went to Howard Bennett's immaculate black and white Cooper, which did 53.10 secs. on its first run and headed for open country at Saw Bench on its second!

Freddie Floyd had a resounding slide both at Saw Bench and Martini and was obviously enjoying himself hugely. Malcolm Hartwell gets faster every meeting with his Cooper-J.A.P., and had a moment at Martini, locking up on braking and kerb cutting, but he made a perfect second run in 48.22 secs. David Good blew up his Cooper in practice and shared the Chichester-Lambton Alta. A three-cornered battle developed with a magnum of champagne for the winner! This would appear to go to Mr. Good (52.96 secs.), though we suspect it was well and truly shared! Major Chichester tried a new approach to Saw Bench and arrived backwards on one run, while Major Lambton fought his way upwards in 53.48 secs. on his first run. Great stuff for the crowd who were kept on tip-toe by Doug Chalmers.

Eric Willmott's scarlet Elva was tremendously fast on the lower slopes and smoothly handled on the corners, getting down to 47.17 secs. on his first run. Wally Cuff made a tremendous effort to break this but had a drive shaft go at Martini (giving him quite a problem on the approach to the corner!). Undismayed, Mr. Cuff rebuilt his motor and had one more mighty effort before the end, managing 47.63 secs. Not quite fast enough to beat the Elva, but it rang down the curtain on a very pleasant day's sport.

TONY HOLLISTER.

Results

B.T.D.: E. Willmott (Elva F.J.), 47.17 s. **Saloons up to 900 c.c.:** 1, J. W. Nicholls (Austin Mini), 60.96 s.; 2, F. F. Ferris (DKW), 61.54 s. **901-1,000 c.c.:** 1, A. F. Denman (Mini-Cooper), 55.69 s.; 2, A. F. Kynoch (Mini-Cooper), 56.64 s. **Over 1,000 c.c.:** 1, A. F. Lefevre (Sunbeam Rapier), 55.82 s.; 2, F. J. Mumford (Sunbeam Rapier), 61.47 s. **Sports Cars and Modified Saloons up to 1,000 c.c.:** 1, J. Pettis (M.G. Midgt), 57.30 s.; 2, N. P. Hatton (M.G. Midgt), 58.36 s. **Saloons 1,001-1,600 c.c.:** V. Hatton (Lotus Elite), 52.76 s. **Over 1,600 c.c.:** 1, T. G. Cunane (A.C.), 54.18 s.; 2, J. B. Banbury (Morcan), 54.16 s. **Modified Sports Cars:** 1, A. F. Lefevre (Sprite), 55.17 s.; 2, D. M. Warne (Sprite), 56.93 s. **Sports-Racing Cars:** 1, N. Cory (Lotus 7), 50.82 s.; 2, J. F. Barnes (Lotus 7), 51.47 s. **Specials:** 1, B. R. Barnett (Beauten), 56.45 s.; 2, D. Holley (R.D.H.), 56.50 s. **Racing Cars up to 500 c.c.:** H. M. Bennett (Cooper), 53.10 s.; **Over 500 c.c.:** 1, E. Willmott (Elva), 47.17 s.; 2, W. C. Cuff (Cooper), 47.63 s.; 3, R. M. Hartwell (Cooper-J.A.P.), 48.22 s.

Nürburgring—continued

Marx and Härtner soon showed their intense knowledge of the circuit by taking the lead in the 1,000 c.c. class with their Panhard; however, Galliford and Miss Carlisle drove a spirited race to hold second place after a similar Swiss entry had gone out with a fractured lightweight wheel. Jean Aley worked her very standard Mini-Cooper into fifth place, a position which her husband was able to maintain to the end. The best Auto Union finished in fourth position and the Longbacon Morris, as usual, trundled in halfway down the class.

In the smaller categories the Fischhaber/Koch BMW 700 held off a strong challenge from the Martini Nürburgring School, but the most amazing car was the Ruby/Mantzel DKW Junior which won its class and also beat the class-winning Panhard, Alfa Romeo and 1600 Volvo.

The Six Hour event drew to a close and, as had been expected, the Lindner/Nöcker Jaguar won for the second time, having maintained its lead from the start. The German cars did not fare well in the larger classes, but the British marques received favourable comment from both public and press, especially the little Mini-Cooper which seemed ideally suited to conditions at the Nürburgring. Of the three British entries competing, all finished. Our two lady drivers received applause and a special award for the occasion.

The meeting itself is being nominated in Germany for the International Touring Championship mooted for next year and it will be followed this July by an International 12 hour Race for touring cars up to 1,000 c.c.

Results

Overall Placings: 1, Peter Lindner/Peter Nöcker (Jaguar 3.8), 32 laps in 6 h. 3 m. 53.5 s., 73.15 m.p.h.; 2, Tilo Schadrack (Jaguar 3.8), 32; 3, Peter Ruby/Dieter Mantzel (DKW Junior), 30; 4, Hans Bergmann/Ernst Furtmayr (Alfa Romeo Giulietta T1), 30; 5, Gerd Weisgerber/Bernhard Grab (Volvo P544), 30; 6, Michael Rader (Alfa Romeo Giulietta T1), 30.

Class Placings: Up to 600 c.c.: 1, Gerhard Bodmer (Icar 600), 27 laps in 6 h. 5 m. 29.7 s., 63.69 m.p.h.; 2, Dietrich Krumm/K. H. Panowitz (NSU Sport Prinz); 3, Rolf Scheel/"Karl Valentin" (NSU Prinz). **Fastest lap:** Bodmer, 13 m. 3.2 s., 65.15 m.p.h. **601-700 c.c.:** 1, Anton Fischhaber/Gotlieb Koch (BMW 700S), 30 laps in 6 h. 11 m. 18.5 s., 70.65 m.p.h.; 2, Ludwig Hammer/Ulrich Deussen (BMW 700S); 3, Arthur Schneider/Helmut Rätien (BMW 700S). **Fastest lap:** Fischhaber, 12 m. 2.1 s., 70.67 m.p.h. **701-850 c.c.:** 1, Peter Ruby/Dieter Mantzel (DKW Junior), 30 laps in 6 h. 3 m. 8.7 s., 70.81 m.p.h.; 2, Manfred Höhnig/Dr. Leoni Lichtenberg (Fiat-Abarth); 3, Heinz Schneider/Karl-Heinz Emde (DKW Junior). **Fastest lap:** Ruby/Mantzel, 11 m. 45.2 s., 73.30 m.p.h. **851-1,000 c.c.:** 1, Peter Marx/Kurt Härtner (Panhard Z1), 29 laps in 6 h. 2 m. 16.2 s., 68.47 m.p.h.; 2, Peter Galliford/Christabel Carlisle (Morris Mini-Cooper); 3, Georges Theiler/Max Pichler (Austin Mini-Cooper); 5, John Aley/Jean Aley (Morris Mini-Cooper). **Fastest lap:** Marx/Härtner, 12 m. 3.5 s., 71.63 m.p.h. **1,001-1,300 c.c.:** 1, Hans Bergmann/Ernst Furtmayr (Alfa Romeo Giulietta T1), 30 laps in 6 h. 4 m. 13.5 s., 70.79 m.p.h.; 2, Michael Rader (Alfa Romeo Giulietta T1); 3, Hans Braun/K. H. Pannowitz (Alfa Romeo Giulietta T1). **Fastest lap:** Bergmann/Furtmayr, 11 m. 53.5 s., 71.52 m.p.h. **1,301-1,600 c.c.:** 1, Walter Ehrensprager/Rolf Müller (Volvo 544), 29 laps in 6 h. 11 m. 42.2 s., 68.29 m.p.h.; 2, "Carlos"/Victor Heylen (Sunbeam Rapier); 3, Franco Birchler/Fritz Baumann (Volvo PV544). **Fastest lap:** Josef Maasen/Friedhelm Theissen (Volvo PV544), 11 m. 41.9 s., 72.70 m.p.h. **1,601-2,000 c.c.:** 1, Gerd Weisgerber/Bernhard Grab (Volvo P544), 30 laps in 6 h. 4 m. 21.8 s., 70.78 m.p.h.; 2, Jochen Neerpasch (Volvo 122S); 3, Artur Feltes/Hermann Dorner (Volvo 122S). **Fastest lap:** Franz Rader (Alfa Romeo 1900), 11 m. 36.4 s., 73.27 m.p.h. **Over 2,500 c.c.:** 1, Peter Lindner/Peter Nöcker (Jaguar 3.8), 32 laps in 6 h. 3 m. 53.5 s., 73.15 m.p.h.; 2, Tilo Schadrack (Jaguar 3.8); 3, J. F. Bischoff/J. Bischoff (Mercedes-Benz 220SE). **Fastest lap:** Lindner/Nöcker, 11 m. 5.6 s., 76.66 m.p.h.

SOUTH WALES A.C.

CASTEL FARM HILL-CLIMB

PETER COTTRELL, who describes himself as being "old enough to know better, but young enough to keep on trying", went out for his last run at the South Wales A.C. Whitsun Castel Farm Hill-Climb, with the clutch of his Lotus Fifteen slipping badly, to record a triumphant 27.49 secs., a time which gave him B.T.D. for the fifth event in succession at this venue, broke the class record which he had himself established, represents his personal best time on this hill, and confirms Cottrell as outright winner of the Association of Welsh Motor Clubs Hill-Climb Championship for 1962.

Practice for this championship meeting opened under cloudless skies, with an entry which, while not perhaps as representative as had been hoped, nonetheless included virtually all the major names in Welsh hill-climbing. Fred Jones appeared with a newly acquired ex-Dick James front-engined Martin-Ford F.J. Lola, which seemed to be more than something of a handful at the start, and later with his more-familiar Mk. XI Cooper, which now boasts a J.A.P.-twin powerplant, this time to record a practice run inside 28 secs. despite a prolonged demonstration of sideways motoring after the first bend. Wilf Smith (Mk. XI Cooper-J.A.P.) shed a good deal of oil on the course and temporarily halted practice, while Roger David, with the only Group 3 modified Austin-Mini present, suffered a loss of coolant and retired; Keith Howells's well-known Group 2 Mini-Minor hit a bale and took to the outfield, and C. G. Solloway's Sprite spun and was subsequently also retired.

During the afternoon's competition proper, four class records fell, though David Boshier-Jones's absolute hill record still stands unchallenged; proceedings opened with the small racing cars, and the first championship contender up the hill was Ron James with, appropriately, his ex-Cottrell Cooper-J.A.P., which he lost at the first bend, mounting the bales but suffering no damage and going out a second time to clock 28.23 secs. for second in the class. Ricky Fuchs's Kieft-J.A.P. was in trouble and never got properly under way, while Colin Priddey's Mk. VIII Cooper-J.A.P. was eventually to finish third in the class to the Fred Jones Lola, which fairly streaked up in 27.98 secs.

In the larger class Jones, Cooper-mounted, experienced clutch trouble and

was unable to approach his practice times, getting down to 28.43 secs. for third place from Charles Sgonina (Aston Martin DB3S), who surprised himself with a resounding climb in 28.34 secs. which was not, however, good enough to perturb class-winner Cottrell, who clocked 27.81 secs. with the Lotus Fifteen.

In the 1,500 c.c. sports car class Brian Field, without serious opposition, finally broke 30 secs. with his Cosworth Lotus Super Seven, which had also been running in the racing classes, with a climb in 29.98 secs., without approaching David Peregrine's Lotus Seventeen class record of 28.71 secs., while in the unlimited class Peter Cottrell set B.T.D. on his second run. Fred Sloman's Mk. X Lotus-Bristol, with 28.53 secs., took the class from another fancied championship contender, Ken Wilson, who appears still to find his Lister-Jaguar enough to be going on with, but was able to return 28.93 seconds to take second place from Charles Sgonina.

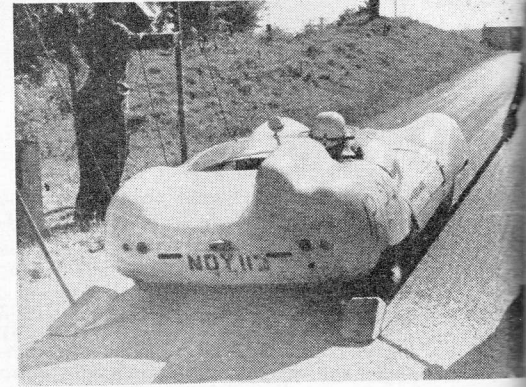
Next came the G.T. classes, Norman Harvey's remarkably fast Austin-Cooper doing 33.71 to annex the small class, a time which brings this car up to being the second fastest mini-variation to appear on the hill; Tom Jones's Sebring Sprite, which had been slightly off-course in practice, got down to 34.89 seconds for second place, while in the next larger class class-winner Tom Pascoe, whose hand loses none of its cunning, quietly lowered his own class record with the familiar grey Porsche to 32.83 seconds, and then went out among the heavy metal to win again and knock over a second from the two-litre class record with 32.48 seconds.

The small touring car class, predictably, produced no challenge for Keith Howells's unapproachable Downton-prepared Mini-Minor, which returned 35.41 seconds after shedding the greater part of its exhaust system en route. Fred Ferris's DKW Junior, with 36.62 seconds, taking second place from Howard Strawford's Mini which, with 37.11 seconds, was third from Tim Bassett's similar car, which returned 37.15 seconds. In the special class for Coopers, Norman Harvey did another run in 33.71 seconds, challenged only by Chris Williams (Austin-Cooper) with 34.91 seconds.

Brian Field's Riley 1.5, which is said to know its own way up Castel Farm Hill, took the one-and-a-half-litre class with 36.11 seconds, though not without some opposition, Clason Jones getting down to 36.39 seconds for second place

and, at that, finding J. C. Calder (Sunbeam Rapier) hard on his heels in third place with 36.68 seconds. Finally came the unlimited class, which proved to be, as usual, a Jaguar benefit, Arthur Bassett taking the class in his 3.8 with a comfortable 32.25 and Tim Bassett, driving the same car annexed second place.

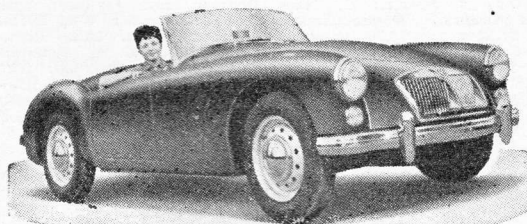
HOWARD BILEY.



Peter Cottrell, with the ex-Mike Taylor 2-litre Lotus 15, made B.T.D. of 27.49 secs. despite a badly slipping clutch.

Results

Association of Welsh Motor Clubs Hill-Climb Champion, 1962: Peter Cottrell (Lotus XV), B.T.D.; Peter Cottrell (Lotus XV), 27.49 s. Inter-Club Team Handicap: 1, Veterans, 381.59; T. Pascoe (Mini-Minor), 2, S.W.A.C. "A", 182.46; N. Harvey (Austin-Cooper), B. Field (Lotus Super 7), C. Jones (Riley 1.5); 3, Swansea M.C., 183.43; H. Strawford (Mini-Minor), D. Atkinson (T.M.S. II), F. Jones (F.J. Lola). Class Awards, Racing Cars up to 1,000 c.c.: 1, F. Jones (F.J. Lola), 27.98 s.; 2, R. James (Cooper-J.A.P.), 28.23 s.; 3, C. Priddey (Cooper-J.A.P.), 32.43 s. Racing Cars over 1,000 c.c.: 1, P. Cottrell (Lotus XV), 27.81 s.; 2, C. Sgonina (Aston Martin), 28.34 s.; 3, F. Jones (Cooper-J.A.P.), 28.43 s. Sports Cars up to 1,500 c.c.: 1, B. Field (Lotus Super 7), 29.98 s.; 2, D. Atkinson (T.M.S. II), 35.58 s.; 3, G. Kitsell (A.-H. Sprite (S)), 36.00 s. Sports Cars over 1,500 c.c.: 1, F. Sloman (Lotus-Bristol), 28.53 s.; 2, K. Wilson (Lister-Jaguar), 28.93 s.; 3, C. Sgonina (Aston Martin), 29.41 s. G.T. Cars up to 1,100 c.c.: 1, N. Harvey (Austin-Cooper), 33.71 s.; 2, T. Jones (Sebring Sprite), 34.89 s. G.T. Cars 1,101 to 1,600 c.c.: 1, T. Pascoe (Porsche), 32.83 s.; 2, T. McAdam (M.G.A.), 34.72 s. G.T. Cars 1,601 to 2,500 c.c.: 1, T. Pascoe (Porsche), 32.48 s. Touring Cars up to 1,000 c.c., Groups 1 and 2: 1, K. Howells (Mini-Minor), 35.41 s.; 2, F. Ferris (DKW Junior), 36.62 s.; 3, H. Strawford (Mini-Minor), 37.11 s. Touring Cars up to 1,000 c.c., Group 3 and Coopers: 1, N. Harvey (Austin-Cooper), 33.71 s.; 2, C. Williams (Austin-Cooper), 34.91 s.; 3, S. Neilson (Austin-Cooper), 36.74 s. Touring Cars 1,001 to 1,600 c.c.: 1, B. Field (Riley 1.5), 36.11 s.; 2, C. Jones (Riley 1.5), 36.39 s.; 3, J. Calder (Rapier), 36.68 s. Touring Cars over 1,600 c.c.: 1, A. Bassett (Jaguar 3.8), 32.25 s.; 2, T. Bassett (Jaguar 3.8), 32.91 s.



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SEVENOAKS AND D.M.C.

KENT RALLY

Kent in Brecknockshire

IN a praiseworthy endeavour to give the over-rallied South-East of England a miss, Sevenoaks and District boldly took their B.R.T.D.A. Silver Star event, the Kent Rally, into Wales, and it is therefore particularly ironical that they should have been beset by the very difficulty they had sought to avoid, for quite early in the proceedings an irate farmer blocked the road with a Land-Rover, robbing 14 late numbers of any chance of winning and depriving five of them of even the opportunity of reaching control 3, where the marked map for the 160-mile rally was handed out! All farmers on the actual route had been approached in advance and had proved friendly, but the gentleman in question is thought to have been connected with a tempting wrong-slot which at least half the entry explored. *Force majeure*, as the stewards so rightly ruled.

This was a great pity for all concerned, being the only blemish on an otherwise first-class rally, which, starting from Abergavenny, and run strictly at 30 m.p.h. (section 52 was subsequently scrubbed—a marshal misunderstood his instructions, it was stated!), contrived to sort out a good class entry, including several of "the boys". One hundred and forty-one was the marked map and, as was to be expected, the pace was warm from the outset, and by control 7, just north of Llangattock, all clean sheets had gone. The red road haul up the Rhian-goll gave a short respite before

the route turned westwards and northwards around Brecon to a series of three, five, one, three, three and three-minute sections, around the Yscir valley.

Another tight little group of sections led to special sections 30 to 36, most efficiently timed in 10-second units by Army signallers. Their radio equipment worked splendidly and their car handling, with the assistance of *Express and Star* cards, used throughout the rally, was first-class. They were consistently clearing cars in 6 seconds flat, but despite this, these sections, running northbound along this misnamed Little Hill overlooking the Wye near Alltmawr, took a universal toll. Marked at 60 penalties per minute, this little lot, which finished near Builth Wells, was intended as the organizers' last-ditch defence against plural clean sheets. Fortunately nobody took this literally, although Miss Pat Spencer obliged a mile or so further on, damaging the suspension of her Mini-Cooper and ending a splendid run.

Controls 37, 38 and 39, closely spaced in the Edw Valley, and control 43, way up on the Begwns, were obviously the last ones which could be "failed" with any possibility of material time-saving for those several crews who were by now tottering on the brink of 30 mins. of lateness, and those brave enough, or "chicken" enough, dependent upon the point of view, to "cut-and-run" at least assured themselves of finishing.

A quick petrol stop (in most cases a very quick petrol stop!) at Glasbury preceded the final stages of the Kent, set in the maze of white roads on the northern slopes of the Black Mountain. The non-goers in the area are by now

almost universally marked, and this stint was comfortably "on" with a correctly marked map, except for the very last section which, as already mentioned, was subsequently deleted from the marking.

Although much of the Kent was on white roads, a commendable feature was the lack of stress placed on local knowledge. Generally, approach directions defined the correct route to be followed, all controls were on reference and the last ounce of potential was extracted from the territory. Several members of the South Wales A.C., who assisted by marshalling so efficiently, expressed amazement that a stranger to the area (although he is hardly that) could have found so many new goers unknown to them, and Tom Godfrey, clerk of the course, can be well pleased with his rally, which, we hope, has compensated him for the somewhat unsatisfactory outcome of last year's Kent.

Breakfast arrangements, designed primarily for the London contingent, could have been improved for the invitees by a more localized meal, over which so many crews delight in "if only-ing".

With but 52 starters, the Kent was not fully subscribed, and, in this respect only, Sevenoaks may think carefully before venturing so far afield again, but discriminating crews will have made diary notes for 1963 already.

RON AMBROSE.

Provisional Results

1. B. Harper/R. Crellin (Sprite), 100 penalties; 2. A. E. Bengry/D. Skeffington (VW 1500), 200; 3. L. Bertorelli/A. Straker (Herald), 240; 4. D. McEwan/J. Chitty (Sprite), 310; 5. P. Astbury/(Morgan Plus 4), 340; 6. D. Gray/R. Irwin (Rapier), 340.

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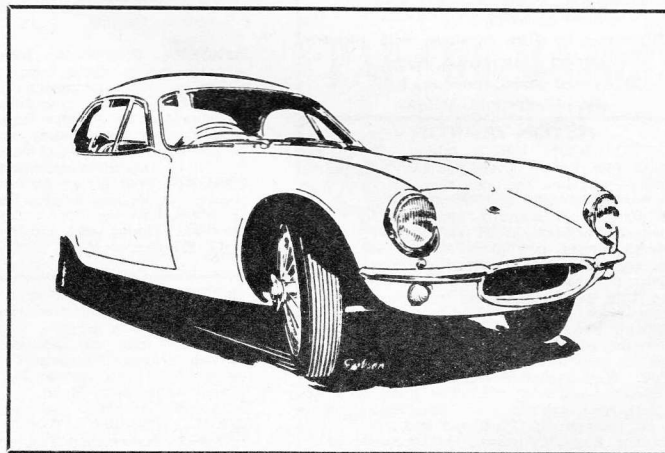
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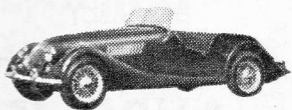
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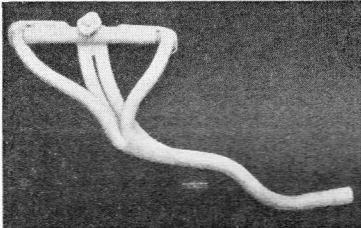
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Signed..... AGE (if under 18).....

Regulations for the competition were published in April 13 issue (page 513)

Address all entries to:
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FIT BRI-NYLON SAFETY BELTS TO YOUR CAR, AND...

- Enjoy maximum protection at all times—accidents happen more often close to home than on fast motorways.
- Be sure you've bought the best—BRI-NYLON webbing has all the qualities needed for a good safety belt—strength, energy absorption, tremendous resistance to wear, non-rotting. BRI-NYLON wears harder, looks smarter and is easier to keep clean.

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