AUTOSPORT

JUNE 5, 1964

INDIANAPOLIS "500"

AUTOSPORT

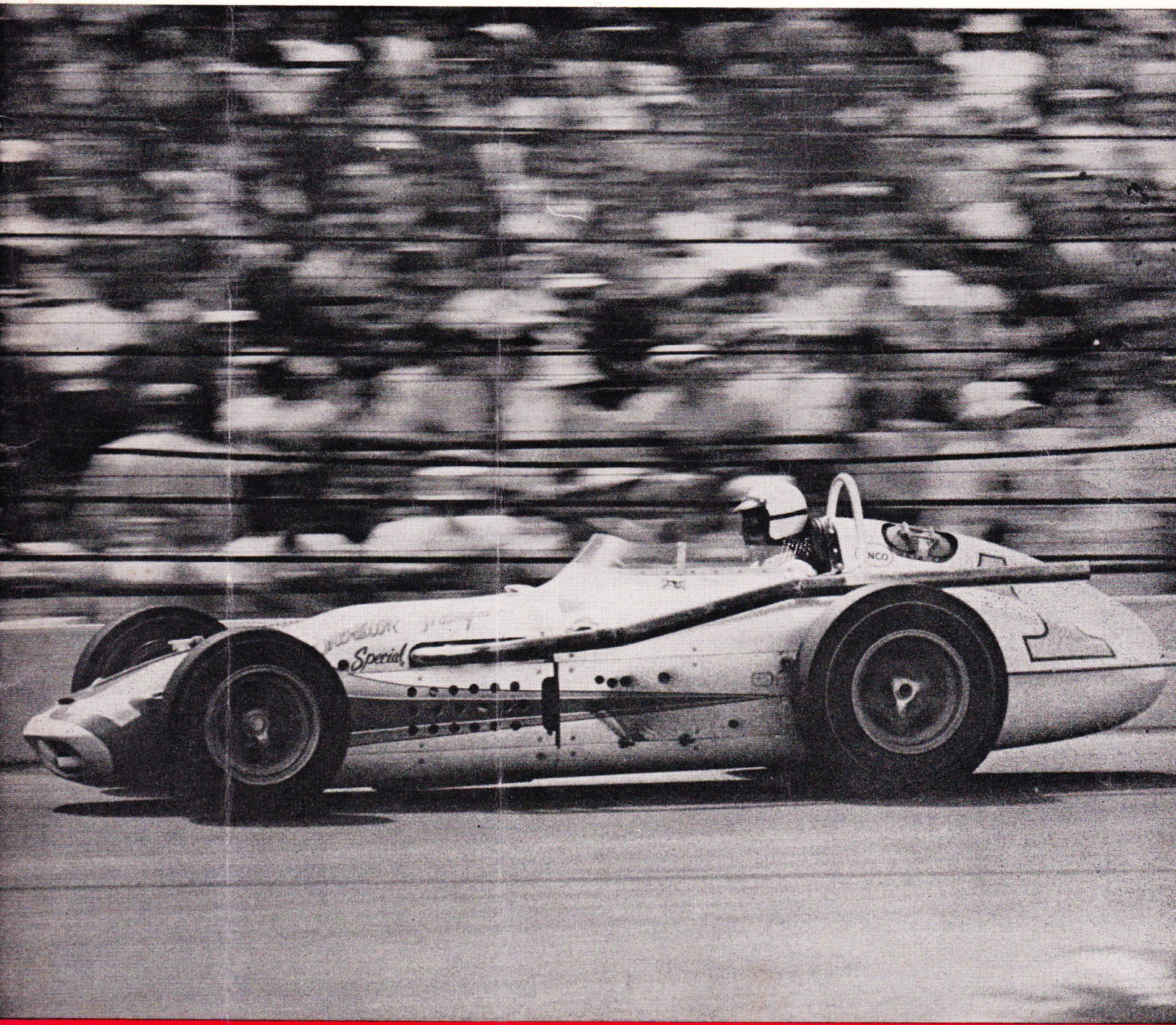
BRITAIN'S MOTOR SPORTING WEEKLY

2/-

EVERY FRIDAY

Vol. 28 No. 23

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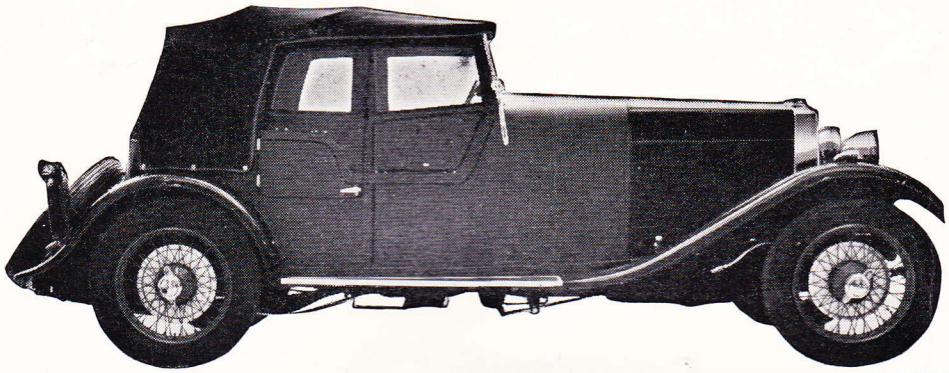
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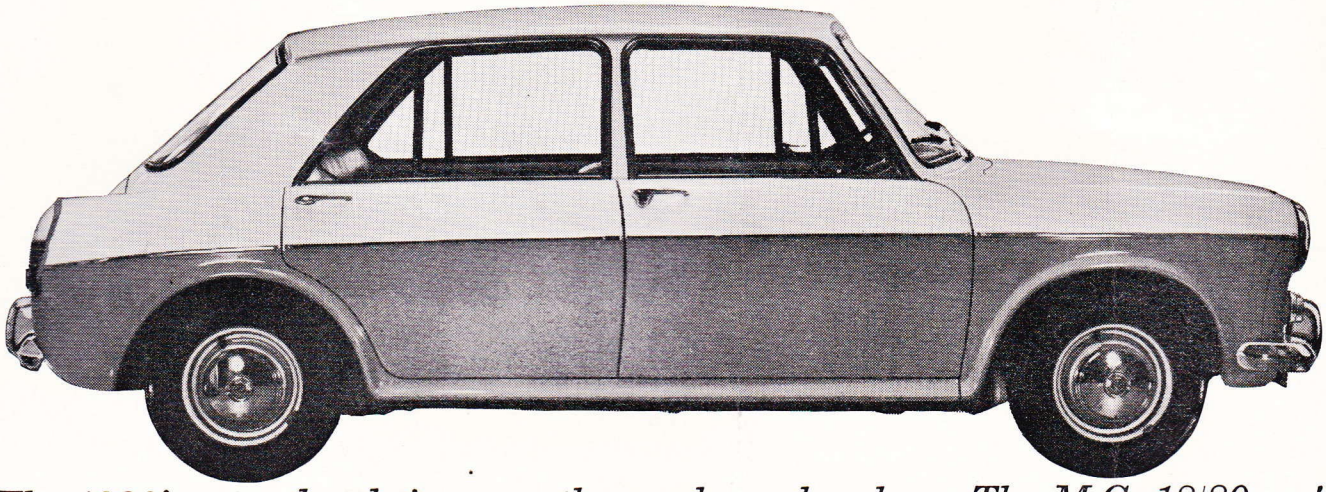
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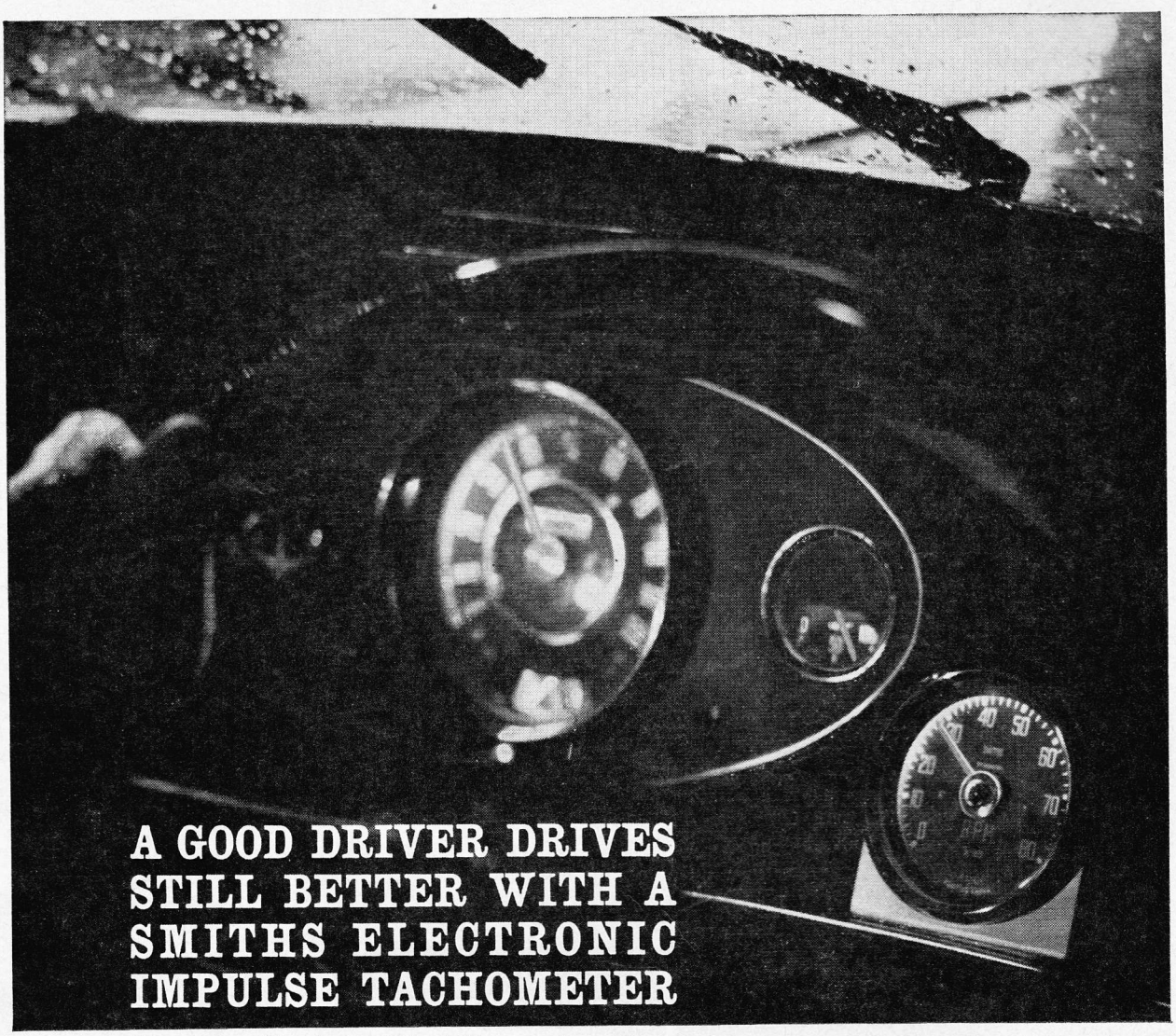
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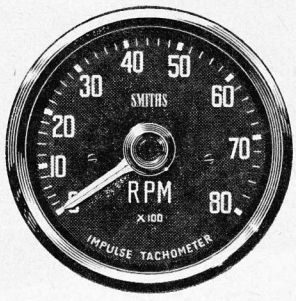


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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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EDITORIAL

TRAGEDY—AND DISAPPOINTMENT

THE 1964 Indianapolis "500" will long be remembered as one of tragedy and unfulfilled promise. That second lap crash, which cost the lives of Dave MacDonald and Eddie Sachs and eliminated other cars including the four-wheel-driven Ferguson, must obviously be put down as one of the hazards of high-speed racing on tracks in which a single car getting out of control can set up a chain of reaction leading to disaster. Owing to the unprecedented holocaust on the circuit itself as a result of the accident, the race could not be re-started for two hours. After witnessing what must have been a horrifying spectacle, one cannot but have the highest praise for the men who went out again to renew the struggle. The British-American cars all flattered to deceive. The Lotus-Fords of Jim Clark and Bobbie Marshman were both abandoned, and Colin Chapman withdrew Dan Gurney's car rather than risk a repetition of Clark's suspension failure. Jack Brabham also abandoned with his Offy-powered Trackburner, and the eventual winner, for the second time in four years, was A. J. Foyt in his traditional Indy front-engined machine, with Offy (Meyer-Drake) four-cylinder power-plant. However, Rodger Ward kept the Ford image alive, by bringing his Watson-built, rear-engined car into second place. The result was, of course, disappointing as regards British participation, and on the speeds shown in the qualifying sessions, Fords could not be blamed for hoping for victory over the allegedly "obsolescent" four-cylinder Offy, a power-unit which seems to possess the quality of going on for ever!

ALL-ITALIAN SUCCESS

AS at Le Mans in 1963, two Italians in their Italian-built car won a World Championship long-distance race. At Nürburgring last Sunday, Lodovico Scarfiotti and Nino Vaccarella (Ferrari) were the victors in the 1,000-km. race, from Britain's Mike Parkes and France's Jean Guichet, also in a Ferrari. Ford's début with the new G.T. ended when Phil Hill and Bruce McLaren had to retire with suspension troubles, but the car showed plenty of promise. The G.T. category proved to be a resounding success for Porsche and Ferrari.

HONDA AND SPA-FRANCORCHAMPS

SHOULD Honda, if prevalent rumours are to be believed, be really serious about competing in the Belgian Grand Prix at Spa-Francorchamps on 14th June, then one must have some doubts concerning the eligibility of driver Ronnie Bucknum to compete in the company of the World's fastest Grand Prix drivers with what is alleged to be an extremely potent piece of machinery. AUTOSPORT casts no aspersions on Bucknum's ability as a sports car driver, and recognizes that he is well above average in that respect. However, the jump from American club racing to Formula 1 is an immense one.

OUR COVER PICTURE

INDY WINNER 1964. *Once again the "traditional" front-engined Offenhauser Special was triumphant at the famous Indianapolis "brickyard", this time with* 1961 *winner A. J. Foyt at the helm. His machine, known as a Sheraton Thompson Special, won at a record average speed.*

Photo: David Phipps

CASTROL WINS

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1ST AUSTIN-HEALEY '3000'
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3RD ALFA-ROMEO GIULIA TI
Cavallan & Butieri

4TH PORSCHE CARRERA 1600
Gass & Saeckl

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SUPPLEMENTARY Regulation No. 5(c) for the European Grand Prix—which, as everyone must know by now, is at Brands Hatch on 11th July—states: ". . . cars competing in the Grand Prix will be required to display the driver's name in a manner provided by the organizers."

THE Le Mans organizers have now confirmed that the three works Abarths have been withdrawn. In their places come a Porsche 904 entered by Jean-Claude Mosnier, a Ferrari GTO of Equipe Nationale Belge and the Iso-Rivolta of Société Sonauto.

HONDA FOR BRITISH GRAND PRIX?

HONDA have written to the R.A.C. asking for regulations and an entry form for the British Grand Prix at Brands Hatch on July 11th. These have been forwarded, but, as with everything connected with Honda, the whole affair seems to be shrouded in secrecy.

BERNAUER-SCHLEIFE TO A BRABHAM

AMERICAN driver John Peterson won the East German Bernauer-Schleife, held on a dull Autobahn-type circuit on 24th May, in his F3 Brabham-Ford. The new East German Melkus-Wartburg appeared, driven by Heinz Melkus; it is a very well engineered car, showing much influence from the Western world. Melkus managed second place, 28 secs. behind Peterson, and 1 sec. ahead of British driver Jonathan Williams's Holbay-engined Lotus, which had chosen to run on three cylinders at the start and later suffered from a slipping clutch.

BRUCE McLAREN'S COOPER-OLDSMOBILE

AFTER winning the sports car races at Aintree and Silverstone with the ex-Roger Penske Cooper-Zerex sports car fitted with a 2.7-litre Coventry Climax engine, Bruce McLaren decided to modify the car to his own design and fit a 4-litre aluminium Oldsmobile V8 engine.

McLaren's team mechanics, New Zealander Wally Willmott and American Tyler Alexander, started work on the car the day after the Silverstone race, cutting away the willowy chassis that had been originally built from a 1961 F1 Cooper.

The present chassis is smaller, lower and stronger, with a stressed steel undertray welded on to increase torsional rigidity. Oil and water are piped through the chassis tubes. The actual chassis itself is smaller than a Lotus 23. A Type 21 Colotti 5-speed gearbox is fitted. The original Cooper wishbone suspension has been retained all round, and the wheels are 15-inch.

Oldsmobile's engine has been tuned and modified by Traco Engineering in California, and is said to be giving 320 b.h.p. Four twin-choke down-draught Weber carburettors are fitted, and the "organ pipe" exhaust stacks were specially made by Derringtons. The body remains the same as that used on the original Zerex.

Completed at 6 a.m. on the morning of the scheduled test day at Goodwood, and running without the body, McLaren was quickly down to 1 min. 24 secs. (102.86 m.p.h.). This time equalled Roy Salvadori's fastest in the Atkins Cooper Monaco Maserati, and McLaren was lifting early on the straight to minimize the wind buffeting which occurred without the nose section. He was sure that with modifications to the suspension, tyre pressures, and carburation (and with the body fitted) that the Cooper-Oldsmobile would lap Goodwood in 1 min. 21 secs.

McLaren flew to the Nürburgring immediately after this test run in his new car, to drive the Ford G.T. in the 1,000-km. race on the Nürburgring. He will race the sports car at Canada's Mosport Park circuit in the Players "200" on 6th June.

PIT and PADDOCK

B.A.R.C.-WEBBAIR are operating a number of flights to the Le Mans 24-hour race on 21st-22nd June. The return fare is 18 guineas—including a champagne dinner on the return journey—and inquiries should be made to Mrs. Helen Webb, B.A.R.C.-Webbair, Whitewold House, Woldingham, Surrey.

50,000th RENAULT

THE 50,000th Renault to pass through the concern's Southampton reception centre came over from Rouen on the S.S. *Rigoletto* on 29th May, along with a large consignment of cars for the British market.

After passing through the unique dewaxing processor in the centre, and receiving the usual meticulous checking, it was handed over to Mr. Hugh Cleland of Edinburgh, by Southampton's "Miss Carnival". Mr. Cleland's grandfather was the first man in Great Britain to import a Renault.

SATURDAY's Player's "200" sports car race, to be held at Mosport Park, Canada, sees Jim Clark and John Surtees, both driving Lotus 30s, and Bruce McLaren in his now Oldsmobile-propelled Zerex-Cooper challenging the very best machinery America can offer. Jim Hall and Roger Penske are down to drive Chaparrals, and Ken Miles an A.C. Cobra. Dan Gurney is entered in a V8 Ford-engined Lotus 19.

CRYPTON engine testing equipment will be available at this year's Le Mans race.



A. J. FOYT.

THE INDY WINNER

ANTHONY JOSEPH FOYT, 29-year-old Texan from Houston, started his racing career in 1953, and by 1960, driving his Bowes Seal Fast Special, he won the coveted National Championship title, which he retained in 1961, 1962 and 1963. It was in 1961 that he became the first reigning National champion to win at Indianapolis—also in a Bowes Seal Fast.

Foyt has also shown immense skill in sports car and stock car racing. He shook everyone by bringing his medium-capacity Scarab-Buick into second place at Laguna Seca, and then followed this up with a brilliant victory in the same Scarab, but with Chevvy engine, in the big race at Nassau. He was entered by John Mecom, Jr. He is married (Lucy), and has three children, A. J. Foyt III, aged eight, Terry Lynn, five, and Jerry, one.

All who have watched this likeable Texan driver are convinced that he would be a natural in Grand Prix racing. By a strange coincidence, in their issue prior to Indianapolis, *Sports Illustrated* featured him on the cover as "Champion of the Old Guard".

HONDA FOR SPA?

AT the time of going to press, it would seem that the eagerly awaited V12 Honda may make its début at Spa-Francorchamps, driven by American Ron Bucknum. So far as the organizers know, the Japanese have every intention of appearing, so all they can do is to keep their fingers crossed.

Whether or not the car will do anything on its first appearance is difficult to say, and it seems strange that a comparatively unknown sports car driver should be chosen to pilot what is alleged to be the most powerful 1½-litre unsupercharged machine in the world (if Japanese figures are to be believed!).

So far as AUTOSPORT are concerned, we are inclined to treat the entry as yet another of the Honda rumours which have been so rife in recent months. In other words, we shall believe it when we see it.

Another rumour is that a flat-twelve Ferrari will be produced. This could well be, for even if Maranello has no intention of racing it in the Belgian G.P., it would provide a splendid opportunity for Surtees to do some practice lappery, with Monza in mind. Team Lotus will almost certainly have a Lotus-Coventry Climax 33 ready for Jim Clark. Jack Brabham also expects to have at least one of his 1964 cars ready.

Given dry weather, it is a fair bet that the out-and-out circuit record will take a beating. At present, Brabham, Ireland and Phil Hill jointly hold this with 3 mins. 51.9 secs., 136.02 m.p.h. The 1,500 c.c. record is held by Jim Clark, with 3 mins. 55.6 secs.—but Graham Hill did 3 mins. 54.1 secs. in the 1963 training.

Race distance is 32 laps and it is anticipated that there will be 20 starters:

Factory

B.R.M.: Graham Hill; Richie Ginther.
Lotus-Coventry Climax: Jim Clark; Peter Arundell.
Cooper-Coventry Climax: Bruce McLaren; Phil Hill.
Brabham-Coventry Climax: Jack Brabham; Dan Gurney.
Ferrari: John Surtees; Lorenzo Bandini.
Honda: Ron Bucknum.

Independents

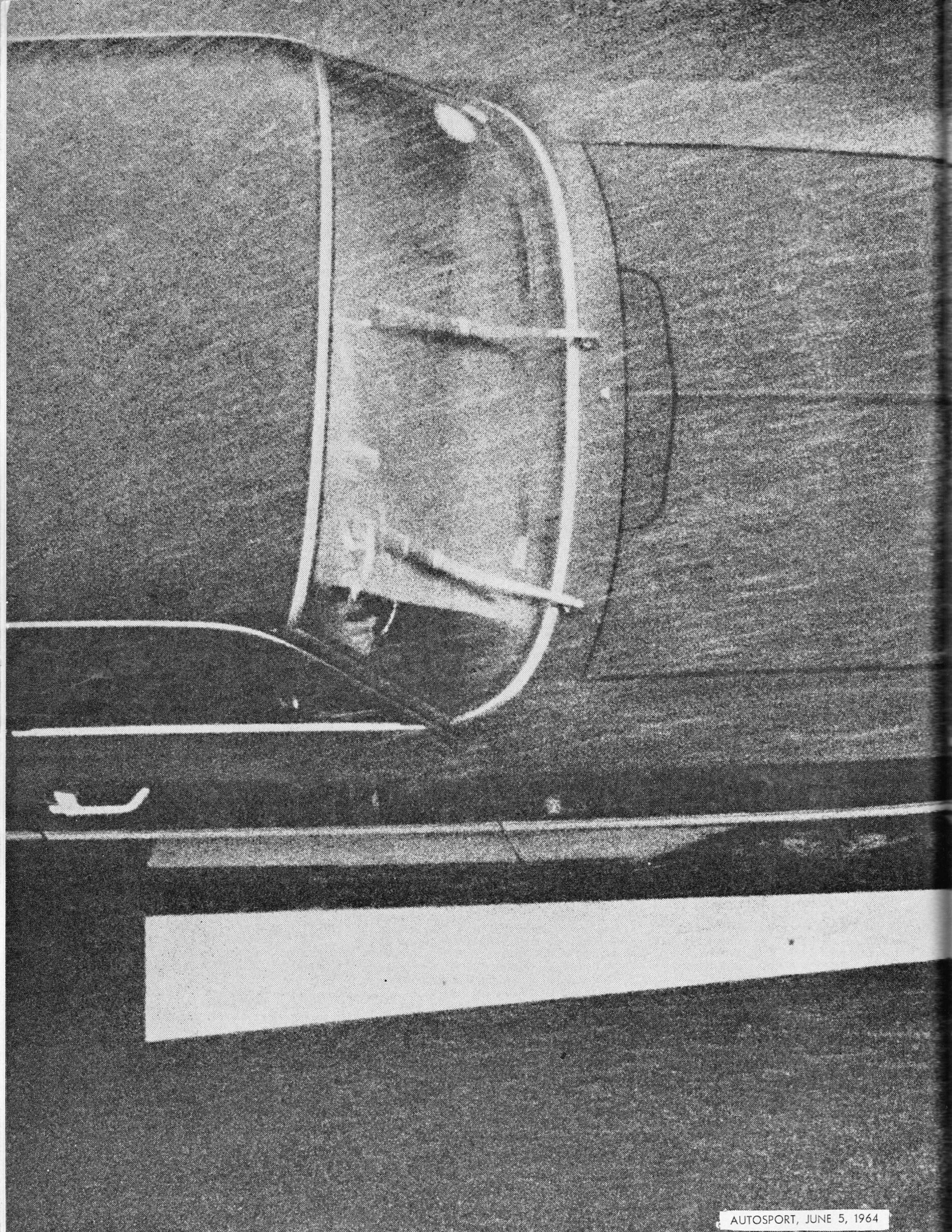
R.R.C. Walker (*Brabham-B.R.M.*): Jo Bonnier.
D.W. Racing Enterprises (*Brabham-Coventry Climax*): Bob Anderson.
B.R.P. (*B.R.P.-B.R.M.*): Innes Ireland; Trevor Taylor.
Parnell Racing (*Lotus-B.R.M.*): Chris Amon; Mike Hailwood.
Equipe Scirocco-Belge (*Scirocco-Coventry Climax*): André Pilette.
M. Trintignant (*B.R.M.*): Maurice Trintignant.
Centro-Sud (*B.R.M.*): Giancarlo Baghetti; Tony Maggs.
J. Siffert (*Brabham-B.R.M.*): Jo Siffert.

THAT annual Northern Ireland favourite, the 1,172 c.c. Ford Championship of Ireland, will be held at Kirkistown on 26th June.

EDDIE SACHS

EDDIE SACHS, who lost his life during Saturday's 500-mile American classic, was one of the most colourful personalities in American professional racing. He first arrived at Indianapolis in 1953 via midget and stock car racing. He did not pass his "rookie" test, and it was not until 1956 that he was passed as a Hoosier candidate, although he did not get a drive.

In 1961 he had the 500-mile race in his pocket, when he had to change a front tyre on the 198th lap, and finally finished just eight seconds behind the winner—A. J. Foyt—the closest finish in Indy history. He was third in the 1962 race, and last year spun off near the end, allegedly on oil dropped from Parnelli Jones's car. A confirmed leg-puller, and a natural entertainer, 37-year-old Eddie Sachs will be sadly missed. He leaves a wife (Nance) and a two-year-old son, Edward Julius.




In the wet . . . the Cinturato motorist is drily amused.
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CERTIFICATION MARK

LAST weekend's Police Rally in Belgium was won by the French crew Reech/St. Aubien in a Peugeot 404. Best British crew was Hancock/Storey (Ford) in fifth position, but John Gott/Sgt. Nicholson (Mini-Cooper S) were leading the rally until 12 kms. from the finish when they had to retire with a broken petrol pump.

THE American stock car racing expert, Glenn "Fireball" Roberts, was seriously injured at Charlotte, North Carolina, recently. He was taken to hospital with bad burns, but latest information is that his condition is not critical.

HEWLAND have appointed Roy Winkelmann Racing, Ltd., to handle distribution of their products.

BRIAN HETREED

SOLICITOR and hotel-keeper, Brian Hetreed was a true amateur sportsman, and was a familiar figure at British club meetings with Aston Martins. He had driven various types of Astons, including DB3S, DBR2 and DB4GT.

Recently he had become interested in full-scale International races and had planned to do a full season of G.T. events with an ex-works 1963 DB4GT in association with Mike Salmon. To his wife Hazel, and daughter Juliete, AUTOSPORT offers its deepest sympathy.

AUSTRIAN ALPINE RALLY
A B.M.C. Victory

THE Austrian Alpine Rally, which finished last weekend, proved a fairly easy victory for the B.M.C. works crew Paddy Hopkirk/Henry Liddon (Austin-Healey 3000). Second was the incredible Johann Ortner in his tiny Austrian Steyr-Puch. To complete B.M.C.'s triumph, locally driven M.G.Bs were first and second in the 2-litre G.T. class, while a Mini-Cooper S lifted the 1,150 c.c. touring car category.

The 12,000-mile rally was run in three loops around Velden. One of the unusual features of the event was that servicing of competing cars was absolutely *verboten*.

RESULTS

1, Hopkirk/Liddon (Austin-Healey 3000), 1,930 points; 2, Ortner/X (Steyr-Puch), 1,848.3; 3, Cavallari/Rubieri (Alfa Romeo Giulia TI Super), 1,800.8; 4, Gass/Säckl (Porsche), 1,798.0; 5, Pöltinger/Merinsky (Mini-Cooper S), 1,788.5; 6, Karger/Denzel (Volvo), 1,785.7.

WIN FOR OFFENSTADT

THE French ex-motor-cyclist Eric Offenstadt, driving his Lola-Ford, gained victory in the Formula 3 race at Magny-Cours last Sunday. He won the 37-mile race at an average speed of 76.86 m.p.h. and also set the fastest lap of 56.8 secs.

American Bruce Eglinton (Lotus-Ford) was second, followed by Charles Crichton-Stuart (Cooper-B.M.C.), Pierre Ryser (Cooper-B.M.C.) and Eddie Fletcher (Brabham-B.M.C.).

The sports car race went to Jim Russell-man Henry Morrogh (an instructor for the French Jim Russell school at Magny-Cours) in a Lotus 23, Guy Ligier (Porsche 904) finishing second.

CONTRARY to the published regulations, the Seven-Fifty Motor Club wish to point out that practising for their Snetterton race meeting on 21st June is on race-day, not Saturday, 20th June.

A LOTUS ELAN magnesium wheel, wearing a brand new Dunlop R6 tyre, belonging to Adrian Chambers disappeared at Goodwood last Saturday. If anyone hears of its whereabouts, would they please 'phone Adrian at Peacehaven 3514.

THE Lotus 25 driven by Jim Clark in the Dutch Grand Prix was, in fact, the same car with which he won in 1963 and led 1962 race for a while. It will soon be eligible for V.S.C.C. races, we hear!

SPORTS NEWS

DAVE MACDONALD

A COMPARATIVE newcomer to big-time racing, Dave MacDonald was employed as a mechanic-tester with Shelby-American, taking the place of Bill Krause. He started his career in South California in drag-racing, and when he took to sports cars, won the Pacific Championship in 1960 and 1961 with his Corvette. He graduated to modified car events, but was not very successful with the Max Balchowsky-built machine with Corvette engine.

In 1963 it looked as if he would be included in the G.M. plans with the Sting-Ray, but the concern abandoned their proposed programme. It was when he joined Carroll Shelby that Dave's true ability became noted, particularly with the Cooper, or "King Cobra". He won important races at Riverside and Laguna Seca. This year, along with Bob Holbert, he took an A.C. Cobra to victory in the G.T. category at Sebring. The 1964 Indianapolis race was his first appearance there, and he had passed his "rooky" tests with flying colours. Dave was just 27 years old.



MASKED BANDIT. Jim Clark, bandaged against flying stones, waits for the restart of last Saturday's Indianapolis "500" race.

AN award of £100 will be made to the winner of a series of races at certain meetings for Club Lotus members driving Lotus 7s. The series is being organized by the Competitions Committee Club Lotus, 70 Finsbury Pavement, London, E.C.2.

THE B.R.S.C.C.'s 500 Club Trophy will this year be awarded to the most successful Formula 3 driver in the club's closed race meetings.

TOMORROW'S B.A.R.C. meeting at Oulton Park will see a wide selection of vehicles competing. A Galaxie-engined Jaguar, A.C. Cobra, Ferrari 250GTO, lightweight E-type, Formula 3s, *Formule Libre*, and the usual collection of saloons are on the programme.

BOND cars have announced a cut in the price of their Equipe G.T. by £30. Cost is now £785 19s. 7d.

ALVIS exponent Tony Charnock will shortly be seen in the ex-Gordon Parker 3.4 blown H.K.-Jaguar. This car has a very high reputation over the standing quarter-mile and kilometre, but may well appear in sports form later in the season.

SALOONS' SIX HOURS
It's Anyone's Race . . .

IT would need a brave man to predict the winner of Saturday's Six-Hour Saloon Car Race, for this does not fall into the pattern of the established "sprints" we have been used to this year.

One of the most interesting cars among the entry of 35 is the 6.7-litre Chevrolet Impala of Swiss drivers Jo Siffert/P. Zund. This challenges the Ford Galaxies of Jack Brabham/Denis Hulme and Sir Gawaine Baillie/Peter Jopp and the Jaguar 3.8s of Peter Lindner/Peter Nöcker and others.

Other contenders for victory are the two works Mercedes-Benz 300SEs, two Lancia Flaminias, three Lancia Flavias, a B.M.W. 1800 TI, three Lotus Ford Cortinas, two Ford Cortina G.T.s and no fewer than five Alfa Romeo Giulia TI Supers. Also, one must not forget the mighty Minis—there are seven S-types entered.

Whatever the weather, this race should provide plenty of excitement for spectators. One will also have a chance to witness organized pit stops. The race lasts from 2 p.m. to 8 p.m. and is, of course, a qualifying round of the European Saloon Car Championship.

THE Congress of the Federation Internationale de l'Automobile is in Warsaw on 8th-12th June.

NEW CANADIAN CIRCUIT

A NEW track is under construction 80 miles north of Montreal, Canada. Le Circuit de Mont Tremblant-St. Jovite, financed by a group of hotel and restaurant owners in the Laurentian Mountain holiday resort area, will be 1½ miles in length for its first year of operation with provision for expansion to 2½ miles. It is on beautifully scenic wooded land, with a lake on one side and a river on the other, providing excellent facilities for camping.

A steep 100 ft. cliff running through the property will provide excellent natural viewing for spectators. Preliminary ground-clearing and tree-cutting has been done, and the circuit is scheduled for completion in mid-August. The first major race will be the "Player's Quebec", a Canadian championship event, scheduled for 13th September.

FORD'S film unit have made a splendid new film—Cortina Conquest—which tells the story of their rally team's sweeping success in the 1964 East African Safari. The film is in colour, 16 mm. sound, and runs for 24 minutes. It is available on loan from Ford Film Library, c/o Sound Services Ltd., Wilton Crescent, Merton Park, London, S.W.19.

Cortina Conquest must rank as one of the best rallying films to date and, according to seasoned Safari competitors, certainly captures the atmosphere of the event. The background music, by The Shakespeares, is really with it!

HENRY TAYLOR informs us that Terlaemen Automobile Club are offering nearly £1,000 in prize money for the Limbourg Grand Prix at Zolder, Belgium, on 19th July. There are two races at this National Open meeting: a 50-lap, 130-mile race for G.T. cars 1,001-2,000 c.c. and prototypes 1,001-1,600 c.c., and a 50-lap, 130-mile event open to G.T. cars 2,001-5,000 c.c. and prototypes 1,601-5,000 c.c. Further information from Royal Automobile Club de Belgique, 4 rue du Luxembourg, Bruxelles 4.

ORIGINALLY intended to have been a Formula 2 race, this year's Solitude Grand Prix will once again be for Formula 1 cars. It is scheduled for 19th July, the same day as the Clermont-Ferrand round of the French Formula 2 championship.

Esso

WINS AGAIN

INDIANAPOLIS

1st A. J. FOYT

OFFENHAUSER-SHERATON-THOMPSON SPECIAL

2nd RODGER WARD

KAISER WATSON-FORD

(Subject to official confirmation)



CHOICE OF CHAMPIONS



Tony Hegbourne's Berlin Grand Prix

Normand Team Driver Wins at 123.03 m.p.h. at Avus

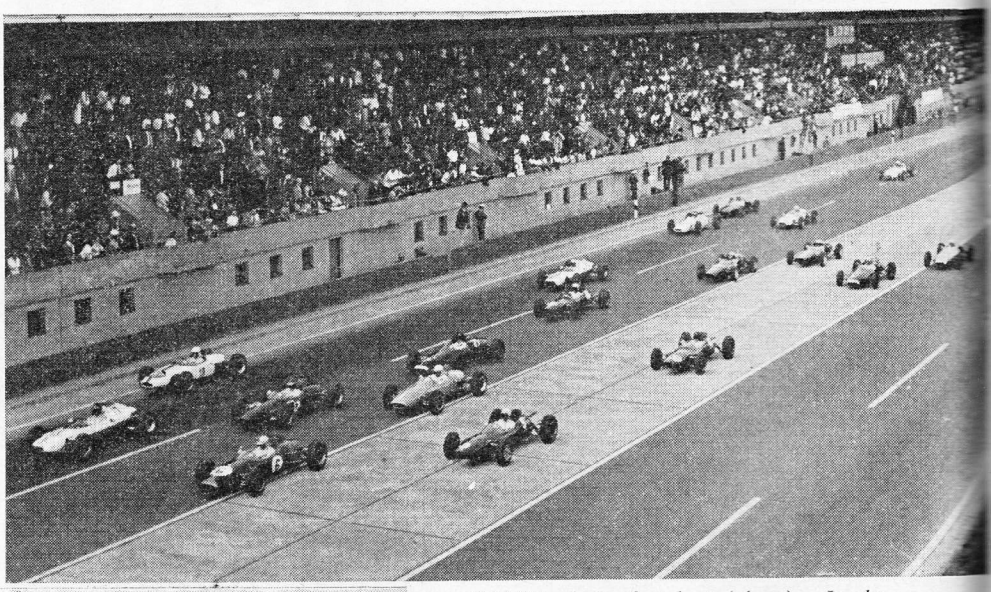
By CHRISTIAN STRAUCH

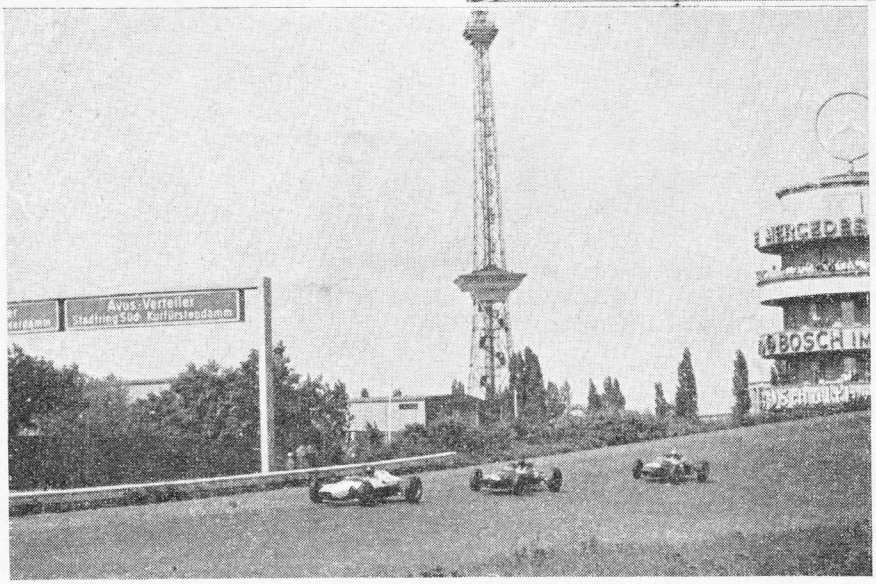
HIGHLIGHT of the two-day meeting at West Berlin's Avus, organized by the Automobilclub von Deutschland on 23rd-24th May, was the Berlin Grand Prix for Formula 2 cars. This event, run in two 77.3-mile heats, was a qualifier for the French Formula 2 Championship and provided a win for Normand driver Tony Hegbourne after some very close racing (he won both heats by margins of 0.2 sec. and 0.5 sec. respectively), the 1-litre Cooper-Cosworth's overall average speed being 123.03 m.p.h. This compares with the 143.60 m.p.h. average of the 1959 German Grand Prix, won by Tony Brooks in a 2½-litre Ferrari.

THE rough surface of the track caused havoc in practice, with bodies and suspension parts starting to crack. Cars were travelling at maximum speed—145 m.p.h.—for most of the time: that is except when braking for the 30 m.p.h. hairpin which joins two 2½-mile sections of Autobahn, the other end featuring the notorious "wall of death" banking where Jean Behra met his death in 1959.

Major event on the Saturday was the Avus Trophy race for over 1,001 c.c. touring cars, a national German championship event. Overall winner, following the disappearance of Peter Lindner's Jaguar 3.8 with engine trouble, was Hubert Hahne in a works B.M.W. 1800 TI, second being local man Schultze (Alfa Romeo Giulia TI). On Sunday the second Avus Trophy race was run, this time for 1,000 c.c. saloons. Hans Schreiber (D.K.W. F12) was overall winner.

Next came the first F2 race. All the well-known British teams were represented, although no Grand Prix drivers took part owing to the Dutch Grand Prix being held at Zandvoort the same day. Germany's hope for victory, Cooper-Cosworth pilot Kurt Ahrens, suffered engine trouble in practice and was a non-starter. The Abarth-Fiats of Hans Herrmann and "Geki" were sadly down on power, despite the presence of Carlo Abarth himself, and were unable to match Tony Hegbourne's best practice lap of 124.96 m.p.h.





START of the first heat (above). In the leading bunch are Hegbourne, Hulme, Rindt, Gardner, Spence and Hart.
LEAVING the North Corner in a bunch are Hegbourne, Procter and Hulme (left).

Jochen Rindt (Brabham-Cosworth), Denis Hulme (Brabham-Cosworth) and Peter Procter (Lotus-Cosworth) were beside Hegbourne on the front row of the grid, and it was Rindt who took the initial lead. After David Hobbs's Ron Harris Lotus-Cosworth had been eliminated in a first-lap mêlée with broken suspension, a group of six cars jostled for the lead in tremendous fashion: Hegbourne, Procter, Mike Spence (Lotus-Cosworth), Hulme, Jo Schlesser (Brabham-Cosworth) and Rindt. Schlesser held the lead for a brief moment, but it was Hegbourne who was usually a fraction ahead. Rindt retired with broken suspension, Spence was also forced to give up, while Schlesser dropped right back.

Procter led on the banking on the last lap, but Hegbourne slipped through to win by 0.2 sec., with Hulme a fraction behind in third place. Brian Hart's M.R.P. Lola-Cosworth was fourth. A battle for seventh place waged between David Prophet (Lotus-Cosworth) and "Geki" (Abarth-Fiat) was resolved in that order.

Following a 12-lap race for 1,600 c.c. Porsches, the F2 cars came out again for another 15-lap epic. Tony Hegbourne again drove brilliantly, never being placed lower than second on any lap. He really had to fight hard, with Hart (who eventually lost it at the hairpin and retired with a broken water pipe), Frank Gardner (Willment Brabham-Cosworth), Procter, Hulme and team-mate, Mike Beckwith breathing down his neck.

Beckwith led on the ninth lap, although his Cooper-Cosworth appeared to be losing oil, while Schlesser's Ecurie Ford-France Brabham was slowed with engine trouble, but once again it was Hegbourne who took the flag first. He finished 0.5 sec. in front of Gardner, with Procter, Beckwith and Hulme close on his heels.

Next race for the French Championship is at Rheims on 5th July, another circuit where one is assured of close racing. This time, however, the Grand Prix drivers will have a chance to pit their wits against the younger, ex-Formula Junior drivers, but with practically all the cars using Cosworth SCA engines it will be anyone's race.

RESULTS

Heat 1 (15 laps—77.3 miles): 1, Tony Hegbourne (Cooper-Cosworth), 37 m. 43.6 s., 122.10 m.p.h.; 2, Peter Procter (Lotus-Cosworth 32), 37 m. 43.8 s.; 3, Denis Hulme (Brabham-Cosworth), 37 m. 44.4 s.; 4, Brian Hart (Lola-Cosworth), 38 m. 5.8 s.; 5, Frank Gardner (Brabham-Cosworth), 38 m. 47.4 s.; 6, Jo Schlesser (Brabham-Cosworth), 38 m. 57.0 s.; 7, David Prophet (Lotus-Cosworth 32), 39 m. 10.9 s.; 8, "Geki" (Abarth-Fiat), 39 m. 11.2 s.; 9, Silvio Moser (de Sanctis-Ford), 40 m. 8.2 s.; 10, Mike Beckwith (Cooper-Cosworth), 14 laps; 11, Gunther Schramm (Cooper-Ford), 14; 12, Bill Bradley (Lola-B.M.C.), 14; 13, Peter Broeker (Stebro-Cosworth), 11. **Fastest lap:** Procter, 2 m. 28.2 s., 125.33 m.p.h.

Heat 2 (15 laps—77.3 miles): 1, Hegbourne, 37 m. 46.1 s., 122.97 m.p.h.; 2, Gardner, 37 m. 46.6 s.; 3, Procter, 37 m. 46.8 s.; 4, Beckwith, 37 m. 47.2 s.; 5, Hulme, 37 m. 47.5 s.; 6, Schlesser, 38 m. 50.2 s.; 7, Prophet, 39 m. 54.7 s.; 8, Moser, 40 m. 6.7 s.; 9, Schramm, 14 laps; 10, Bradley, 14; 11, Broeker. **Fastest lap:** Hegbourne, 2 m. 28.2 s., 125.33 m.p.h.

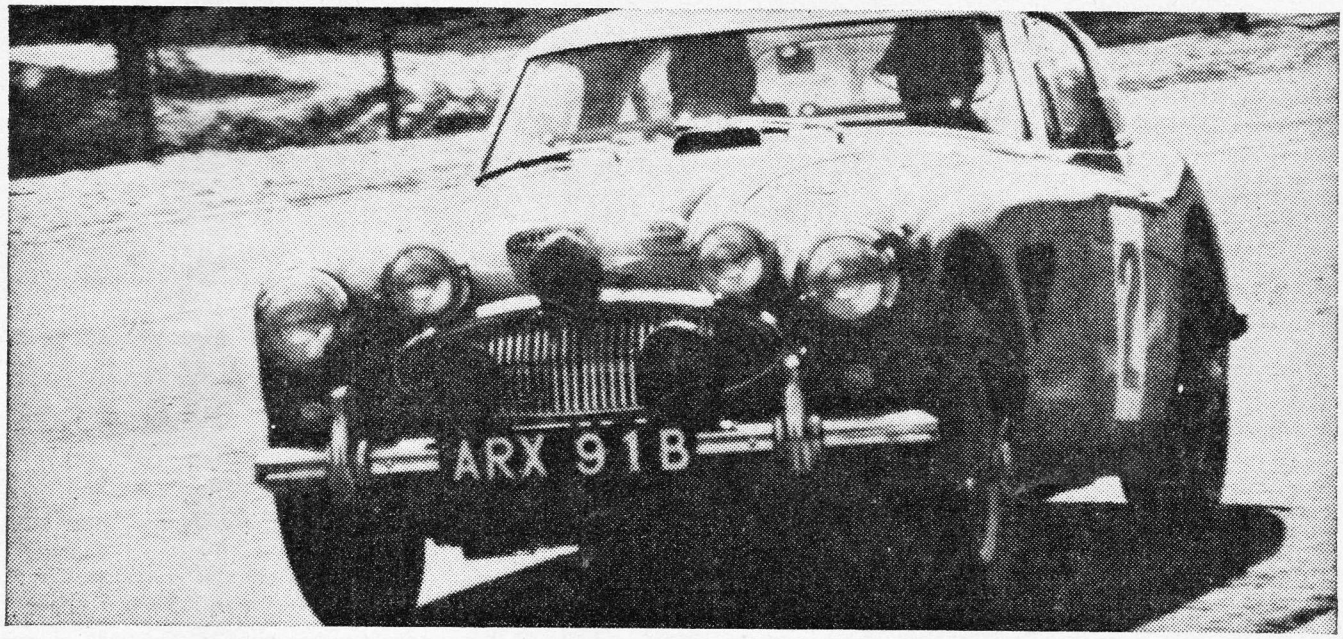
Aggregate Result: 1, Hegbourne; 2, Procter; 3, Hulme; 4, Gardner; 5, Schlesser; 6, Prophet; 7, Moser; 8, Beckwith; 9, Schramm; 10, Bradley; 11, "Geki"; 12, Broeker; 13, Hart.

PETER PROCTER tries to put paid to Tony Hegbourne's chances before the start of the meeting—but he wasn't too successful!



BMC CHALKS UP FIFTH RALLY WIN THIS YEAR

AUSTIN-HEALEY 3000 LANDS OUTRIGHT WIN IN AUSTRIAN ALPINE RALLY!



BMC wins yet another European rally. This time it was the Austrian Rally—a 1,200-mile thrash over switchback alpine roads. The car—an Austin-Healey '3000'—piloted by Paddy Hopkirk, with Henry Liddon navigating. This success brings BMC's total of 1964 rally wins up to five. Starting with a crushing win in the Welsh Rally, BMC went on to collect outright victories in the Monte, the Circuit of Ireland Rally and the Dutch Tulip Rally. There's British breeding for you!

Mini 'S' skedaddles home in the Tulip Rally





Mini 'S' clinching victory in the Monte

Dependability when the chips are down is a built-in virtue of every BMC production car—as you'll find out when you buy one.

THE BRITISH MOTOR CORPORATION LTD
BIRMINGHAM AND OXFORD

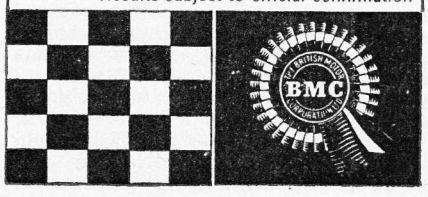
AUSTRIAN RALLY— FULL BMC RESULTS

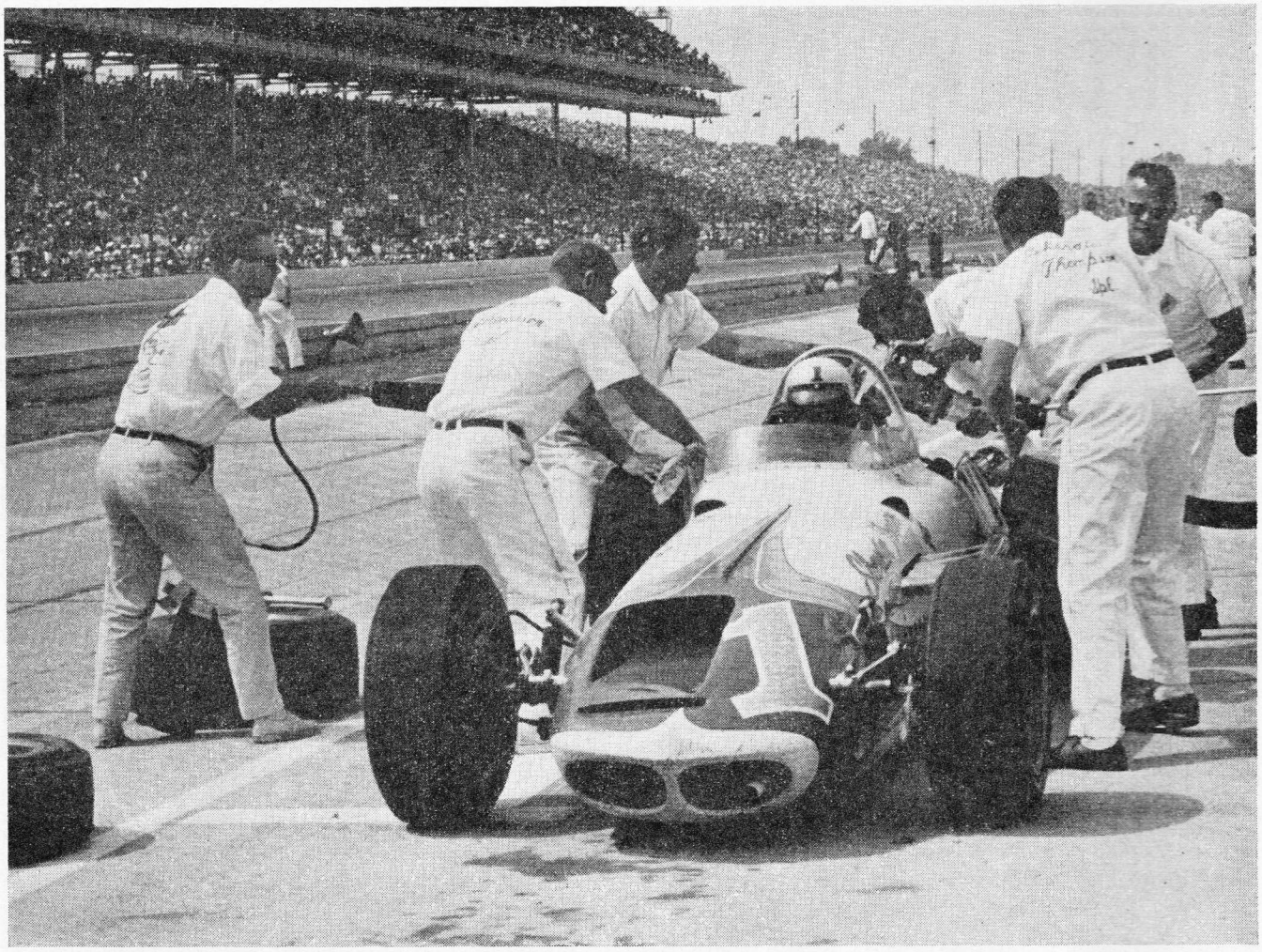
1ST OVERALL
and **1**st in G.T. Category over 2000 cc.
AUSTIN-HEALEY '3000' Mk. III
Paddy Hopkirk/Henry Liddon

MGB **1**st and **2**nd in G.T. Category 1600-2000 cc.

MINI COOPER 'S'
1st in Touring Category 1000-1150 cc. and **2**nd overall in Touring Category

Results subject to official confirmation



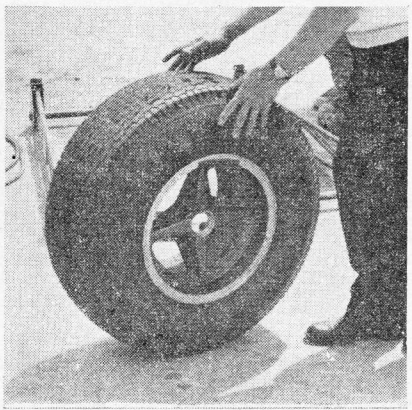


ANOTHER INDY FOR OFFY

A. J. Foyt (Sheraton Thompson Special) Wins 500-Mile Race—Second Lap Pile-Up Costs Lives of Dave MacDonald and Eddie Sachs—Rodger Ward Runner-Up with Ford-Powered Watson

AFTER much speculation as to the outcome of the Indianapolis 500-mile race on 30th May, victory went to A. J. Foyt, the American National Champion, in his front-engined "Offy", Sheraton Thompson Special, who averaged 147.35 m.p.h. to smash the 143.137 m.p.h. record set up last year by Parnelli Jones. Into second place came Rodger Ward in the Ford-powered Kaiser Aluminium Special. Only other non-Offy car to finish was Malone's 11th place Novi.

Over 300,000 spectators saw a shocking accident just as leader Jim Clark (Lotus-Ford) completed his second lap. At the back of the field, Dave MacDonald (All-State Special), leading a closely packed group, slid wildly coming out of the north-west turn. The rear-engined car hit the retaining wall and literally exploded, immediately bursting into flames. Into a sea of fire swept Eddie Sachs' Ford-powered machine and the "Offy" driven by Ronnie Duman—both cars immediately catching alight. Also involved were John Rutherford (Offy), Bobbie Unser in the f.w.d. Ferguson Studebaker-Novi, and three other cars. Veteran Eddie Sachs was killed instantaneously; MacDonald died in hospital to which he was rushed by helicopter, while Duman is critically ill with second-degree burns. Both Unser and Rutherford were treated for minor burns. Uninjured were Chuck Stevenson and Norman Hall.



A. J. FOYT'S Sheraton Thompson Special, seen at the top on its second pit stop, did not have its tyres changed throughout. Dan Gurney's Lotus-Ford, on the other hand, had little—and not so little—chunks missing from the tyre treads (above).

So soon as officials realized the danger, out went the red flags and the race was immediately stopped before the leaders could approach the blocked track. Fierce flames blazed on a large area of concrete while a heavy pall of thick black smoke obscured the vast arena. All available fire-fighting equipment, ambulances and rescue services were rushed to the scene of the disaster.

After 1¾ hours, the track was declared cleared and the race was re-started in single-file order, with Clark in first position. For some five laps, Jim held the lead, but was overtaken by Bobbie Marshman in the 1963 Lotus-Ford. Marshman set a tremendous pace, averaging over 155 m.p.h. He held his lead for 33 laps, then a serious oil leak developed and his race was run. Jim Clark lasted only seven more laps, when the nearside rear suspension collapsed and the wheel folded over the top of the assembly. With lightning reactions the World Champion steered directly into the infield and came to rest in a cloud of dust.

When Clark went out, Parnelli Jones took the lead, chased by Foyt, but on lap 55 had to refuel. As "A.J." swept into the lead, followed by Rodger Ward in his

Kaiser Aluminium Special V8, Jones's mechanics worked frantically to save precious seconds. The Bowes Seal Fast, re-started, was just leaving the pits area when the engine backfired and the fuel tank immediately caught alight. Warned by frantic arm-waving by other mechanics, Jones hurriedly jumped from the now blazing "Offy", but not before he was badly scorched on the legs and was taken to hospital.

It was up to Dan Gurney to uphold the fortunes of Lotus-Ford, but after deliberation Colin Chapman decided to withdraw the white-and-blue car, just in case it too might develop suspension failure. This was at 119 laps.

STARTING ORDER

First Row

Jim Clark (Lotus-Ford 34), 158.828 m.p.h.
Bobby Marshman (Pure Oil Firebird Spl.), 157.867 m.p.h.
Rodger Ward (Kaiser Aluminium Spl.), 156.406 m.p.h.

Second Row

Parnelli Jones (Agajanian Bowes Seal Fast Spl.), 55.099 m.p.h.
A. J. Foyt, Jr. (Sheraton-Thompson Spl.), 154.672 m.p.h.
Dan Gurney (Lotus-Ford 34), 154.487 m.p.h.

Third Row

Lloyd Ruby (Bill Forbes Racing Team Spl.), 153.932 m.p.h.
Len Sutton (Bryant Heating & Cooling Spl.), 153.813 m.p.h.
Don Branson (Wynn's Friction Proofing Spl.), 152.672 m.p.h.

Fourth Row

Walt Hansgen (M.G. Liquid Suspension Spl.), 52.581 m.p.h.
Jim Hurtubise (Tombstone Life Spl.), 152.542 m.p.h.
Dick Rathmann (Chapman Spl.), 151.860 m.p.h.

Fifth Row

Johnny Boyd (Vita Fresh Orange Juice Spl.), 151.835 m.p.h.
Dave MacDonald (M.T. Sears Allstate Spl.), 151.464 m.p.h.
Johnny Rutherford, 151.400 m.p.h.

Sixth Row

Ronnie Duman (Clean Wear Service Co. Spl.), 149.744 m.p.h.
Eddie Sachs (American Red Ball Spl.), 151.439 m.p.h.
Troy Ruttman (Dayton Steel Wheel Spl.), 151.292 m.p.h.

Seventh Row

Bud Tingelstad (Federal Engineering Spl.), 151.210 m.p.h.
Bobby Grim (Konstant Hot Spl.), 151.038 m.p.h.
Johnny White (Demler Spl.), 150.893 m.p.h.

Eighth Row

Bobby Unser (Studebaker S.T.P. Spl.), 154.865 m.p.h.
Bob Veith (M.G. Liquid Suspension Spl.), 153.381 m.p.h.
Eddie Johnson (M.T. Sears Allstate Spl.), 152.905 m.p.h.

Ninth Row

Jack Brabham (John Zink-Urschel Trackburner), 152.504 m.p.h.
Jimmy McElreach (Studebaker S.T.P. Spl.), 152.381 m.p.h.
Bob Harkey (Wally Weirs Mobilgas Spl.), 151.573 m.p.h.

Tenth Row

Bob Mathouser (Dayton Disc Brake Spl.), 151.451 m.p.h.
Chuck Stevenson (Diet Rite Cola Leader Card Rdst.), 150.830 m.p.h.
Art Malone (Studebaker S.T.P. Spl.), 151.222 m.p.h.

Eleventh Row

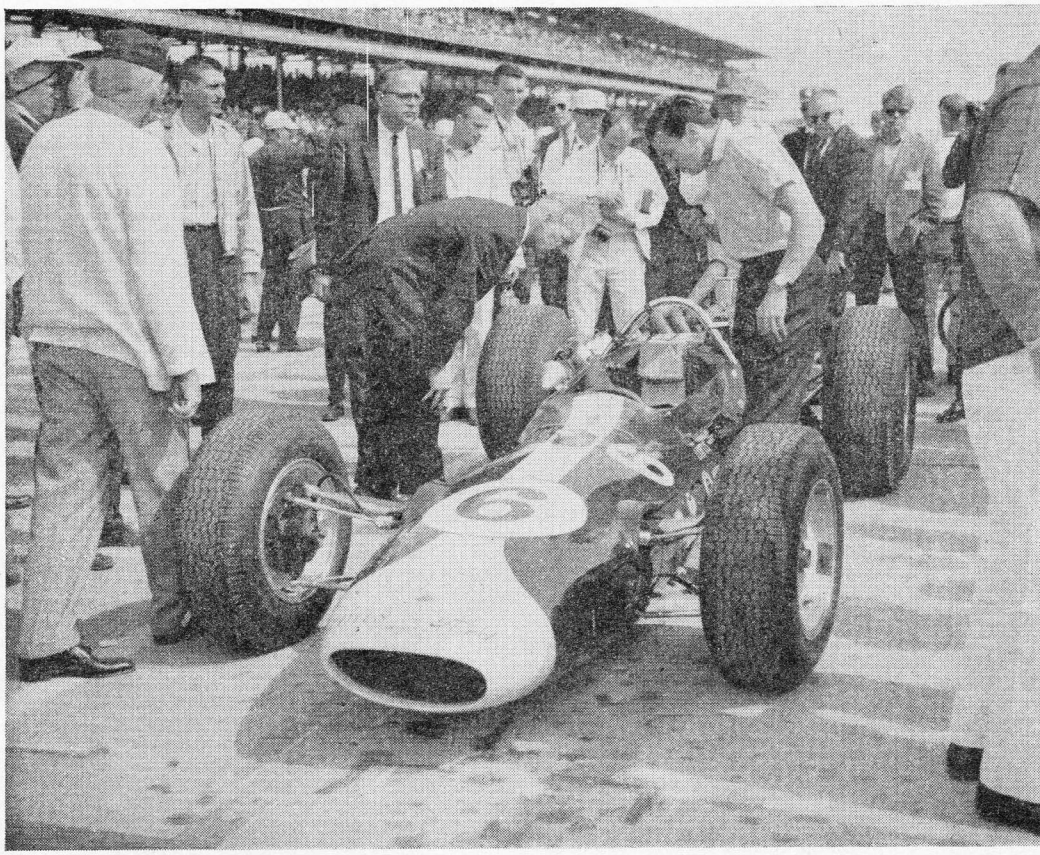
Norm Hall (Nothing Spl.), 150.094 m.p.h.
Bob Wente (Morcroft-Taylor Spl.), 149.869 m.p.h.
Bill Cheesbourg (Arizona Apache Airlines), 148.711 m.p.h.

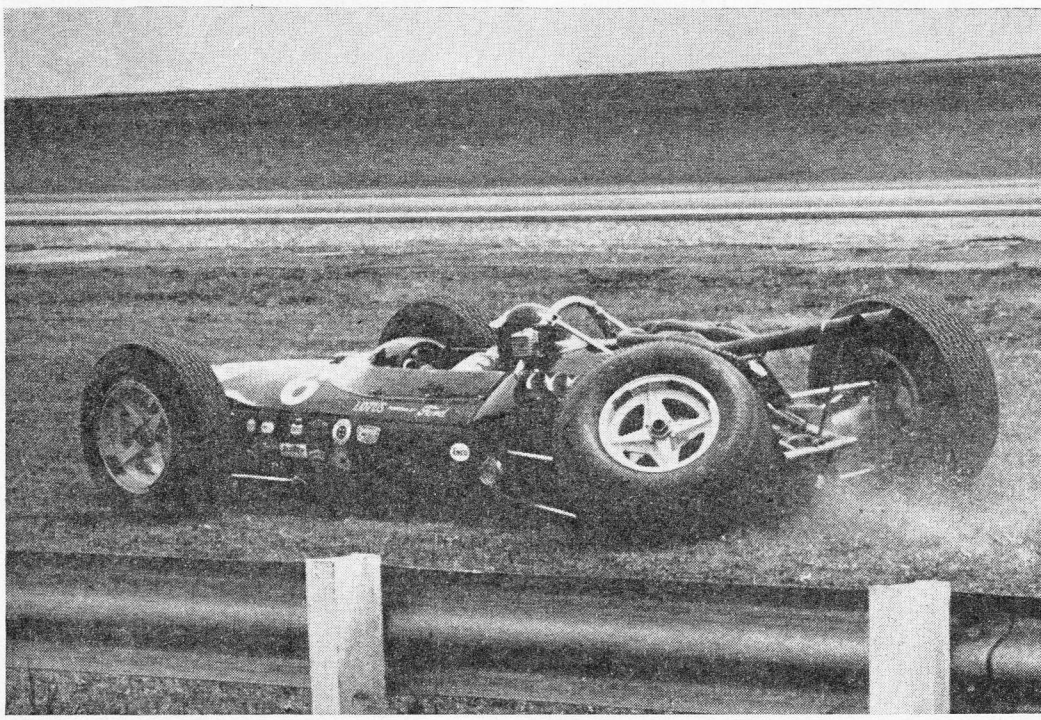
Meanwhile Ward had closed up on Foyt and the pair circulated a few seconds apart. When the yellow caution flag went out for a spinning car, Rodger decided to make a rapid refuelling stop while race speeds were lowered. To his chagrin, no sooner had he stopped at the pits, when the green light flashed on, and before the Ford V8-powered car re-started, Foyt had over a lap's advantage.

Foyt was never really challenged for the remainder of the race. He made only two pit stops to refuel against Ward's four and ran throughout on the same set of Firestone tyres.

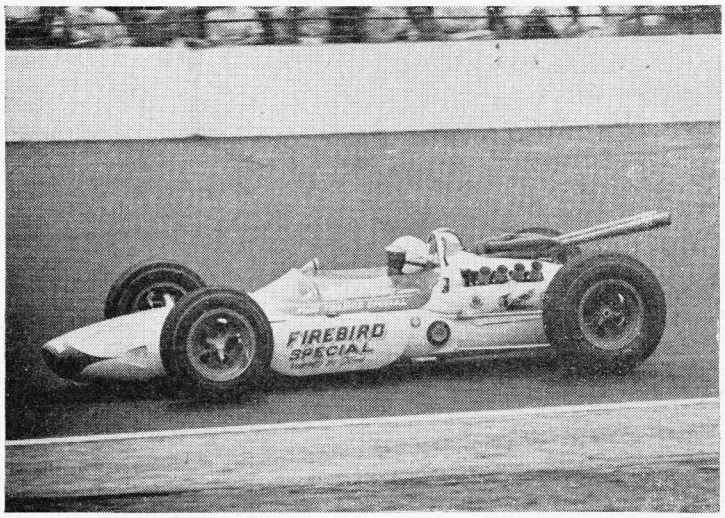
Out of the 33 cars which so hopefully started the race only 12 were still circulating at the end. Ward's second-place car was the sole survivor of seven Ford V8-engined machines. Jack Brabham's "Offy" Trackburner was also a non-finisher, abandoning after 81 laps with a leaking fuel tank. McElreath's Studebaker-Novi broke a piston; Ruttman (Watson-Offy) spun off and damaged his car. Walt Hansgen, after several stops, managed to bring the M.G. Liquid Suspension Huffaker-Offy into 12th and last place.

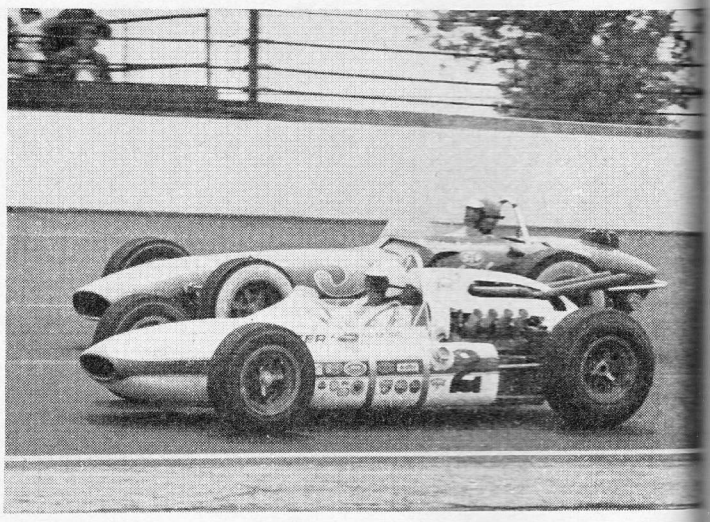
After the race, special prominent "Indy" drivers and entrants blamed the holocaust on the fact that the Ford-engined cars were using high-octane petrol, instead of the methanol-based dope of the "Offy" machines. They allege that petrol is far more inflammable and that methanol would





BEFORE AND AFTER. Fastest man in practice, Jim Clark, makes a last-hour inspection of his Lotus-Ford 34 (above). While leading the race, the rear suspension of the World Champion's car collapsed, and Clark made for the infield. The end of a gallant bid (below).





FOR SEVERAL LAPS, Bobby Marshman headed the field with last year's Lotus-Ford 29 until it was pushed into the infield while lapping slower cars and broke an oil pipe (above). RODGER WARD, now Ford rear-engined, passes Art Malone's Novi-powered Studebaker S.T.P. (above right).

not have caused such an immediate blaze-up. Granatelli and others also criticized rear-engined cars as being unstable and dangerous in that drivers sat in them surrounded by high-octane petrol.

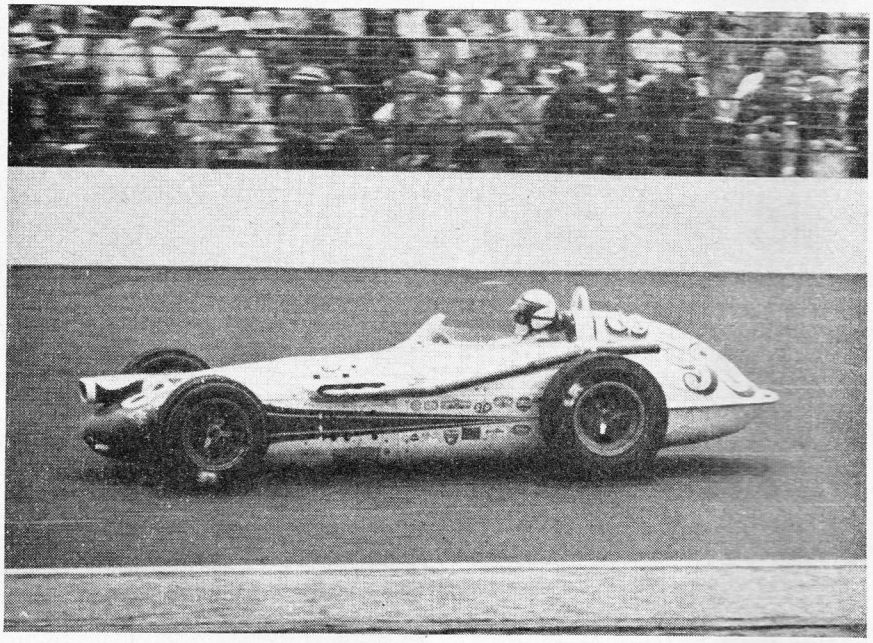
In view of the fact that Parnelli Jones's methanol-fuelled car also caught alight, it is difficult to justify the criticisms of petrol!

A full report of the race by Skip Lange will appear in next week's issue.

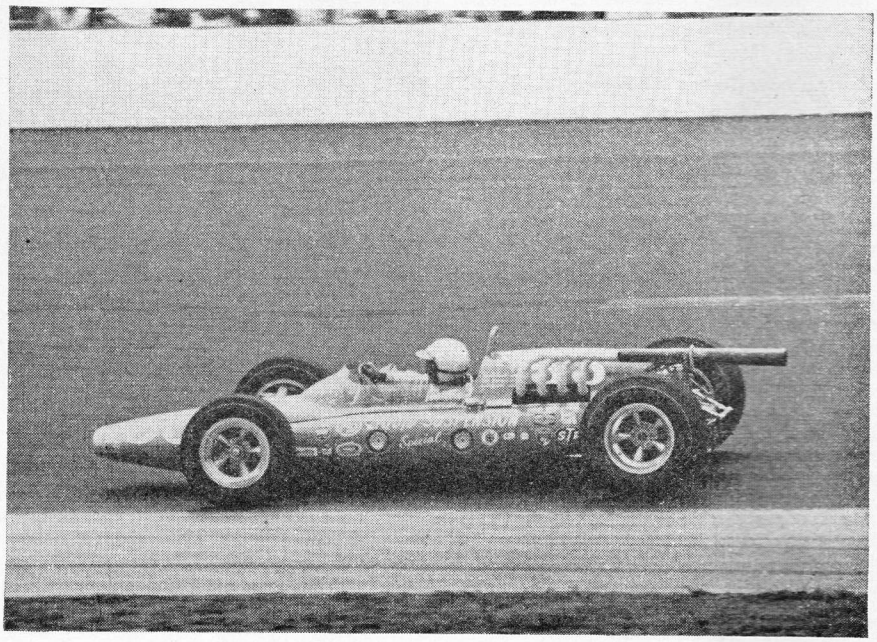
RESULTS

1. A. J. Foyt (Sheraton-Thompson-Offy), 3 h. 23 m. 35.08 s., 147.35 m.p.h. (237.139 k.p.h.). *Race Record.*
2. Rodger Ward (Kaiser Aluminium-Ford V8), 146.33 m.p.h.*
3. Lloyd Ruby (Bill Forbes Racing Team-Offy), 144.60 m.p.h.*
4. Johnnie White (Demler-Offy), 143.34 m.p.h.*
5. Johnny Boyd (Vita Fresh Orange Juice-Offy), 142.34 m.p.h.
6. Bud Tingelstad (Federal Engineering-Offy), 140.44 m.p.h.
7. Dick Rathman (Chapman-Offy).
8. Bob Wente (Morcroft-Taylor-Offy).
9. Bob Harkey (Wally Weirs Mobilgas-Offy).
10. Bobby Grim (Konstant Hot-Offy).
11. Art Malone (Studebaker S.T.P.-Novi).
12. Walt Hansgen (M.G. Liquid Suspension-Offy).

* All above race record.



LAST YEAR'S WINNER, Parnelli Jones, led for a few laps but was eliminated when his Bowes Seal Fast Special was involved in a pit fire (above). THE M.G. Liquid Suspension Special of Walt Hansgen, who was placed fourth at one stage, did not have liquid suspension! (below).



MARTINI SILVERSTONE

REGULATIONS are now available for the Aston Martin O.C.'s ambitious National Open Martini Trophy Silverstone meeting on 4th July, when the Grand Prix circuit will be in operation. Feature race, which counts towards the 1964 AUTOSPORT Championship, is the 52-lap Martini International Trophy race for sports-racing, sports and G.T. cars. There are also races for Formula 3, Group 2 saloon and *Formule Libre* (excluding F1 and F3) cars. Secretary of the meeting is Neil Eason-Gibson, 107 Bishops Mansions, Bishops Park Road, London, S.W.6.

ALL sales and distribution of the Gordon-Keeble saloon are being handled by Gordon-Keeble Concessionaires, Ltd., of 235 Farnham Road, Slough, Bucks, a new company formed within the Eton Group of the same address. The U.K. retail price has been fixed prior to release at a sum of £2,400 due to rising production costs. Provisional purchase tax on the this figure is £500 11*s.* 3*d.*

LOTUS CARS, LTD., have taken over the Waltham Cross Service Station. It will be known as the Cheshunt Lotus Centre, but it is also hoped to obtain the Ford franchise for the area.

WHITHER RALLYING?

"Complaint Free", not "a good thrash", is among the recommendations put forward by the Motor Rallies Advisory Committee—the Chesham Committee. The report will directly affect the course of future rallying in Britain

THE report of the Motor Rallies Advisory Committee (which will no doubt become known as the Chesham Committee), price 2*s*. 6*d*. from any branch of H.M. Stationery Office, should be "required" reading, not only for all rally officials, but also for every competitor who is seriously interested in the continuance of a most popular form of motor sport.

Now that governmental control of rallying has become an established fact, it is futile to waste too much space in considering why such control was ever necessary at all. Nevertheless, those who put it down as due only to the ill-run events of pirate clubs are refusing to face up to facts. In the R.A.C. *Motor Sport Bulletin*, which gives a very full and detailed résumé of the committee's recommendations, there also appears a shorter item reporting the findings of R.A.C. Tribunals upon complaints arising out of three well-known rallies. In each case the organizers were found guilty of breaches of R.A.C. regulations which are, after all, intended only to minimize the inconvenience to members of the public which rallies must necessarily cause.

In the not too distant future such organizers would very probably appear not before an R.A.C. Tribunal but before a bench of Magistrates, to answer summonses brought under Section 36(1) of the Road Traffic Act, 1962, which reads:

36—(1) A person who, after such day as the appropriate Minister may by order made by statutory instrument appoint (which by Statutory Instrument No. 183 (C.I.) has been fixed as 15th February, 1964), promotes or takes part in a competition or trial (other than a race or trial of speed) involving the use of motor vehicles on a public highway shall be liable on summary conviction to a fine not exceeding £50 unless the competition or trial is authorized, and is conducted in accordance with any conditions imposed, by or under regulations under this section.

It should be noted that this section brings under possible penalty not only competitors, whether drivers or navigators, but also officials, and that the definition of a "competition or trial" is in wide enough terms to cover any present known form of motor sport over the public roads, whether organized by R.A.C.-recognized or pirate clubs.

The committee indeed felt that it covered even the Ministry of Transport and I.A.M. Driving Tests and many Service Training Exercises. This, perhaps, explains two findings which have puzzled many people: that there are around 8,000 potentially controllable events each year and that two-thirds of them are run by day. After all, it is mainly serious competitive rallies which are run at night. Unfortunately, however, the 33 per cent night events have apparently been the subject of 85 per cent of the complaints received by Chief Police Officers during the 18 months preceding June, 1963, so it is not perhaps surprising that these are likely to be the most strictly controlled.

As the committee's findings have apparently been accepted by higher authority, regulations giving "teeth" to their ideas must now almost certainly be in draft and these will presumably closely follow the committee's recommendations as to the type of control. The system suggested is freedom from control for small events, control at local level for larger local events and central uniform control for events running over several counties.

The three categories put forward by the committee are:

1. Events involving not more than 12 vehicles, social rallies, treasure hunts not following a set route, and military exercises conducted by the services. These were not considered to cause any great nuisance, and are therefore free from any form of control.

2. Events not in the above categories confined to one county (which includes any county borough in that county), and which either: (*a*) have no intermediate timing or are run at an overall average of less than 10 m.p.h. or (*b*) have intermediate timing and are run at an overall average of over 10 m.p.h., but which are either wholly run over trunk, class 1 roads and motorways, or also include in their route not more than five miles over roads subject to a 30 or 40 m.p.h. speed limit.

These can be authorized by a County Chief Constable, subject to compliance with certain standard conditions, largely based upon present R.A.C. practice.

3. All other events.

These can only be authorized by the central controlling agency, which will be the R.A.C. or the A.C.U., acting as agents for the Ministry of Transport. As such, of course, both bodies must be completely impartial in respect of recognized or pirate clubs.

Obviously, all serious rallies will fall into the third category which will be subject to the strictest control, as being likely to cause the most nuisance. This must also, incidentally, be the most expensive control, for the Minister of Transport has made it clear that the taxpayer is not going to bear any part of the considerable cost entailed in setting up, equipping and running the controlling agency. This cost can only, therefore, be recovered from fees charged for authorizing an event, which it is suggested should be based upon the mileage approved, subject to a fixed minimum. Obviously, this requirement will fall hardest on the pirate clubs, who have previously not had to pay any authorization fee and whose entry fees have accordingly been very low.

The standard conditions are clearly designed to minimize nuisance. The most restrictive is possibly that as far as the central controlling agency is concerned, events passing within 250 yards of any dwelling must be limited to one night-time and two day-time events per month, except where such dwellings are near trunk, class 1 roads or motorways, or, in cases where the consent of the occupiers has been obtained, to greater frequencies.

This clearly allows great scope for efficient organizers endowed with much natural charm!

The calendar will also be affected by the requirement that applications to the central controlling agency must be made not more than six nor less than two months in advance of the proposed event, the latter figure being cut to 28 days in the case of events to be authorized by Chief Constables.

A maximum of 120 competitors by night and 180 by day (except for certain popular events such as the R.A.C. rally, the Brighton run and those popular M.C.C. classics, the Exeter and the Land's End) with a maximum opening time for controls of $2\frac{1}{2}$ and $3\frac{1}{2}$ hours respectively seems very fair. This, indeed, perhaps favours competitors, few of whom will quarrel with requirements that all gates must not only be manned but opened for them, and that there cannot be an accumulated penalty for lateness. Less popular may be the end of minute sprints, for the minimum distance between controls will now be two miles, and the virtual disappearance of vans in rallies, for such vehicles will be restricted to an average of 25 m.p.h. where cars may average 30 m.p.h. This latter may, however, be no bad thing.

Undoubtedly, the forthcoming regulations will impose heavier obligations on organizers, which may in turn lead to more co-promoted events with a larger pool of officials on which to draw. Assuredly, moreover, all clubs will have to pay closer attention to public relations in future, which the more clear-thinking clubs have done in the past, and something drastic may have to be done at club level about the win-at-all-costs types, who have brought rallying into public disfavour. Some old-established clubs are already taking such action, but it must not be forgotten that failure by a competitor to abide by the imposed conditions may very well in future not only make the whole event unlawful (with all which that can imply) but also seriously prejudice the club's future applications.

The ball now lies with the clubs and the competitors. The daily Press has already suggested that the committee has come down too heavily on the side of competitors and once restrictions are applied it is all too easy to tighten them up. In future, the criterion of a good rally must not be "a good thrash", but "complaint free".

One loophole is left in the report. The late "Holly" Birkett's scatter-principle rally apparently received the committee's blessing, a fact which would have delighted that great rally pioneer. It would not, however, be a solution to start rallying in Scotland, which will not yet be subject to the regulations. This would be fair neither to the Scots, whose few complaints apparently arise from Sassenach rallies, nor to the Scottish Office, who would presumably soon adopt the English regulations. Ominously enough, an observer on the committee was Mr. J. Ramsay, of the Scottish Development Department.



AUTOKARTING

By NICK BRITTAN

French Team Wins Six Hours

THE Paris Six Hours is to karting what Le Mans is to motor racing, except that it is the French and not the Italians who are hot favourites. Running true to form and for the fifth successive year it was a French team that won this mammoth and colourful event.

Hot pre-race favourites for this year's event on 24th May were the two Parilla factory entered teams of Sala/Cancellieri and Elionori/Constantini, who were victorious at the European meeting at Vevey last month. But it was European Champion Jean-Michel Guillard, teamed with Georges Lagrabette, who spreadeagled the 55-strong field to win by a clear 14 laps.

Of the 55 entries, 30 were non-French—seven of them British. Ten nations contributed to the entry list to make this the biggest international ever run in Europe. Some of them came from as far afield as the Ivory Coast of Africa and the little West Indian island of Guadeloupe.

Top favourite in the British camp was the Day/Ermelli Komet, having posted third fastest time in practice. British disappointments were many, for after four and a half hours of racing the Day/Ermelli Komet expired dramatically with a seized engine while holding second place. Last year's winners led until the end of the first hour when a dramatic crash on the rain-soaked circuit put Alazard and his kart into a spectator enclosure after a crazy 50 yard spin. At this point Guillard took over the lead with Day hard on his heels. Both the fancied Italian teams by this time had all but withdrawn with a diversity of problems too numerous to mention.

Guillard and Day had pulled out a lap lead on the rest of the field, and at one stage were swapping places two and three times a lap! This fantastic dog-fight continued until the 4½ hour stage, when the British kart was retired.

This put the Belgian entry into second place, where they stayed until flag fall. The leaders continued to extend their advantage until after six hours they had a 14 lap lead over the second placed Belgians. Third place, and 19 laps behind the winners, came the British entry of Bob Grant and Bernie Grammer. Their Parilla had circulated steadily for the entire six hours, pulling in hourly for refuelling and driver change.

The Darlington-based North West K.C. with their Fox-Saetta driven by Bill Elliot/John Waterhouse took 10th place. After holding third place for over two hours the Paul Fletcher/Roger Mills Saetta finally dropped back to 14th after two pit stops to cure engine problems.

In 19th place came the Shennington K.C. entry of Kirkby/Baker/Stokes. The second Shennington team of Davis/Davis/Chapman finished 31st. Day and Ermelli were classified 38th, despite having gone out at 4½ hours. The Salamone/Brittan entry blew an engine in the final ten minutes of practice, did a swift re-build, but spent a further two hours in the pits during the race with sundry engine maladies, and was finally classified 40th.

The best placed Italian team of Sylvia Ragamelli (the sole female entrant) and Fernandino Beggio finished 13th. Of the 55 entries, 11 were eliminated in crashes during the first two hours in the rain. The rain increased the lap times to 69 secs. from 58 secs. the previous day in the dry! Despite this comparative slow running for the first two hours the winner covered 326 laps of the twisty 1,000 yard circuit, a total of 196 miles. When the circuit dried out both Day and Guillard were timed at close to 70 m.p.h. before the breaking point at the end of the 300 yard straight. Fuel tank regulations permitted one gallon, and this meant pit stops about once an hour.

Guillard demonstrated by his victory that his championship title win last year was no fluke. He drove superbly, never once putting a wheel out of place. His partner, one-time French team member Lagrabette, was equally as fast, but extremely hairy and lacked the polish and smoothness of his team mate.



VICTORS. Lagrabette and Guillard (No. 42) surrounded by supporters, mechanics and other drivers after their six-hour ordeal.

Paddock Gossip

THE 45 minutes of kart racing on B.B.C. *Grandstand* on 23rd May went down extremely well. Camera work was first class and viewers were able to see real close-ups of the drivers at work. John Bolster did the paddock commentary, keeping everyone amused and well informed. B.B.C. themselves were very pleased with the showing and with the audience reaction. More transmissions from meetings are expected during the season.

* * *

ROGER MILLS and Paul Fletcher ran a prototype Komet kart at the Paris Six Hours. Multi-tubular with the seat slightly off-set, it follows the current trend of putting the engine on one side.

CORRESPONDENCE

Penalties

I APOLOGIZE for my incorrect statements concerning B.A.R.C. penalties. However, I fail to see what difference it makes. So far as I know, and perhaps Mr. Parry will correct me on this, the B.A.R.C. are the only major club to apply them. I question whether they are obliged to if they do not wish to do so. However one looks at it and whoever is responsible, the rule is childish, unfair and frequently makes nonsense of races, spoiling them for competitors and spectators alike.

ENGLEFIELD GREEN, SURREY. T. N. BRETTELL.

Wrong Impression

IN order to correct a wrong impression which seems to have got around we would be obliged if you would publish the following facts: In the first lap (of the sports and G.T. race at Goodwood on Whit Monday), at Fordwater, Roy Pierpoint spun his Attila Mk. 3, Tony Lanfranchi did likewise, thereby causing Roy Salvadori to move over in avoidance.

As a result of this—and to prevent a serious accident taking place—John Coundley deliberately spun his Lotus 19 and, of course, lost his position. During the progress of the race he was able to pull through the field again, eventually finishing fourth overall, but the race result could well have been markedly different had he not been obliged to spin as described above.

G. A. S. PALMER,
LONDON, S.W.7. *John Coundley Racing Partnership.*

The Point of Rallies

EVERY time I read the report of an international rally in AUTOSPORT I chuckle to myself, for these events are nothing more than thinly disguised road races. It appears to me that the winner is the man—or woman—brave enough to drive his car along the rough, special stages faster than his competitors, whatever damage is caused to the car.

To be able to do this, however, the driver needs the services of a works support crew to rebuild his car after each stage, while the accessory manufacturers also play an important part in keeping a car running.

Surely the thing to do would be for one of the rally organizers to come out into the open and hold a genuine road race? Then the works drivers would not be able to drive so fast (they could not afford to stop every 50 miles to have the car rebuilt) and therefore the private owners would stand more of a chance than they do now.

How about it?

WARE, HERTS. DAVID CHALMERS.

Grass Cutting

THE one-minute penalty now being inflicted on drivers who put all four wheels on the grass at B.A.R.C. club race meetings is an unfair and dangerous rule. Unfair because a diversion on to the grass loses time anyway, and dangerous because of the choice it puts on the driver.

The driver must choose, in the split second that he feels the unbalance of the car, whether to risk his car and his life by holding a tighter and more dangerous line in an endeavour to keep at least one wheel on the track, or to be penalized one minute.

This is a penalty which should not be imposed; a driver races to win and, if the option is to lose his place by this rule or to win by taking a gamble, his decision is being placed on a balance not of his own making, in an already dangerous sport.

CHISLEHURST, KENT. D. E. O'SULLIVAN.

Technical Advances

AS a "smug, self-satisfied pre-war enthusiast", Ian Scott Watson's remarks about "pre-war monsters" appear rather ill-informed, to me.

He questions the technical advances of the 1934-1937 formula: "the ability to make a larger engine, what else?", he asks. Only a few minor ones, I suppose, such as i.f.s., the ZF differential, hydraulic brakes, i.r.s. and the de Dion rear axle, to mention a few; oh, yes, Auto Union actually built a rear-engined G.P. car.

Rapid strides consequently were evident in performance. In 1934 the Tripoli G.P. was won by Varzi (Alfa Romeo) at 116 m.p.h. Varzi won again in 1936 at 127 m.p.h. in an Auto Union, while in 1937 Lang increased it to 134 m.p.h. Likewise at Avus in 1934 Moll won at 127 m.p.h. (Alfa Romeo), and by 1937 Lang (Mercedes-Benz) averaged 162 m.p.h. Such rapid progress has not been seen in the present formula, surely?

He claims that today's cars require more skill to drive than the pre-war cars; this isn't a indisputable fact either, Mr. Scott Watson. The 1937 Mercedes-Benz developed 200 b.h.p. at 1,700 r.p.m., reaching over 600 b.h.p. at 5,800 in a car that weighed under 15 cwt. (dry). So they managed to drag themselves from 0-140 m.p.h. in about 11 secs., and reach well over 190 m.p.h. at Spa.

The few post-war drivers who sampled this performance found it shattering. Journalist Gordon Wilkins, after trying the 1937 G.P. car, found the 1955 G.P. Mercedes "as easy and light to handle as a bicycle".

Pre-war enthusiasts don't deny today's great progress, they don't question Jim Clark's ability, they just prefer the sight, sound and smell of an E.R.A. to that of a Lotus 25.

NEWQUAY, CORNWALL. J. BISCOMBE.

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



PIÈCE DE RESISTANCE, the Italian Alfa Romeo TZ with an aluminium coupé body by Zagato. "Impossible to put into words," John Bolster declares.

SILVERSTONE'S TAKE YOUR PICK

Foreign Car Test Day

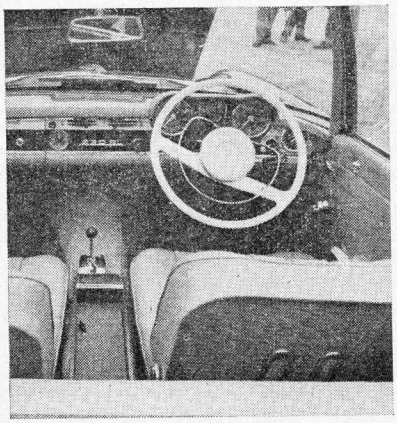
By JOHN BOLSTER

THE Foreign Car Test Day took place on 27th May in brilliant sunshine. The organizers, Total Oil Products, contrived to lose an enormous petrol tanker, which delayed the start. I therefore "paddock-tested" a new version of the 50 c.c. Honda scooter, which went well and would easily fit in the boot of a large car.

When activity began on the circuit, I approached Artur Keser, of Mercedes-Benz, who entrusted me with a beautiful open 230SL. This car was fitted with a little central gear lever, which in fact controlled a four-speed automatic gearbox. The transmission must be given the highest praise, for it combines most of the virtues of a good manual change with those of automatic selection. On Silverstone, one changed down for corners by a touch of the lever.

The car was very "soft", with extremely light operation of all the controls, the optional power-assisted steering giving very precise response. Controllability was exceptional for so comfortable a car, though a good deal of tyre scream was produced on the bends. The engine was wonderfully smooth and seemed to have an unlimited capacity for revs. The 230SL is not a sports car, like the fierce 300SL of immortal memory, but it is a most charming magic carpet.

AUTOMATIC four-speed box of the Mercedes-Benz 230SL has a centrally controlled gear lever—combining the best of both automatic and manual transmissions.



An eye-opener was the Grosser Mercedes 600, with just about everything automatic and 6.3 litres of V8 engine. This £8,750 luxury carriage has a wonderfully easy stride, never seeming to be in a hurry though it flashes up into the nineties in a few yards. With the ride control on the hard setting, the cornering is fast and controllable. A fairly pronounced initial understeer is allied with balanced four-wheel drifting on fast bends, while the soft damper setting gives an ultra-soft ride for town use. This is a truly great car, in every sense of the term.

The biggest possible contrast was provided by a B.M.W. 700 coupé, which Jock West supplied. Nothing could be smoother than the flat-twin engine and the 70 m.p.h. third gear was a joy. The car felt very safe indeed and had an air of enjoying a spot of hard driving.

A very impressive car was the Volkswagen 1500S. It was not noisy, even when hard pressed, and had a high third gear, top being almost an overdrive. The machine cornered well and felt less "rear-engined" than the smaller Volkswagen.

Very interesting to try for the first time was the new N.S.U. Prinz 1000, which has a four-cylinder, air-cooled engine mounted across the back of the car. Far quieter than any previous N.S.U., it displayed real punch and was well balanced when cornering hard. The refusal of the rear end to break away was most praiseworthy for a rear-engined machine.

I had decided not to test the French cars, having covered them at the Montlhéry *Journée d'Essais*. However, I could not resist the Citroën *Décapotable* which, with its hood down, was ideal for so sunny a day. The cornering power of the front-drive Citroën is still phenomenal, and one could ultimately break away the rear end, the controllability being most impressive at all times.

Among the Americans, I sampled a "Compact", the Valiant by Chrysler. I was agreeably surprised by both the well-balanced cornering and the capacity for high speed of this 3,682 c.c. six-cylinder car. Of completely conventional specification, except for its torsion bar front suspension, it handled like a European machine.

The Oldsmobile Ninety-Eight, on the other hand, was typically American. This huge luxury sedan has a track of 5 ft. 2 ins. and a wheelbase of 10 ft. 2 ins., with a 6½-litre engine developing 294 b.h.p. I adjusted my seat electrically and set off to handle two tons of car through steering lighter than that of a bicycle. The engine was as smooth and quiet as one would expect, while the controllability was quite reasonable. The brakes, however, were not up to the task I set them.

Alfa Romeo had an enormous range of cars, their organization being superb. Richard Shepherd-Barron allowed me to handle what was, without any doubt, the car which made my little day. This was the TZ competition model, with a multi-tubular frame, independent suspension all round, and an aluminium racing coupé body by Zagato. The engine developed 129 b.h.p. at 6,500 r.p.m. and the close-ratio gearbox had five speeds.

It is impossible to put into words the combination of sheer cornering power with the ultimate in controllability. Naturally, there was much more noise inside the car than in a production Alfa, but conversation was always possible. There is no need to keep the revs. up all the time, the unit pulling strongly in the middle of its range. To enjoy all the possibilities of Silverstone, a competition car of this calibre is an incomparable companion.

THE CHRYSLER VALIANT, one of the American "compacts" on sample, handled rather similarly to a European car. It has a 3.7-litre six-cylinder engine.





A RACE OF INCIDENTS

Main Favourites Retire on the Nurburgring 1,000 km. to see Lodovico Scarfiotti/Nino Vaccarella (Ferrari 275P) Triumph

By PATRICK McNALLY **Photography by FRANCIS PENN**

LODOVICO SCARFIOTTI and Nino Vaccarella (Ferrari 275P) won the 1964 Nürburgring 1,000-km. race after the established favourites had all fallen by the wayside. John Surtees (Ferrari) had seemed all set to win when a broken wheel put him off the road. The second 3.3-litre prototype, that of Maranello Concessionaires, driven by Graham Hill and Innes Ireland had had to retire when a split fuel tank caused them to run out of petrol; although they restarted they were later to be black-flagged as refuelling on the circuit was against the regulations.

Michael Parkes and Jean Guichet drove a superb race to finish second overall in their Ferrari GTO, only one lap and 1min. 28.7 secs. behind Scarfiotti/Vaccarella. Porsche were there in force, the new 904s being as common as Minis at a British club meeting—and driven rather similarly! Ben Pon and Gerhard Koch (Porsche 904) drove a fast and intelligent race to take third place overall, also winning their class.

The flat-eight Porsche driven by Jo Bonnier and Richie Ginther finished in fifth place overall after being delayed by a faulty throttle cable. The Porsche came up through the field really quickly, having lost at least a lap in the pits. Belgians Lucien Bianchi and Gerald Langlois van Ophem (Ferrari GTO) took fourth place overall to finish second in their class, while David Piper and Tony Maggs (Ferrari GTO) took seventh place behind the Porsche 904 of Müller and Knörr.

Those fabulous Dick Jacobs M.G. Midgets, now fitted with the new 1,295 c.c. engines, finished 1-2 in their class, with the same drivers as last year: Andrew Hedges/Keith Greene and Chris Martyn/Alan Foster.

The A.C. Cobras once more had lots of trouble, but the Jo Schlesser/Dickie Attwood car, despite a long pit stop for various minor maladies, went like the wind to pass the Warwick Banks/Patrick McNally Jaguar E-type in the last two laps to win their class.

One of the best efforts of the day was that of Diva drivers John Miles and Peter Jackson who won the 1-litre prototype class despite severe suspension trouble.

Biscaldi and Furtmayr won the 1000 class in their Alfa Romeo Giulia TZ from team-mates Bussinello and Pianto—these new Alfas go like the devil! Hans Herrmann and Fritz Jüttner also won their class in a 1300 Abarth-Simca.

LODOVICO SCARFIOTTI takes a quick glance in the mirror of his Ferrari 275P at those in attendance at North Turn on the first lap. Following the eventual winner are Graham Hill in the Maranello Concessionaires similar car and the Ford G.T.

IN training Brian Hetreed crashed at Keffelchen, the Aston Martin finishing 100 yards off the circuit a complete write-off. Tragic to relate, Brian suffered fatal injuries. A preliminary inquiry suggested a burst tyre caused the accident. Understandably Michael Salmon withdrew the second Dawnay Aston Martin. Brian's death cast a shadow over the whole British contingent—he will be sadly missed.

German driver Rudolf Moser, too, was killed when he lost his 904 at the Tiergarten. These were not the only incidents, for Dickie Protheroe went off at the Flugplatz, badly damaging his lightweight E-type coupé and suffering concussion. Frank Gardner had the engine of his Willment A.C. Cobra seize at almost the same place, the car flipping end over end at over 100 m.p.h. Frank was miraculously unhurt. Another Cobra driver, Sicilian Vicenzo Arena, was not so lucky: he put his car in the trees at Efchbach, severely damaging the A.C. and breaking his ribs and jaw as well as suffering other minor lacerations.

As for practice times: Surtees/Bandini were fastest, a fraction of a second quicker than the Ford G.T. driven by Phil Hill/Bruce McLaren. Then came Nino Vaccarella/Lodovico Scarfiotti (Ferrari) and the Porsche of Jo Bonnier/Richie Ginther. Edgar Barth/Colin Davis had

gone like the wind in practice, but the veteran German driver Barth clipped the car at the South Turn when he lost the brakes. Another driver suffered a similar fate—Mike Spence (Lotus Elan), finding he had no means of stopping, ran up a bank to slow down and turned the car over without personal injury. Unfortunately, this was the Ian Walker Le Mans prototype and it is doubtful whether we shall see it in the 24-hour race.

At 8.50 a.m. drivers took up their positions opposite their cars. The weather was set fair with blue skies and the promise of a dry race—a nice change. At 9 o'clock the starter sent them on their way.

The traffic jam at the South Turn made the 'Ring look like the Brighton road at Whitsun, a certain amount of drama being added by the Willment A.C. Cobra of Bob Olthoff which back-fired through the carburetters and caught fire. The car continued (despite losing five laps) to finish third in its class—a good effort.

John Surtees driving on top form took an immediate lead, in his 3.3-litre prototype works Ferrari 275P, from Lodovico Scarfiotti's similar car. Behind them came Phil Hill in the Ford G.T. and Bonnier in the flat-eight Porsche.

As they passed the pits having completed their first lap the watches showed Surtees to have completed the standing lap in 9 mins. 17.7 secs.—only 1.3 secs. slower than the sports car record. Phil Hill had moved up to second place, but was a long way behind Surtees and being closely followed by Scarfiotti, Graham Hill (3.3-litre Ferrari 275P prototype) and Bonnier.

The first lap had taken its toll. Jo Schlesser's A.C. Cobra had slowed right down; "Elde" had dropped his Porsche 904 at Bergwerk—not too badly, but it was no longer a runner; and the Lotus Elite of Pierre de Siebenthal had slowed right down and it later contrived to go off at the South Turn no fewer than three times!

Surtees was even farther ahead as they completed their third lap; Scarfiotti and G. Hill had passed the Ford G.T, which was now ahead of Mike Parkes in his GTO, the Bonnier Porsche having stopped at the North Turn with a parted throttle cable.

Peter Sutcliffe was very unlucky to arrive at Wehrfeiten to find Tommy Hitchcock spinning his A.C. Cobra: Sutcliffe became engaged flipping his lightweight E-type right over and back on to its wheels, to escape with a badly bruised behind, while Hitchcock, too, was relatively unhurt.

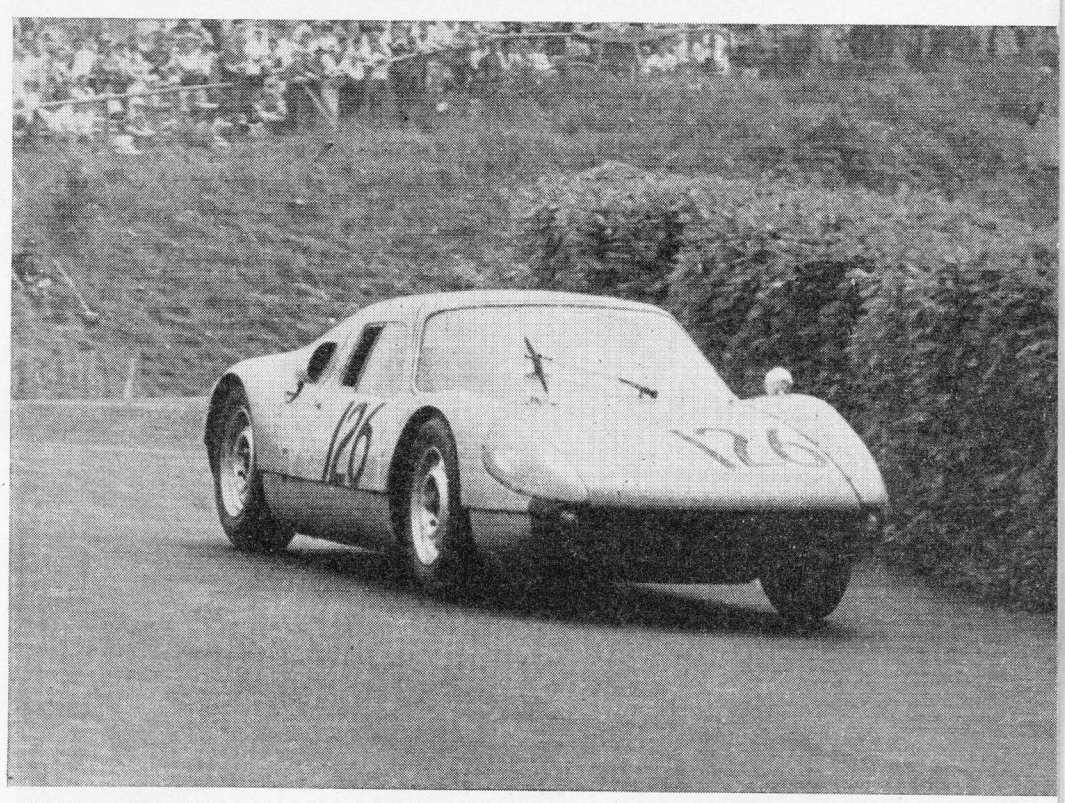
After five laps Surtees had a 50 secs. lead over G. Hill, who had now passed Scarfiotti. The Ford G.T. was still well up with the Ferraris, comfortably ahead of Parkes. Gerhard Koch was leading the 2-litre cars in Ben Pon's Porsche 904, Pon having injured his knee, and thus being unable to make the Le Mans start.

The pits were already filling up. Bob Bondurant had his Cobra in with something trailing loose under the car; the 1963 Lister-Jaguar prototype of John Coundley/Jack Fairman was in with rear suspension troubles; Schlesser was in to have the accelerator connected; the Marcos of Raymond Nash and Tony Kilburn was in with braking troubles; and the Simon Scrimgeour 1,650 c.c. Turner-Ford had gear selector trouble.

The Peter Lumsden/Peter Sargent E-type Jaguar called in at its pit to have the broken bonnet straps repaired and, in the same class, Peter Nöcker found himself with only third gear in Peter Lindner's lightweight E-type. Lindner then took over, but the gearbox seized completely, putting the car out of the race.

The race had now settled down a little, with Surtees still in the lead, but with Hill narrowing the gap in the Maranello Concessionaires' Ferrari. Mike Parkes led the up to 3,000 c.c. G.T. class, Linge (Porsche 904) passed Koch in the 2-litre brigade, Alfa Romeo and Abarth-Simca led their respective classes, while Mauro Bianchi held off the Dick Jacobs Midgets in his works Alpine. Warwick Banks (E-type) held the lead in the over 3,000 c.c. G.T. cars, all the other cars having lost time with pit stops, etc.

After 15 laps the Ferraris of Surtees and Hill called at the pits for fuel, but better pit work saw Innes Ireland—who had taken over from Hill—go back ahead of Bandini—who had relieved Surtees. The Ford challenge fizzled out when the car suffered suspension damage shortly after Bruce McLaren had taken over. This car showed a tremendous potential and when finally

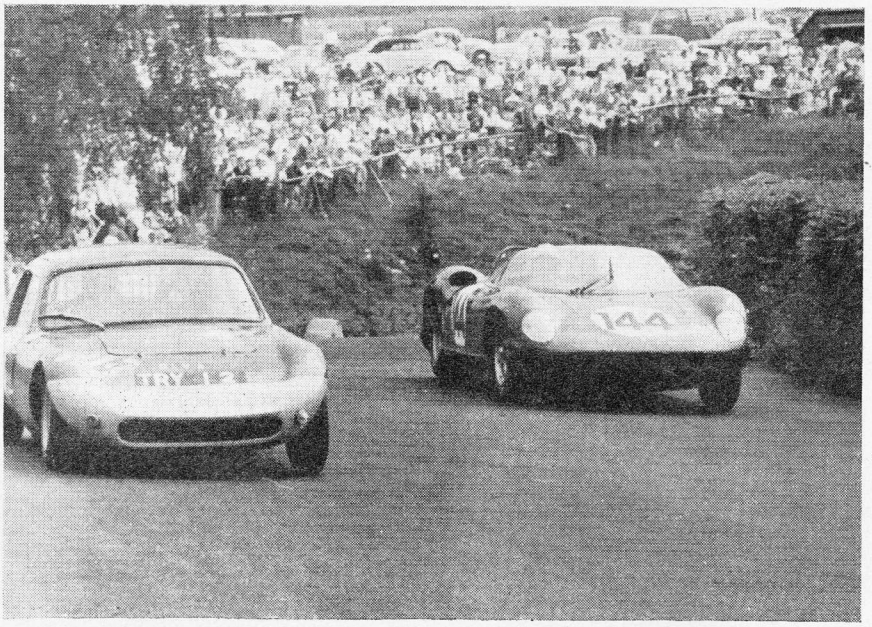


ADENAU CROSSING. The Porsche 904 of Jo Bonnier/Richie Ginther, which was delayed but still managed fifth spot, the second of the German cars to finish (above). CLASS-WINNING Abarth-Simca 1300 driven by Hans Herrmann/Fritz Jüttner leads second place pair Mike Parkes/Jean Guichet (Ferrari GTO) also at the Adenau Crossing (below).





FASTEST LAP in its class was made by the Bob Bondurant/Jochen Neerpasch A.C. Cobra, which later retired. It is seen above at the re-worked Karussel. THE VICTORIOUS Ferrari of Scarfiotti/Vaccarella is waved on by the class-winning Diva of Peter Jackson/John Miles at Adenau Crossing (below).





"sorted" will be a serious threat to the Maranello cars.

Mike Parkes was now in fourth place behind the Scarfiotti/Vaccarella prototype and some 14 secs. ahead of the two works-entered Porsches of Herbert Linge/Colin Davis (the Targa Florio car) and Gerhard Koch/Ben Pon.

Bonnier had come up through the field and now led the 2-litre prototypes, while Biscaldi/Furtmayr still led their class in the Alfa Romeo Giulia TZ. Herrmann was going strongly in the 1300 Abarth-Simca, and the Bianchi Alpine had found the pace too hot and the Hedges/Greene Midget now led that class. McNally/Banks in the former's ordinary E-type still led the 3,000 c.c. G.T.s comfortably.

Just when it looked as if Surtees/Bandini and Hill/Ireland were going to make it 1-2 for Ferrari, first one went out, then the other. Ireland had been having a terrific duel with Bandini, whom he had passed. Ireland was then unlucky enough to split the fuel tank and run out of petrol a quarter of a mile before the pits. Hill went out with a gallon can to refuel, only to be disqualified some laps later, as this move infringed the regulations (refuelling had to be done in the pits alone). Actually an official had said it would be O.K. to re-fuel!

Surtees had taken over from Bandini only to lose a wheel at the Hocheichen, putting the car off the road—the finish of a really fine effort.

This unexpected turn of events left the eventual winner, Scarfiotti, firmly in the lead, with Mike Parkes in second place. The 2-litre class was now led by Ben Pon after Linge had blown up the other works car trying to keep ahead. This blow up left oil all round the circuit and very nearly had your reporter (plus E-type) in the hedge at the Karussel.

The race was now as good as run, Scarfiotti easing off a little and Parkes, although a lap in arrears, closing to finish under one and a half minutes behind. Pon/Koch won their class easily, over a lap ahead of Müller/Knörr, who had moved up to second with Linge's departure.

David Piper/Tony Maggs, as consistent and fast as ever, finished seventh overall and third in the class behind Lucien Bianchi/Gerald Langlois van Ophem.

Porsche took eight of the first 12 places, David Hobbs and Lucky Casner taking fourth place in the class in the S.M.A.R.T. Porsche 904 after a very fast drive.

The prototype 1,300 c.c. class went to the M.G. Midgets, with the Andrew Hedges/Keith Greene car in first place, Chris Martyn/Alan Foster second, and yet another B.M.C. car, the Sprite of Clive Baker/Bill Bradley, third.

The gallant 1-litre Diva-Ford, despite both engine and suspension maladies, did very well to beat the Martini-B.M.W.s on their home ground, taking the prototype 1,000 c.c. class.

Jo Schlesser/Dick Attwood drove superbly to make up the time lost in pit stops in one of the two surviving Cobras to pip Warwick Banks/Patrick McNally (Jaguar E) within the last half-hour to win the over 3,000 c.c. G.T. class.

Records were broken in nearly every class, the winner's average, too, being a new record. The circuit was dry for all but the last hour when it rained on one part.

A fine race—definitely a case of the survival of the fittest.

PADDY McNALLY/WARWICK BANKS (E-type) almost won their class, but were overtaken by the Jo Schlesser/Richard Attwood A.C. Cobra during the last half-hour (left).



van Ophem (Ferrari GTO); 3, **Piper**/Maggs (Ferrar GTO). **Fastest lap:** Parkes/Guichet, 9 m. 37.7 s., 88.42 m.p.h. **Over 3,000 c.c.:** 1, Schlesser/**Attwood** (A.C. Cobra-Ford), 39 laps in 7 h. 10 m. 1.8 s., 77.17 m.p.h.; 2, **McNally/Banks (Jaguar E)**; 3, **Hawkins**/Olthoff (**A.C.** Cobra-Ford). **Fastest lap:** Bondurant/Neerpasch (**A.C.** Cobra-Ford), 9 m. 40.7 s., 87.86 m.p.h. **Prototypes up to 1,000 c.c.:** 1, **Miles/Jackson (Diva-Ford),** 35 laps in 7 h. 9 m. 47.3 s., 69.28 m.p.h.; 2, Gilges/Otto (Martini-B.M.W.); 3, Hülbusch/Louis (Martini-B.M.W.). **Fastest lap:** Grandsire/Vinatier (Alpine-Renault), 10 m. 42.2 s., 79.41 m.p.h. **1,001-1,300 c.c.:** 1, **Hedges/Greene (M.G. Midget),** 39 laps in 7 h. 10 m. 55.7 s., 76.99 m.p.h.; 2, **Martyn/Foster (M.G. Midget);** 3, **Baker/Bradley (Austin-Healey Sprite). 1,301-2,000 c.c.:** 1, Bonnier/Ginther (Porsche "8"), 42 laps in 7 h. 8 m. 46.7 s., 83.20 m.p.h. **Fastest lap:** Bonnier/Ginther, 9 m. 24.1 s., 90.41 m.p.h. **Over 3,000 c.c.:** 1, Scarfiotti/Vaccarella (Ferrari 275P), 44 laps in 7 h. 8 m. 27.0 s., 86.99 m.p.h.; 2, Noblet/Berney (Iso A3 Grifo); 3, Maglioli/Rindt (Ferrari). **Fastest lap:** Surtees, 9 m. 9.0 s., 92.96 m.p.h.

SOON AFTER THE START. John Surtees's Ferrari 275P is slightly ahead of Scarfiotti's car and Edgar Barth with the Porsche 904 (left). VERY FAST was the class-winning Alfa Romeo Giulia TZ of Giampiero Biscaldi/Giorgio Piante (below).

RESULTS

1, Lodovico Scarfiotti/Nino Vaccarella (Ferrari 275P), 44 laps in 7 h. 8 m. 27.0 s., 86.99 m.p.h.

2, **Mike Parkes**/Jean Guichet (Ferrari GTO), 43 laps in 7 h. 9 m. 1.7 s.

3, Ben Pon/Gerhard Koch Porsche 904), 43 laps in 7 h. 12 m. 34.5 s.

4, Lucien Bianchi/Gerald Langlois van Ophem (Ferrari GTO), 43 laps in 7 h. 16 m. 16.3 s.

5, Jo Bonnier/Richie Ginther (Porsche "8"), 42 laps in 7 h. 8 m. 46.7 s.

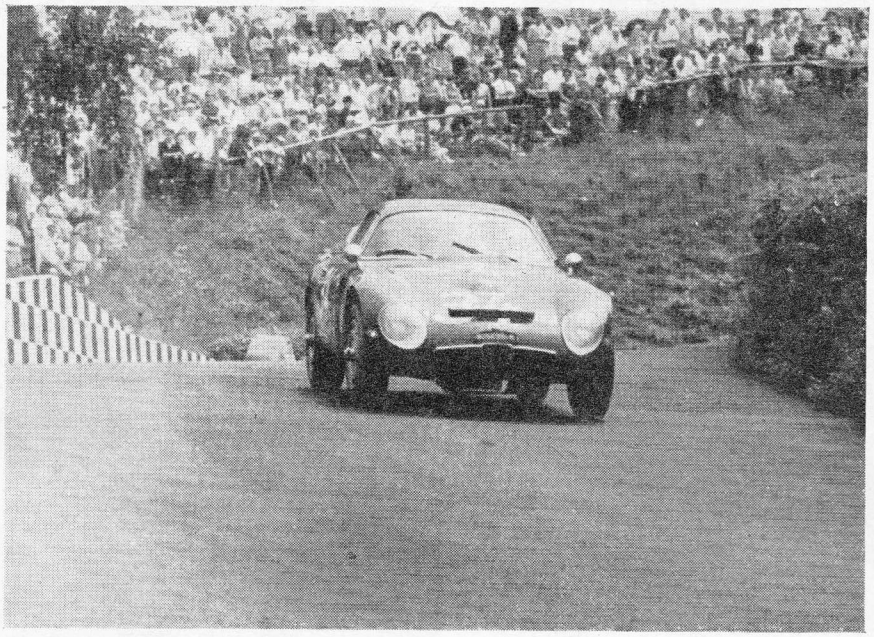
6, Herbert Müller/André Knörr (Porsche 904), 42 laps in 7 h. 9 m. 5.6 s.

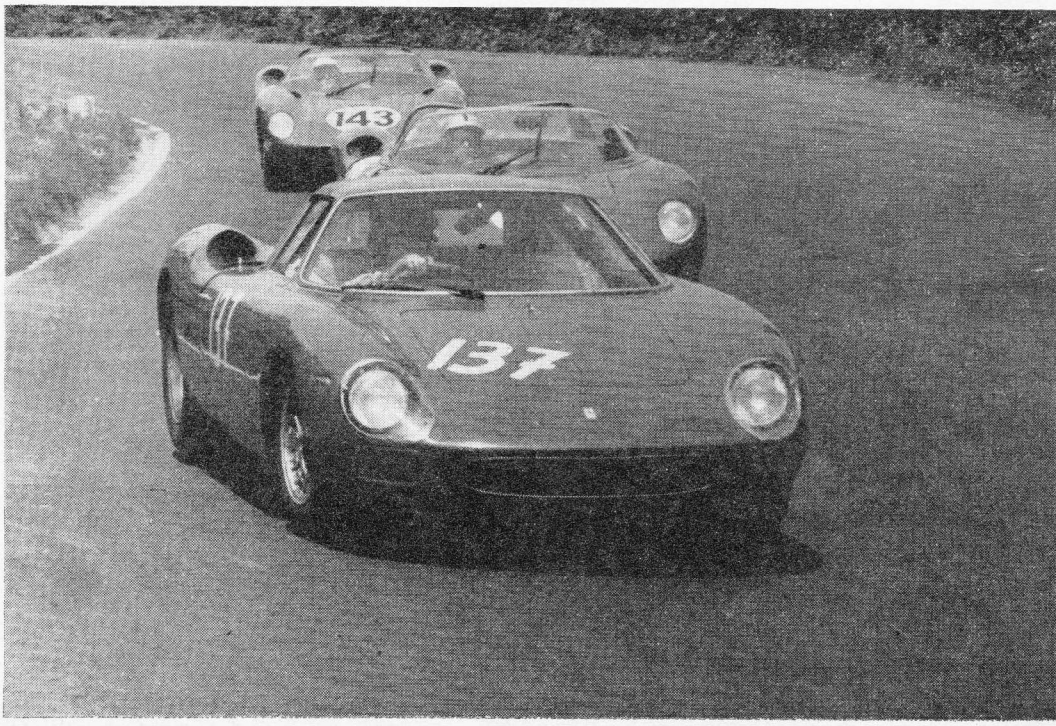
7, **David Piper**/Tony Maggs (Ferrari GTO), 42 laps; 8, Jo Siffert/Heinz Schiller (Porsche 904), 42; 9, Lucky Casner/**David Hobbs** (Porsche 904), 42; 10, Andrea Vianini/Estefano Nasif (Porsche 904), 42; 11, Heni Walter/Rudolf Jenzer (Porsche 904), 42; 12, Herbert Linge/Gerhard Mitter (Porsche 904), 41; 13, Giampiero Biscaldi/Ernst Furtmayr (Alfa Romeo Giulia TZ), 41; 14, Roberto Bussinello/Giorgio Pianto (Alfa Romeo Giulia TZ), 41; 15, Sepp Greger/Günther Klass (Porsche Carrera), 41; 16, Hans Herrmann/Fritz Jüttner (Abarth-Simca 1300), 41; 17, Gunther Selbach/Herbert Schultze (Porsche 904), 41; 18, Francis van Lysbeth/Gustave Gosselin (Ferrari GTO), 40; 19, Pierre Noblet/Edgar Berney (Iso A3 Grifo), 40; 20, Manfred Ramminger/Schander (Ferrari GTO), 40; 21, Roger de Lageneste/Walter Schneider (Abarth-Simca 1300), 40; 22, Tommy Spychiger/Herbert Müller (Abarth-Simca 1300), 40; 23, Jo Schlesser/**Richard Attwood** (**A.C.** Cobra-Ford), 39; 24, **Andrew Hedges/Keith Greene (M.G. Midget),** 39; 25, **Patrick McNally/Warwick Banks (Jaguar E),** 39; 26, Hans-Peter Köppchen/Erich Bitter, Jr. (Ferrari 250GT), 39; 27, **Alan Foster/Chris Martyn (M.G. Midget),** 39; 28, **Peter Clarke/Dan Margulies** (Ferrari GTO), 38; 29, **Clive Baker/Bill Bradley (Austin-Healey Sprite),** 38; 30, Bernhard Rayers/Atonio Pucci (Porsche 904), 38; 31, Gerhard Bodmer/Dieter Schmid (Glas), 38; 32, Hans-Dieter Dechent/Toni Fischhaber (Abarth-Simca 1300), 37; 33, Ginther Schwarz/Hermann Dorner (Porsche Carrera), 37; 34, F. Semoulin/Teddy Pilette (**Lotus Elan**), 36; 35, Ludwig Walter/Ulrich Rose (Porsche 904), 36; 36, Franco Patria/Kurt Ahrens (Abarth-Simca 1300), 35; 37, **John J. Miles/Peter Jackson (Diva-Ford)**, 35; 38, Heinz Gilges/Dr. Peter Otto (Martini-B.M.W.), 35; 39, Umberto Maglioli/Jochen Rindt (Ferrari 250LM), 34; 40, Heinrich Hülbüsch/Kurt Louis (Martini-B.M.W.), 34.

Fastest lap: John Surtees (Ferrari 275P), 9 m. 9.0 s., 92.96 m.p.h.

CLASS RESULTS

Grand Touring Cars up to 1,300 c.c.: 1, Herrmann/Jüttner (Abarth-Simca 1300), 41 laps in 7 h. 14 m. 37.2 s., 80.28 m.p.h.; 2, de Lageneste/Schneider (Abarth-Simca 1300); 3, Spychiger/Müller (Abarth-Simca 1300). **Fastest lap:** Spychiger/Müller, 10 m. 10.9 s., 83.51 m.p.h. **1,301-1,600 c.c.:** 1, Biscaldi/Furtmayr (Alfa Romeo Giulia TZ), 41 laps in 7 h. 9 m. 29.1 s., 81.15 m.p.h.; 2, Bussinello/Pianto (Alfa Romeo Giulia TZ); 3, Greger/Klass (Porsche Carrera). **Fastest lap:** Biscaldi/Furtmayr, 10 m. 4.5 s., 84.38 m.p.h. **1,601-2,000 c.c.:** 1, Pon/Koch (Porsche 904), 43 laps in 7 h. 12 m. 34.5 s., 84.51 m.p.h.; 2, Müller/Knörr (Porsche 904); 3, Siffert/Schiller (Porsche 904). **Fastest lap:** Linge/Mitter (Porsche 904), 9 m. 38.9 s., 88.17 m.p.h. **2,001-3,000 c.c.:** 1, **Parkes**/Guichet (Ferrari GTO), 43 laps in 7 h. 9 m. 1.7 s., 85.19 m.p.h.; 2, Bianchi/Langlois





THREE FERRARIS. The Umberto Maglioli/Jochen Rindt Prototype 250 LM (the not yet homologated 1964 G.T. car) is followed by two works prototypes of Scarfiotti and Bandini (right).

Westbury Wins in Westmorland

Ferguson-Climax Driver Maintains His Slender Championship Lead

By TONY BEX

"IT'S the little things that count," must have mused Tony Marsh when he lost out by the vital half-second for the third time in four meetings, against Peter Westbury at Barbon Manor, on Saturday, 23rd May. Westbury drove to victory in the fabulous four-wheel-drive Ferguson P99 in a new record time of 27.229 secs., so increasing his slender lead in this, the fourth round of the R.A.C. Hill-Climb Championship, to a margin of three points. Second, after some of the best kind of "Marsh Motoring", came Tony Marsh in 27.757 secs. followed by Peter Boshier-Jones (28.049 secs.), John Macklin (29.165 secs.), Tony Griffiths (29.291 secs.), Ian McLaughlin (30.22 secs.) and Agnes Mickel (30.384 secs.). Westbury crowned his day by hurling the P99 up in a new absolute time of 27.174 secs., over 1½ secs. under Marsh's old record.

UNLIKE last year, the meeting matched its gloriously situated venue with glorious weather. But some splendid motoring, which saw seven class records broken, was tragically marred by a fatal accident: Mike Gray lost control of his ex-Chris Summers Cooper-Chevrolet at the "hump" exit to the long and tricky left-hander and was killed instantaneously as the car turned over when it plunged off course.

Most of the championship contenders had made the long trek from Wiscombe, where Marsh had won by 0.01 sec. from Westbury six days previously, to Westmorland. As it had been then, the battle for ultimate honours was really waged between the Marsh Special and Ferguson conductors and Peter Boshier-Jones with his Lotus 22. All three got down into the 27s in the open racing class.

Interest was added to the racing by the 50-yard speed trap set up by the organizers, just before the 75-yard board which marks the start of the run-up to the acute right-hand hairpin near the finish. Fastest again (on his last championship run) was Westbury at 96.4 m.p.h., while Marsh went through consistently at 95.2 m.p.h., and Griffiths did 94.6 m.p.h., as did Boshier-Jones. Agnes Mickel clocked 85.9 m.p.h.

Marsh and Bosh. soon saw that they were in for a hard day's toil, for on his second practice run Westbury was down to 27.97 secs., well up on the Lotus 22 (28.616 secs.), while Tony came to the line with a best practice run of 29.102 secs. under his belt.

After walking up the hill looking for some second-saving spots, Marsh made a dramatic improvement to 27.71 secs. in the racing class, really making the little 8 cwt. car rush along. But the redoubtable Westbury had gone even faster with a marvellous climb of 27.174 secs., the Ferguson displaying its usual fantastic step-off from the start and out of the final hairpin. These two were slower on their second runs when it appeared that Tony would clinch second place.

But Boshier-Jones had that "little extra" up his sleeve, for he improved from 28.471 secs. to 27.68 secs. in great blasts of power. Tony Griffiths (B.R.M.) had the legs of John Macklin at this stage and improved to 29.972 secs. on his second run, while the Cooper-Buick's best effort, tail twitching up the straight, was 30.189 secs. It was heartening to see McLaughlin's efforts on the V8 Clewer bearing fruit, for he stormed up in 30.061 secs., burning huge quantities of rubber when he put on the power. Agnes Mickel played her usual smooth tune in the Cooper-Climax and managed a first run of 30.427 secs., with husband Gray chasing hard in 30.912 secs.

The championship produced the fireworks promised, the slowest of the 10 being Tom Clapham's blown Lotus-Climax 7, which qualified in 31.899 secs. After being led by her husband, Agnes Mickel overhauled him with a second climb of 30.384 secs. Griffiths was only just not able to catch the flying Macklin, but he treated the huge crowd at the final bend to a couple of tremendous power slides as he raced for the finish. Marsh turned in 27.85 secs., which Peter Westbury countered with 27.593 secs. and then 27.229 secs., after Tony had achieved 27.757 secs. on his next climb. Boshier-Jones went like a bomb, but then made one of his rare errors by putting a wheel on the grass at the last bend, so that he earned his third place with a first run of 28.049 secs.

Space prevents a detailed account of the other classes, but the record-breakers included George Firth whose "trials-looking" 1,200 c.c. Anglia-engined R.G.F. walked off with the up to 1,300 c.c. sports car class in 33.726 secs., beating Mini-Cooper S types and the two Bond Cars, Ltd., Bond Equipe G.T.s—one of which was the Oulton Park marathon car.

Yet another record went to the winds when Bobby Parkes took the impressive-looking and sounding Reliant Sabre Six up in 32.712 secs., beating the old record for sports cars 1,601-2,700 c.c. by nearly three seconds. He beat, among others, Walton's bellowing Walton-Bristol.

No record was broken by the big sports-racers, but this class was notable for the first appearance (wearing its body, that is) of Peter Westbury's B.R.M.-powered Lotus 23, which had had much midnight oil spent on it. Westbury clocked 30.668 secs. with the six-speed car, although he clearly hopes for better things in the future.

RESULTS

B.T.D.: P. Westbury (Ferguson-Climax P99), 27.174 s. **Class Winners:** G. Firth (R.G.F.-Ford), 33.726 s.; J. R. Kennerley (Lotus Elan), 32.122 s.; G. H. F. Parkes (Reliant Sabre Six), 32.712 s.; E. A. Worswick (Austin-Healey 3000), 33.269 s.; J. T. Butterworth (Lotus-Ford 23), 31.351 s.; P. Westbury (Lotus-B.R.M. 23), 30.668 s.; M. Bromley-Johnson (G.N. Special), 36.215 s.; J. A. Williamson (Bentley 4½-litre), 34.937 s.; L. Hinchcliffe (Lotus-Ford 20), 32.660 s.; P. Williams (Cooper-Norton), 32.683 s.; P. Westbury (Ferguson-Climax), 27.174 s.; H. S. Clifford (Alta), 34.508 s. **R.A.C. Championship Runs:** 1, P. Westbury (Ferguson-Climax P99), 27.229 s.; 2, A. E. Marsh (Marsh-Climax), 27.757 s.; 3, P. Boshier-Jones (Lotus-Climax 22), 28.562 s.; 4, J. Macklin (Cooper-Buick), 29.165 s.; 5, A. B. Griffiths (B.R.M.), 29.291 s.; 6, I. McLaughlin (Clewer-Chevrolet Spl.), 30.221 s.

Brian Foley's

REPORT FROM EIRE

THE M.G.C.C. (Irish Centre) held their third Calary Hill-Climb, over a one-mile course, on the New Long Hill on the Bray-Glendalough Road on 23rd May. As usual, the organization was absolutely superb, with a practice run as well as three timed climbs. The P.A. was first class and printed results sheets were distributed within seconds of the last car crossing the finish line.

This is a very fast hill, the surface is bumpy in places, and is rather blind for drivers of low-slung cars who can only see the skyline on most of the fast stretches. The final bend, known as Lovers' Glide, is a tricky right-hander with a slight dip, and this is the place to watch.

The road was slippery for the practice runs, but by the time the serious business commenced the sun was shining and the surface was in top condition. Frank Keane produced some very alarming fireworks when he broadsided the Merchant Banking Lotus-Alfa Romeo in a big way and at a considerable rate of knots. He held it very well indeed and recorded a time of 54.93 secs. He was much steadier on his two other runs, recording 52.74 and 52.85 secs. Tommy Reid's last run was tremendous and he gave a great demonstration of the excellent road holding of the Irish Racing Cars' 1½-litre Lotus-Ford on the exit of Lovers' Glide.

John Pringle (Cooper-Coventry Climax) did two runs in 49.6 and 49.33 secs. With the knowledge that Reid had just returned a time of 48.55 secs. on his final run, Pringle pulled out all the stops on his last climb. The uneven and bumpy surface at the Quarry Bend threw the Cooper way off line and lifted it at a most alarming angle on to two wheels. After such a "dodgy" moment, John was not unnaturally rattled a little, with the result that he missed a gear at Lovers' Glide and the car ran wide, clipping the grass the whole way to the finish. Despite such hair-raising antics his time was a fantastic 48.12 secs. B.T.D. and the new record. His average speed was almost 75 m.p.h., and John reckoned he was reaching about 115 m.p.h. on the fastest section of the hill!

Fastest saloon man was Michael Ivis, who got down to 59.24 secs. on his final ascent in his Mini-Cooper S. Strange to relate, Messrs. Ivis, the Vard brothers, Jack Fildes and Larry Mooney omitted to enter for the saloon scratch class, thus presenting Timothy Jobling-Purser and Dr. Gar O'Brien with first and second in this class. "Jangling-Pushrods" and his Mini-Cooper S headed the class with 63.46 secs., and "The Flying Doctor" was second in his blown Ford Cortina (63.51 secs.).

Perhaps the demoralizing presence of Dickie Barrett and his "Formula 1" 1,390 c.c. Mini, powered by Ford, scared off the boys from entering the saloon scratch class. However, poor Dickie was in bad luck, as after an erratic practice run his engine went with a bang on the line for his first timed run.

RESULTS

B.T.D.: J. R. Pringle (Cooper-Climax), 48.12 s. (rec) **Class winners:** R. Beattie (997 Elva F.J.), 51.80; R. Conroy (Buckler-M.G.), 45.16; J. R. Pringle (Cooper-Climax), 48.12; R. Redmond (Auto Union), 46.62; L. Mooney (1500 Volkswagen), 45 92; T. E. Jobling-Purser (Mini-Cooper S), 63.46.

MALCOLM KNIGHTS, a visitor from England, set B.T.D. at the recent Cork Sprint. He is seen here urging his Aston Martin DB4GT along the Carrigrohane Straight at over 130 *m.p.h.*



Some Recent Results . . .

Irish M.R.C. ENNISKERRY HILL-CLIMB

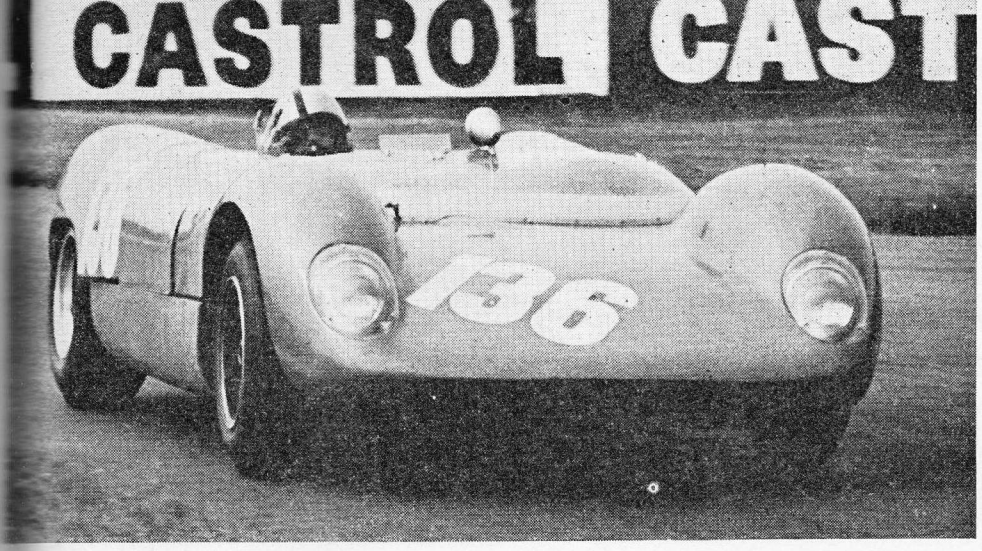
Meath Cup—B.T.D.: T. D. Reid (Lotus-Ford 22), 39.30 s. (record). **Sports Car Cup:** C. W. Eyre-Maunsell (Crossle-Ford), 40.18. **Class winners:** B. Ashmore (Mini-Cooper), 49.13; R. Barrett (Mini-Ford), 42.92; R. Barrett (Mini-Ford), 36.92; R. Heeley (M.G. Midget), 44.96; C. W. Eyre-Maunsell (Crossle-Ford), 40.48; K. Diffley (Sprite), 36.77; R. Beattie (Elva), 46.15; T. D. Reid (Lotus-Ford 22), 39.30; C. W. Eyre-Maunsell (Crossle-Ford), 37.18.

Munster M.C. & C.C. CORK SPRINT

B.T.D.: M. Knights (Aston Martin DB4), 26.04 s. **Class Winners:** E. W. Ward (Simca 1000), 42.61; J. C. DuMoulin (Alfa Romeo Giulia), 35.52 s.; Mrs. M. DuMoulin (Alfa Romeo Giulia), 32.96 s.; R. Barrett (Mini-Ford), 26.18 s.; R. Redmond (Auto Union 1030), 23.85; R. Heeley (Midget G.T.), 31.45 s.; H. W. Bagwell (Mini-Cooper), 22.78 s., M. Knights (Aston Martin DB4), 26.04 s.; F. Smith (M.G.A), 27.89 s.; W. S. Ryan (Cooper-Climax), 27.98 s.; F. A. Keane (Lotus-Alfa Romeo), 28.49 s.

Munster M.C. & C.C. CORK HILL-CLIMB

B.T.D.: T. D. Reid (Lotus-Ford 22), 1 m. 25.2 s. **Class winners:** R. Redmond (Auto Union 1000) 1 m. 44.8 s.; E. W. Ward (Simca 1000), 1 m. 25.6 s.; R. Barrett (Mini-Ford), 1 m. 29.8 s.; J. Fildes (Wolseley), 1 m. 23.3 s.; T. Burke (Mini-Cooper), 1 m. 36 s.; K. Diffley (Sprite), 1 m. 17 s.; M. Knights (Aston Martin DB4), 1 m. 36.2 s.; W. Creacen (Triumph TR3), 1 m. 33.7 s.; R. Beattie (Elva F.J.), 1 m. 31.2 s.; D. Popplewell (Lotus 20), 2 m. 31.4 s.; T. D. Reid (Lotus-Ford 22), 1 m. 25.2 s.; F. A. Keane (Lotus-Alfa Romeo), 1 m. 25.9 s.



HUGH DIBLEY gives the old two-finger sign as he rounds Woodcote. The S.M.A.R.T. driver achieved the first 100 m.p.h. sports car lap.

DIBLEY'S DOUBLE

New Sports Car Lap Record at Excellent B.A.R.C. Goodwood Meeting

By MICHAEL KETTLEWELL

HIS 2½-litre Climax-engined S.M.A.R.T. Brabham BT8 now completely bug-free, Hugh Dibley scored two fine wins at last Saturday's sun-drenched 62nd B.A.R.C. Members' Meeting at Goodwood. After winning the *Formule Libre* race comfortably, Hugh fairly hurtled the car around in the sports car race, leaving all opposition miles behind and establishing a new sports car lap record of 1 min. 26.2 secs., 100.23 m.p.h. This marks the first occasion the "ton" has been achieved by a sports car, the old lap record of 99.31 m.p.h. having being shared by Jackie Stewart, John Coundley and Roy Salvadori.

Racing started with a 10-lapper for Formula 3 cars. Rodney Banting made it look all too easy, setting a scorching pace in his Janspeed B.M.C.-propelled Lotus 22 and winning by 38.8 secs. from Malcolm Angood, enjoying his first-ever race in David Porter's ex-Ron Harris Holbay-Ford-engined Lotus 27, who narrowly beat Mike Herbertson in another Janspeed-engined Lotus, this time a 20 incorporating several bits from a 22. Chris Irwin would have been second in his Merlyn-Ford Mk. 7, but he spun out of Woodcote on his ninth lap and received the "dreaded" one-minute penalty, despite recovering quickly, and not losing his position on the road.

The 1,150 c.c. G.T. race, also over 10 laps, saw Bob Deverell (Lotus-Ford 7 G.T.) and Clive Lacey (Merlyn-Ford Mk. 4 G.T.) detach themselves from the remainder of the field. The former motored furiously to keep his advantage, but then his engine blew asunder on the last lap—and that was that! Lacey was presented with a comfortable win over Peter Creasey's Marcos, first of the *genuine* G.T. cars. As in the first race, battles down the field kept the race fully alive.

With John Fenning's 4.7 V8 Ford-engined Cooper a non-starter, the 10-lap *Formule Libre* race lost much of its potential interest. Hugh Dibley won this as he pleased in the S.M.A.R.T. Brabham, with Chris Williams driving his 1.6 Lotus-Ford 23 on the limit in an effort to keep it in sight, which he did most admirably, being only 3 secs. astern. Brian Gubby's ex-B.R.P. F1 Lotus-Coventry Climax 24 sounded magnificent, but could only manage third place in this race which included everything from Mrs. Gabriele Konig's well-driven Lotus Elan upwards.

Marque scratch races are usually quite close affairs at Goodwood, and the 5-lapper that followed was no exception. Tommy Entwistle made a welcome return to the Sussex track and held the lead—albeit a perilous one—until the last lap when, of all things, the throttle cable came adrift. So John Sharp (M.G.B) emerged victor, 0.2 sec. in front of Brian Kendall's ex-Adrian Dence Morgan Plus 4.

The sports car race was a procession, but by no means dull as leader Hugh Dibley had his finger out in his efforts to conquer the sports car lap record, a feat he achieved by 0.8 sec. Once again Chris Williams stormed around a fine second, but the engine of his Lotus 23 expired after eight rousing laps. Williams's place was taken by Barry Hart (1.6 Lotus-Ford 23), who was all but a minute behind Dibley after the 10 laps were run. Jack Paterson motored his Lola-Climax effectively to purloin the 1,200 c.c. division as well as third place overall.

The saloons were very disappointing, with Boley Pittard going into an immediate lead in his Willment-sponsored 1,650 c.c. Ford Anglia and never looking back. John Nicholson and André Baldet followed in their Lotus Cortinas, with Harry Digby next up in Mike Cave's A40, which took the 1,200 c.c. category from a swarm of Minis. Maurice Runham had his bored-out Jaguar 3.8 well wound-up, but was black-flagged for having the boot open.

The 10-lap G.T. race looked a gift for Adrian Chambers's competition-tuned Lotus Elan, as indeed it should have been, but towards the end Adrian found himself down on revs. (the earth lead was touching the petrol pump) and John Miles rushed by on the very last tour. Miles had driven his 1,650 c.c. Turner-Ford beautifully throughout, getting by Bob Burnard's much faster but less wieldy Abarth-Simca 2000 on the third lap at Fordwater, and has won the G.T. races outright at every Members' Meeting at Goodwood so far this year. John appears to have a great future in motor racing, for his handling of the Turner is a joy to watch.

The two handicaps were quite entertaining, Roger Swanton winning the first in fine style in his Lotus Cortina and Mike Hawkesworth taking the second in his M.G.B-engined Falcon 515.

The day's racing was truly excellent, although perhaps the B.A.R.C. set themselves too rigid a timetable. There were the usual spins, one-minute penalties, etc., but fortunately the only serious-looking accident, when Albert Prince inverted his Lotus-Ford 18 at Fordwater, did not result in injury to the driver. Only grumble was the number of non-starters—42 in nine races.

RESULTS

Formula 3 (10 laps): 1, R. Banting (Lotus-B.M.C.), 91.00 m.p.h.; 2, M. Angood (Lotus-Ford); 3, M. Herbertson (Lotus-B.M.C.). **Fastest lap:** Banting, 1 m. 33.8 s., 92.11 m.p.h. **Grand Touring Cars up to 1,150 c.c. (10 laps):** 1, C. L. Lacey (Merlyn-Ford Mk. 4 G.T.), 85.09 m.p.h.; 2, P. Creasey (Marcos-Ford); 3, M. H. White (Austin-Healey Sprite). **Fastest lap:** R. S. Deverell (Lotus-Ford 7 G.T.), 1 m. 38.6 s., 87.63 m.p.h. **Formule Libre (10 laps):** 1, H. P. K. Dibley (Brabham-Climax BT8), 96.49 m.p.h.; 2, C. M. M. Williams (Lotus-Ford 23); 3, B. Gubby (Lotus-Coventry Climax 24); 4, B. W. R. Hart (Lotus-Ford 23); 5, G. Lambert (Lotus-Ford 22); 6, D. E. O'Sullivan (Brabham-Ford). **Fastest lap:** Dibley, 1 m. 27.2 s., 99.08 m.p.h. **Marque Cars (5 laps):** 1, J. G. Sharp (M.G.B), 83.69 m.p.h.; 2, B. Kendall (Morgan Plus 4); 3, W. B. Unett (Sunbeam Alpine). **Fastest lap:** Sharp, 1 m. 41.2 s., 85.37 m.p.h. **Sports Cars (10 laps):** 1, H. P. K. Dibley (Brabham-Climax BT8), 96.36 m.p.h.; 2, B. W. R. Hart (Lotus-Ford 23); 3, J. S. Paterson (Lola-Climax). **Fastest lap:** Dibley, 1 m. 26.2 s., 100.23 m.p.h. **Class Winners:** J. D. A. Bromilow (D.R.W.-Ford Mk. 5), Paterson and Dibley. **Saloon Cars (7 laps):** 1, B. Pittard (Ford Anglia), 86.25 m.p.h.; 2, J. Nicholson (Lotus Ford Cortina); 3, A. Baldet (Lotus Ford Cortina). **Fastest lap:** Pittard, 1 m. 37.8 s., 88.34 m.p.h. **Class Winners:** H. B. Digby (Austin A40) and Pittard. **Grand Touring Cars over 1,150 c.c. (10 laps):** 1, J. E. Miles (Turner-Ford), 88.96 m.p.h.; 2, A. Chambers (Lotus Elan); 3, R. C. Burnard (Abarth-Simca 2000). **Fastest lap:** Chambers, 1 m. 33.6 s., 92.31 m.p.h. **Class Winners:** Chambers and Miles. **Saloon Car Handicap (5 laps):** 1, R. P. Swanton (Lotus Ford Cortina), 84.71 m.p.h.; 2, B. Pittard (Ford Anglia); 3, J. Nicholson (Lotus Ford Cortina). **Fastest lap:** Pittard, 1 m. 39.2 s., 87.10 m.p.h. **Sports and G.T. Handicap (5 laps):** 1, M. R. Hawkesworth (Falcon 515), 81.33 m.p.h.; 2, J. E. Manfield (Lotus-Ford 23); 3, M. Fallek (Lotus Elan). **Fastest lap:** Manfield, 1 m. 35.8 s., 90.19 m.p.h.

JOHN MILES'S nimble Turner-Ford is hotly pursued by Bob Burnard's Simca-Abarth 2000 at Madgwick. John got away and eventually won the race, Burnard finishing third.



CLUBMAN'S DAY AT MALLORY

By RICHARD FEAST

ON several occasions at Mallory Park on Sunday, the old adage that a good driver in an average car will beat an average driver in a good car was quite convincingly proven. The meeting was the third of the Midland Centre of the B.R.S.C.C.'s popular Clubman's meetings, which again gave the newcomer a chance to demonstrate his skill against someone else in almost the same position.

The first race, for saloon cars up to 1,000 c.c., was practically a procession, made up entirely of Mini varieties. At Gerards on the first lap J. P. Chappel took the lead after Terry Savoury had slowed right down from a good lead, and maintained the upperhand throughout.

The Lotus 23s gradually began to show their superior paces to the popular Lotus 7s in the event for sports-racing cars. At the beginning a gaggle of 7s headed the field, through which the 23s of Peter Brown and Charles Lucas were rapidly making good ground. On the second lap Lucas went by A. T. Sandars' 7, only to gyrate at Gerards three laps later. Sandars regained the lead, but was overhauled by Brown, at the chicane three laps from the end. To Sandars, however, in second place, went the class award.

All eyes were on the fast, un-Sprite-like Sprite of J. Clower in the smaller G.T. race. From fifth place on the first lap, he went through to head the field on the last, and important, lap. The 1,151-1,600 c.c. class went to Willie Green (Turner), who was dicing merrily with Alan Jones's similar car. Green, in fact, finished third. A close, exciting race. The fourth event proved equally entertaining, with T. Williams's fast 1650 Anglia eventually triumphing over the 3.8 Jaguar of Don Smith two laps from the end.

An unfortunate non-starter in the racing car event was the 997 c.c. (in the programme, at least!) Cooper-Buick V8 of D. Trott. Officials were hectically trying to push-start it but the car had to go into the pits. From the start, Tony David's 1½-litre Elva took the lead, closely pursued—as throughout the race—by Mike Caulton and the Merlyn. They finished in the first two spots, followed home by Peter Thurston (Lola) and the one and only made Bond of Chris Featherstone.

The Daimler SP250 of Chris Skeaping was really having a go in the second G.T. race. But it was not quite fast enough for Jeff Edmonds's T.V.R., which sounded, and was, very quick. Edmonds took over the No. 1 position at Gerards on the sixth from Skeaping, who was, towards the end, harried by J. Harper's Morgan Plus 4. P. O. de Roeck was also fast with the Marcos until it slowed and stopped on the same lap as the leadership change.

It was almost a repeat of the recent Silverstone International—when Brabham pipped Hill at the flag—in the last race, for sports-racing cars. The impressive Merlyn of Leslie Roberts was streaking round ahead of the field, but it did not seem to make much of an impression on the Fen End Lotus 7 of Nick Wilson, who bounced on to the longer circuit from the chicane and won by a few yards on the last lap.



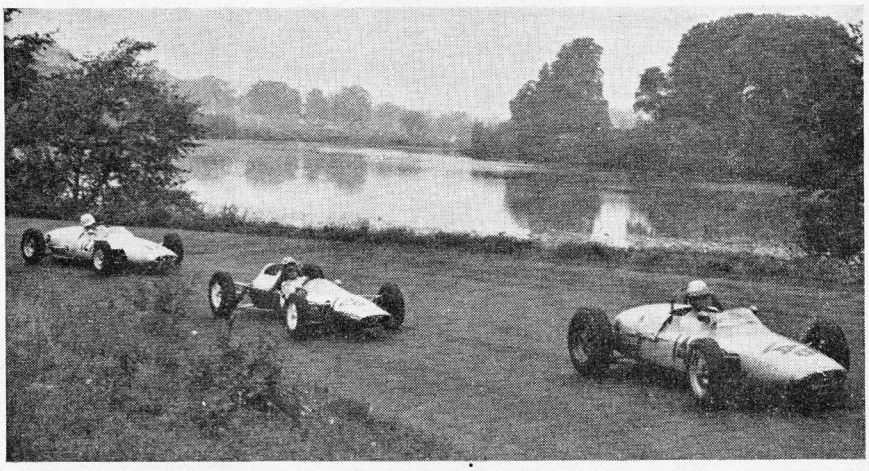
THE CHICANE was used for the first time in a race meeting at Mallory on Sunday. J. H. Woolford (Lotus 7) leads D. A. Hammant (Terrier Mk. 2) and Richard Warner (Lotus Super 7) in the second race of the day.

RESULTS

Saloon cars up to 1,000 c.c. (10 laps): 1, J. P. Chappel (Mini-Cooper), 8 m. 48.2 s., 68.09 m.p.h.; 2, P. Bayley (Mini-Cooper); 3, N. W. Parrish (Mini-Cooper). **Fastest lap:** N. W. Parrish, 51.2 s., 70.32 m.p.h. **Sports-racing cars (10 laps):** 1, P. D. Brown (Lotus 23), 7 m. 40.4 s., 73.19 m.p.h.; 2, A. T. Sandars (Lotus 7); 3, P. W. Wright (Cooper-Climax). **Up to 1,200 c.c. class:** P. D. Brown. **Over 1,200 c.c. class:** A. T. Sandars (Lotus 7), 7 m. 41.6 s., 77.99 m.p.h. **Fastest lap:** P. D. Brown, 43.8 s., 82.19 m.p.h. **G. T. race (10 laps):** 1, J. Clower (Sprite), 8 m. 23.4 s., 71.53 m.p.h.; 2, A. R. Jones (Turner); 3, M. W. Green (Turner). **1,151-1,600 c.c. class:** M. W. Green, 8 m. 25.8 s., 71.18 m.p.h. **Up to 1,150 c.c. class:** J. Clower. **Fastest lap:** M. W. Green and J. Clower, 48.0 s., 75.0 m.p.h. **Saloon cars over 1,000 c.c. (10 laps):** 1, T. Williams (Anglia), 8 m. 36.8 s., 69.66 m.p.h.; 2, D. Smith (Jaguar 3.8); 3, G. D. White (Mini-Cooper S). **Fastest lap:** T. Williams, 47.4 s., 75.95 m.p.h. **Single seat racing cars:** 1, A. M. David (Elva), 7 m. 52.4 s., 76.21 m.p.h.; 2, M. Caulton (Merlyn); 3, P. Thurston (Lola). **Fastest lap:** A. N. David, 45.8 s., 78.60 m.p.h. **G.T. cars over 1,600 c.c. (10 laps):** 1, J. Edmonds (T.V.R.), 8 m. 14.4s., 72.82 m.p.h.; 2, C. Skeaping (Daimler SP250); 3, J. Harper (Morgan Plus 4). **Fastest lap:** P. O. de Roeck (Marcos) and J. Edmonds, 47.4 s., 75.95 m.p.h. **Sports-racing cars (10 laps):** 1, N. Wilson (Lotus 7), 8 m. 1.2 s., 74.81 m.p.h.; 2, L. Roberts (Merlyn Mk. 4); 3, P. J. Martin (U2 Mk. 2). **Cars with Ford 105E engines:** N. Wilson. **Cars with other power units:** P. J. Martin. **Fastest lap:** N. Wilson, 46.4 s., 77.59 m.p.h.

OULTON PARK—B.R.S.C.C. STYLE

By TONY BEX



ON THE APPROACH to Esso Bend, with the lake in the background, Dave Rees (Lotus 18) heads the Saturn of Alistair Welch and S. Thoroddsson's Lotus F3.

INTERESTING, varied and enjoyable, if not breathtakingly exciting motor racing characterized the Oulton Park meeting organized in typical B.R.S.C.C. manner—efficiently—by its North-Western Centre, on Saturday. The huge entry which was down to support the eight events was somewhat affected by non-starters, either by non-appearance or mechanical afflictions in practice. Among the latter group was one of the few really big cars, Tom Fletcher's 3.8 Lister-Jaguar, which, after lapping in 1 min. 57.4 secs., had a kingpin break, causing Fletcher a bit of excitement.

First race over 10 laps for Grand Touring and sports cars was led from the flag by John Carden's quick Elan on the way to the first of two victories. The first three positions remained unchanged with Max Ward gradually closing to within three seconds of the Elan in his W.R.A. and Fraser Crombie (Lotus 7) an unchallenged third. Similarly there was no change in the leading positions during the Guards Trophy race for unlimited sports-racers, won by Geoff Breakell's 1.6 Lotus-Ford 23 at an average of 87.34 m.p.h. Terry Bone's Lotus 23 initially held second place but was forced to pit at the end of lap two. The position was then held throughout by Charles Lucas's Lotus 23, winning his class in the process.

The 15-lap *Formule Libre* race was perhaps the most remarkable event of the meeting although it should have been a cakewalk for Chris Summers's mighty Lotus-Chevrolet 24. In fact it kept having "peculiar turns" (in the engine, not the track), which was why Jeremy Bouckley's practice time of 1 min. 50 secs. put his 1.6 twin-cam Cooper-Ford in pole position, flanked by John Axon's 1650 Cooper, Ted Dawson's 1.6 Lotus-Ford 22 and Summers. From the start Axon led the field but before Knickerbrook the Chevrolet had steamed to the front and it proceeded to draw farther and farther away from Bouckley and Axon. But then the V8 engine went flat and things became so bad that Summers pulled off towards the pits on completing lap six, only

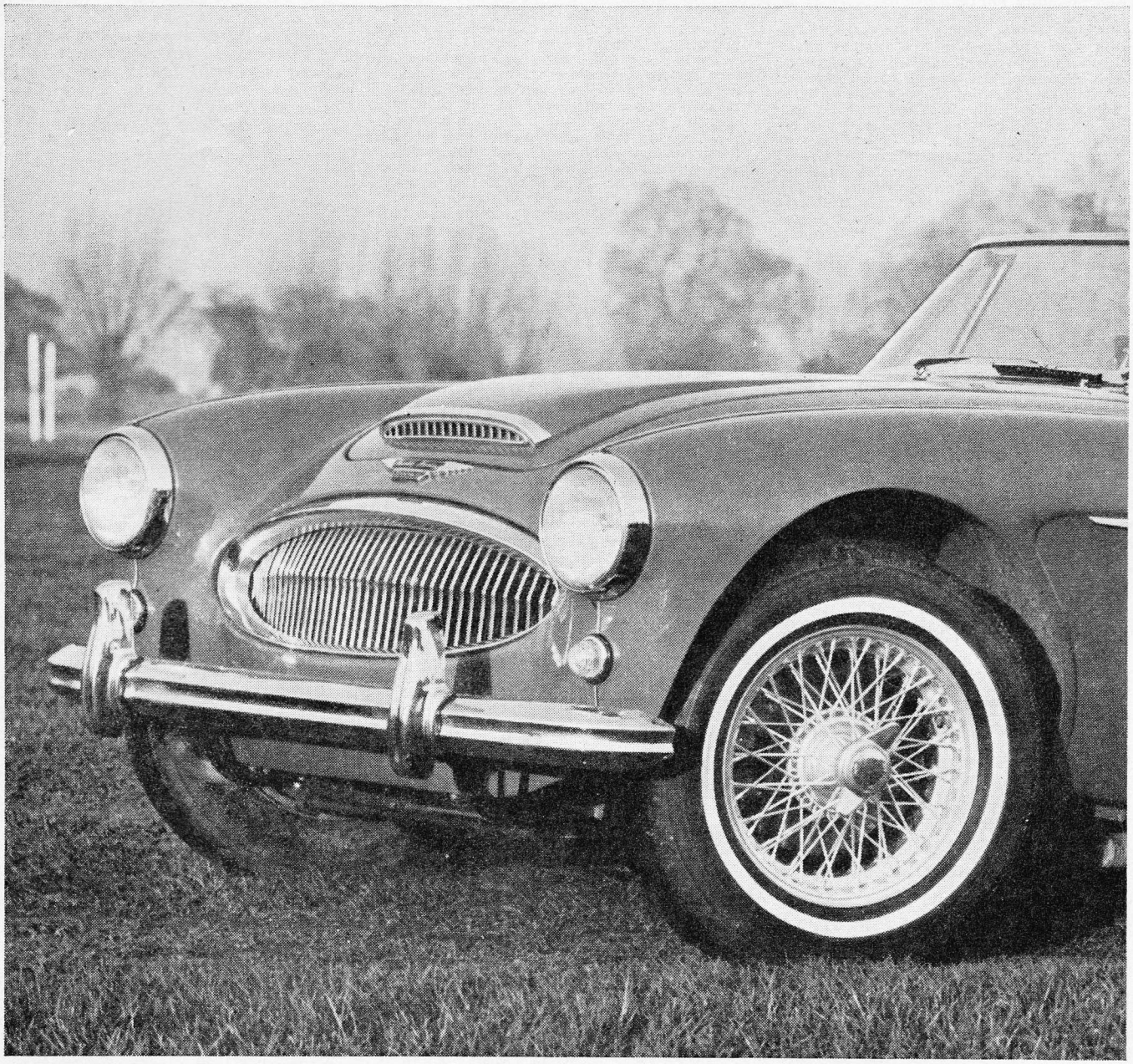
(*Continued on page 826*)

RESULTS

Sports and G.T. Cars (10 laps): 1, J. Carden) Lotus Elan), 83.39 m.p.h.; 2, M. Ward (W.R.A.-Ford); 3, F. Crombie (Lotus-Ford 7). **Fastest lap:** Carden, 1 m. 57.2 s., 84.81 m.p.h. **Class Winners:** Ward, Carden and E. A. Worswick (Austin-Healey 3000). **Sports-Racing Cars (10 laps):** 1, G. H. Breakell (Lotus-Ford 23), 87.34 m.p.h.; 2, C. Lucas (Lotus-Ford 23); 3, G. Oliver (Lotus-Ford 23). **Fastest lap:** Breakell, 1 m. 51.6 s., 89.06 m.p.h. **Class Winners:** Breakell and Lucas. **Formule Libre (15 laps):** 1, J. Bouckley (Cooper-Ford Mk. 3A), 88.12 m.p.h.; 2, C. G. Summers (Lotus-Chevrolet 24); 3, J. L. Charnock (Lotus-Ford 23). **Fastest lap:** Summers, 1 m. 45.8 s., 93.95 m.p.h. **Saloon Cars (10 laps):** 1, J. Fitzpatrick (Mini-Cooper S), 79.26 m.p.h.; 2, R. G. Smith (Mini-Cooper); 3, H. Fawsitt (Ford Anglia). **Fastest lap:** Smith, 2 m. 5.0 s., 79.52 m.p.h. **Class Winners:** I. McDougall (Mini-Cooper) and Fitzpatrick. **Grand Touring Cars (10 laps):** 1 J. Carden (Lotus Elan), 83.49 m.p.h.; 2, L. G. Arnold (Lotus Elan); 3, P. Brayshaw (Diva-Ford). **Fastest lap:** Carden, 1 m. 57.6 s., 84.52 m.p.h. **Class Winners:** J. B. Moore (A.-H. Sprite), Carden and E. A. Worswick (Austin-Healey 3000). **Sports Cars (10 laps):** 1, P. Brayshaw (Diva-Ford), 79.84 m.p.h.; 2, M. Ward (W.R.A.-Ford); 3, J. B. Fletcher (Lotus-Ford 7). **Fastest lap:** Brayshaw, 1 m. 59.0 s., 83.53 m.p.h. **Class Winners:** Ward, Brayshaw, E. A. Worswick (Austin-Healey 3000) and F. W. Smith (Lotus-Ford 7). **1172 and 750 Formula Cars (10 laps):** 1, B. A. M. Small (Milmor Mk. 5), 78.54 m.p.h.; 2, J. Holland (U2); 3, J. Corfield (Terrier Mk. 2). **Fastest lap:** A. R. Wershat (Lolita). **Class Winners:** Small and G. Hunt (Austin Spl.). **Sports and G.T. Cars (10 laps):** 1, P. Brayshaw (Diva-Ford), 81.81 m.p.h.; 2, C. Meek (Ginetta-Ford G5); 3, P. de Roeck (Marcos-Ford). **Fastest lap:** Meek, 1 m. 58.4 s., 83.95 m.p.h. **Class Winners:** J. P. Gardner (Lotus-Ford 7) and Brayshaw.

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CLUB NEWS

By MICHAEL DURNIN

THE **B.A.R.C.** (North-Western Centre) are to run a sprint meeting at Aintree on 4th July which will be open to Aintree Circuit C., B.R.S.C.C., Chester M.C., North Wales C.C., Severn Valley M.C., Liverpool M.C., North Staffs M.C., West Lancs M.C. and B.T.R.D.A. The course will be a mile long and there will be classes for all. Regs. from A. J. Keane, 38 Lynnbank Road, Liverpool 18, who must have all entries by 27th June. . . . **Lea-Francis O.C.** are to run a closed driving tests meeting at Stanford Hall, near Rugby, on 21st June. In conjunction with this there will be a *concours* open to all Lea-Francis owners. Details from A. B. Price, Hardwick House, Studley, Warks. . . . On 14th June **Mid-Cheshire M.C.** are to run a closed autocross near Knutsford. Details from A. S. Atkinson, 12 Crewe Road, Shavington, near Crewe, Cheshire. . . . A driving tests meeting, open only to **Windsor C.C.** and **B.E.A.C.C.** will be run at Northolt Airport on 14th June. Secretary is Mrs. Betty Emerson, Merry Meeting Cottage, Pinckneys Green, Maidenhead, Berks. . . . On 28th June the South-Eastern and Surrey Centres of the **B.A.R.C.** are to run an autocross at Priesthawes, near Polegate, Sussex, open to Circle C.C., Brighton and Hove M.C., Eastbourne and D.M.C. and B.T.R.D.A. The event counts towards the B.T.R.D.A. Championship. Regs. from T. W. Walton, 119 Kennington Park Road, London, S.E.11, who should have all entries by 20th June. . . . A hill-climb, open to Lancashire A.C., Liverpool M.C., B.A.R.C., B.R.S.C.C., Vintage S.C.C., Morecambe C.C., Fylde M.S.G., Lancashire and Cheshire M.C., Preston A.C. and Bolton-le-Moors C.C. will be promoted on 14th June at Hurstwood, near Burnley, Lancs, by the **Lancs A.C.** All entries to P. Rothwell, 41a Queen Street, Great Harwood, Blackburn, by 8th June. . . . The annual "Ince Blundell" autocross of the **West Lancs M.C.** will be promoted at Ince Blundell on 21st June. The event is open to B.A.R.C., Southport M.C., Chorley A.C., St. Helens and Wigan M.C., Liverpool M.C., Newton-le-Willows M.C., Fylde M.S.G., Mid-Cheshire M.C., Mini-Se7en C. and Aintree Circuit C. Regs. from H. E. Skaife, The Stanley Arms, Aughton, near Ormskirk, Lancs. . . . The **Seven-Fifty M.C.** are to promote the Birkett Six-Hour Relay Race, a national event, at Silverstone on 8th August. Details (entries) from D. Loveridge, 1 Restwell Avenue, Cranleigh, Surrey.

EAST SURREY M.C.
DRIVING TESTS

WHEN the regulations were made available for the East Surrey M.C.'s Driving Tests at Blackbushe on 31st May, and after they had been carefully studied by the "circus" of regular competitors, it became obvious that not all the established experts were to be present.

While no single thing could be brought forward for criticism, it became patent that they were being organized by a team which, while perfectly competent, were equally not regular competitors nor aware of current trends.

The regulations did, however, contain details of the six tests offered and these were found to be large and wide open but somewhat unimaginative and merely offering a sort of "bent sprint" to the men with the most powerful cars, the straight bits being so long as to compensate for the lack of skill in the few "niggly" areas.

The first test, which was over a minute long, even for the E-type entered by John Quick, involved a dash to encircle a group of pylons in an aircraft turning bay, out and right to turn in a largish box, out and left to encircle a pylon, back to the first lot of pylons, rotate the opposite way and then to the finish, which was enlightened by Quick who arrived facing the wrong way—he failed to notice that arrival at the finish was permissible in any direction! An Anglia jumped into the infield here to accompanying thuds. Bill McGovern's Group 3 Mini-Cooper S was quickest here at 67.0 secs., the writer's 68.2 being the only other run under 70 secs.

The next test was an extraordinarily large "figure-of-eight" with two garages to be entered *en route*. McGovern, Quick and Michael Allen (Sprite) were the only drivers to break 70 secs. again.

The last test before the break involved a chicane turn in a box and encircle a pylon. The chicane was so straight and the pylons so widely spaced that third gear was used by many towards the end of the run. Roy Kennedy (Mini-Cooper S) and the writer equalled at 35.4 secs.

Although early members had reported at 9.30 a.m., it was now 2 p.m. and the event and the weather seemed to be getting worse.

Test 4 involved a similar area to test 1, with a chicane thrown in for good measure, but too open to take any effect, and yet a further chicane. The writer, in a bid to prove that power is not all-essential, managed best time with 46.0 secs., Allen next up at 47.8.

The fifth test involved blinding 100 yards down a runway, a 180 deg. right turn and back up, down again, up again, down again and through two pylons to finish—totally uninspired. McGovern's 95 b.h.p. Mini-Cooper S showed how at 46.8 secs.



SYD CHAPLIN got his Ford Anglia into this position during a sharp reverse turn out of a box (above). His tyre appears to be suffering somewhat! BILL McGOVERN really went motoring in his racing Mini-Cooper and finally won his class by 0.3 sec. from AUTOSPORT'S reporter (below).



The end of this series was a blind through two pylons to turn in a box, out and enter and leave a garage and retrace the route to the finish. Quick was! But not quite enough, for at 43.9 secs. he was beaten by 1 sec. by McGovern.

By the middle of the afternoon a thunderstorm appeared and heavy rain fell. Without cover anywhere, much seat-swapping ensued amongst competitors, companions and spectators.

After a long wait provisional results were produced by a charming team of ladies and this showed Michael Allen with B.T.D. at 315.8 secs., this qualifying him for the best E.S.M.C. award. The outright winner was Gordon Channer, who improved on his class average by the greatest percentage; he was in fact 25.1 secs. ahead of the runner-up in his class!

LEO CRUTTENDEN.

RESULTS

Best Overall: G. Channer (Mini), 332.2 s. **Best E.S.M.C. and B.T.D.:** M. Allen (Sprite), 315.8 s. **Class Winners:** J. Smith (Mini), 357.3 s.; W. McGovern (Mini-Cooper S), 316.7; G. Hutchings (Imp), 334.4 s.; M. Windebank (Rapier), 344.9 s.; P. Mann (Sprite), 329.4 s.; M. Cannon (Cannon), 324.6 s.; R. Gee (M.G.B), 323.8 s. **Team Award:** R. Gee (M.G.B), D. Williams (Sprite) and L. Cruttenden (Mini-Cooper), 976.3 s.

NEW HILL-CLIMB VENUE

ON Sunday, 21st June, the Vickers-Armstrongs (Hurn) C.C. are organizing their first speed hill-climb at East Lulworth Camp, Dorset. The hill, known as Whiteway, is the public road between East Lulworth and Corfe Castle over the Lulworth tank ranges and has been used as a special stage in the last two R.A.C. Rallies. The army have been very co-operative and are giving full radio coverage.

THE Brighton and Hove M.C. are holding one of their main events of the year on 14th June—the Day of Skill and Elegance. Judge for the premier awards will be Dora Bryan.

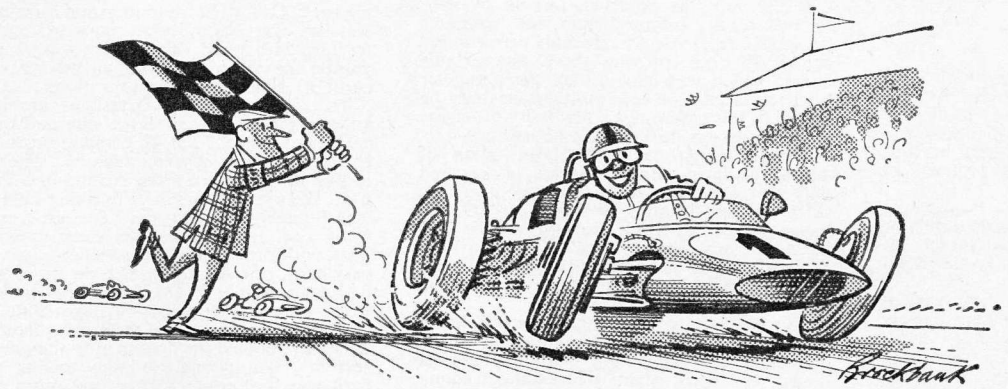
COMING ATTRACTIONS

FOREIGN EVENTS

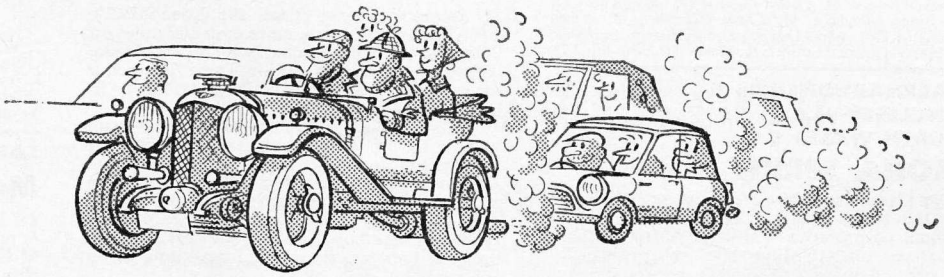
6th June. *MOSPORT "200", Mosport Park, Canada (S).*
7th June. *LA CHATRE, France (F3).*
GRAND PRIX D'OSPEDALETTI, San Remo, Italy (F3, T).
COPENHAGEN CUP, Roskilde Ring, Denmark (F3, S., T.).
ROSSFELD HILL-CLIMB, Germany (S., G.T., T.).
9th-13th June. *RALLY TO THE MIDNIGHT SUN, Sweden.*
14th June. *BELGIAN GRAND PRIX, Spa-Francorchamps (F1).*
MADRID GRAND PRIX, Spain (S., G.T., T.).
MONT VENTOUX HILL-CLIMB, France (F.L., S., G.T., T.).
14th-28th June. *AMPOL TRIAL, Australia.*
20th-21st June. *LE MANS 24-HOUR RACE, France.*

BRITISH EVENTS

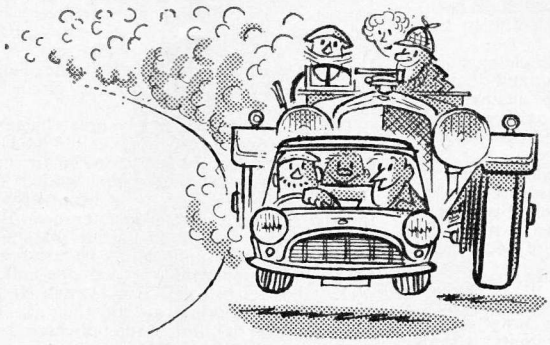
5th-6th June. *Plymouth M.C. National Plymouth Rally. Starts Plymouth, Hants, at 10 p.m.*
6th June. *B.R.S.C.C. INTERNATIONAL "MOTOR" SIX-HOUR SALOON CAR RACE, Brands Hatch, near Farningham, Kent (T).*
B.A.R.C. Race Meeting, Oulton Park, near Tarporley, Cheshire. Starts 2 p.m.
Ulster A.C. Race Meeting, Bishopscourt, near Strangford, Co. Down, Northern Ireland. Starts 2 p.m.
Bristol M.C. and L.C.C., Burnham-on-Sea M.C. and M.G.C.C. (S.W. Centre) Sprint, Castle Combe, near Chippenham, Wilts.
Jaguar Apprentices' M.C. Sprint, Church Lawford, near Rugby, Warwickshire.
6th-7th June. *Birmingham Young Conservatives M.C. 50-Mile Rally. Starts R. M. Hall and Co., Station Garage, Streetly, Staffs, at 10.30 p.m.*
Newport C.C. Greyhond Rally. Starts Gibbs Brothers, Ltd., Garages, Tredegar, Monmouthshire, at 10.30 p.m.
Bath M.C., Burnham-on-Sea M.C., C.S.M.A. and Tavern M.C. Festival Rally. Starts Bath, Somerset.
7th June. *Huddersfield M.C., Elland M.C. and Halifax M.C. Hill-Climb, Baitings Dam, near Sowerby Bridge, Yorks. Starts 2 p.m.*
Bugatti O.C. Hill-Climb, Prescott, near Cheltenham, Glos. Starts 11 a.m.
Mini-Se7en C. (Midland Centre) Sprint, Mallory Park, near Hinckley, Leics
Thames Estuary A.C. Sprint, Brands Hatch, near Farningham, Kent. Starts 9 a.m.
Austin-Healey C. (Eastern Centre) Sprint, Blackbushe Aerodrome, near Camberley, Surrey.
London M.C. and Circle C.C. National Star Driving Tests. Starts Brentford Market Place, Middlesex, at 10.45 a.m.
Vickers-Armstrongs (Hurn) C.C. Driving Tests. Starts Blandford Camp, Blandford, Dorset.
Bentley D.C. Inter-Regional Team Challenge Driving Tests. Starts Curborough Farm Sprint Course, near Lichfield, Staffs, at 11.30 a.m.
East Anglian M.C. Driving Tests. Starts Earls Colne Airfield, Earls Colne, near Colchester, Essex, at 1.30 p.m.
Sussex C.C. Driving Tests. Starts Maresfield Camp, Sussex.



He roars full-throated round the track, a happy man to see;
His Esso Golden is so Grand, he's bound to gain the Prix;



And fans who come to Silverstone (and come on Golden, too)
Will idle, oh, so sweetly when they're homing in the queue.



So nose-to-tail, or chequered flag,
full out or just at rest.
It's cheers for Esso Golden

ALWAYS look to Esso for the best



WESTON-SUPER-MARE M.C.
BURNHAM-ON-SEA M.C.
YEOVIL C.C.
TAUNTON M.C.
BRISTOL M.C. & L.C.C.
TAVERN M.C.

AUTOCROSS

THE general opinion was that the Weston-super-Mare M.C.'s Autocross at Chrisbett Mendip Kartway on 30th May was worthwhile. A crowd of 250 watched cars hurtling around this track, which, it is hoped, will be permanent.

Owing to the course breaking a little during practice it was decided that the usual method of four cars starting in twos should be changed, and three cars were, therefore, started at a space of 10 secs.

The ladies participating in their various classes showed great skill and kept a tight grip on their steering-wheels, as later in the afternoon the track became rather hazardous. Mrs. Dunscombe, Secretary of the S.W. Centre of the M.G.C.C., came out with best index of performance.

Best time of day came in the specials and sports-racing class where Haskell put up a very fine performance and finished with 1 min. 21 secs. Most of the first runs by the competitors gave them their best times, as the track was crumbling as the afternoon wore on.

GLADYS HALL.

RESULTS

B.T.D.: K. Haskell (Lotus-Ford 7), 1 m. 21 s. **Class Winners:** M. Locke (Saab); D. George (Mini); P. Jones (Anglia); M. Clark (Cortina); J. Wales (Renault R8); Mrs. Dunscombe (Triumph Spitfire); E. Harris (Reliant Sabre); K. Haskell (Lotus-Ford 7).

CAERNARVONSHIRE & ANGLESEY M.C.
NORTH WALES C.C.

MONA SPRINT

THE Caernarvonshire and Anglesey M.C. and the North Wales C.C. held their second annual co-promoted sprint at Mona airfield, Anglesey, on 24th May. They were again lucky to have a fine day, though a strongish wind blowing across the course was felt by most competitors.

Thirty-nine entries were soon scrutineered and drivers were able to complete two timed practice runs before lunch, while the two competitive runs were taken during the afternoon. The entry list was very varied, from completely standard Minis to an E-type Jaguar, a Lotus Elan, Lotus 7, a T.V.R. and a Frazer-Nash. Some of the classes were merged to make things more competitive.

B.T.D. was, as expected, put up by Paul Pycroft in the E-type Jaguar, his best time being 35.5 secs. He was the only driver to get below 40 secs. on the three quarter-mile course which was laid out on the perimeter track; a chicane had been built not far from the start and there were not a few hairy moments for some drivers during the practice runs.

Second fastest came the Lotus Elan of Arnold Milburn with 41.5 secs.; this car had only just been completed (in two days flat, single-handed) in time for this event. Of the ladies, Mrs. J. E. Jones drove very well to get her 1100 Sprite round in 47.1 secs.—a very creditable time indeed which gave her the Ladies' Award, and also placed her third in the eight-strong class.

This venue is excellent for this type of event and very easily accessible, being right on the A5 road. So much so, in fact, that a large crowd was attracted on this excellent sunny day.

HELEN NICHOLSON

RESULTS

B.T.D.: P. de F. C. Pycroft (Jaguar E). **2nd B.T.D.:** A. Milburn (Lotus Elan). **1st Class Awards:** R. J. Plummer (Mini); D. G. Williams (Mini-Cooper S); A. W. Gorst (Mini-Cooper); A. R. Ashton (Lotus 7). **Ladies' Award:** Mrs. J. E. Jones (A.-H.Sprite). **2nd Class Award:** B. Wolstenholme (Ford Cortina).

LOOE M.C.

ALL-DAY RALLY

A CLOSED-TO-CLUB event, the Looe M.C.'s All-Day Rally took place over 100 miles on 24th May. Commencing with a nine mile, 29½ m.p.h. regularity section, there followed a route card observation section, finishing with lunch at Polmear.

The second section of the rally commenced with a navigational section in two parts to Portscatho, three tests being included *en route*—a timed section uphill, a matchbox start on a second hill and a reverse and pylon test downhill. The evening section leading to Dobwalls was based on the shortest distance between two points covering questions to be answered.

RESULTS

1, Miss Lock (Triumph 12/50); 2, J. Hicks (Austin-Healey Sprite). **Best on morning section:** Mrs. Lean (Morris Traveller). **Best on afternoon section:** M. Jackman (Ford Classic). **Best on evening section:** Miss Lock (Triumph 12/50).

M.G.C.C. (SCOTTISH CENTRE)

DRIVING TESTS

ON 29th May the Scottish Centre of the M.G.C.C. moved once more to the dried-out, concrete-surfaced duckpond in Deanston House Hotel grounds for their driving tests. This was nothing more than two timed laps round a course which more or less followed the perimeter of the pond, with a couple of curving "slowing-up" lanes delineated by plastic barrels with a 10-second added "bonus" per barrel displaced. Each of the 29 competitors was allowed two attempts plus a practice "blind", in what might well have been called the "Duckpond Dust-up", due to the recent dry spell.



SPECTACULAR in the extreme was R. Moore in his Ford Anglia—seen here with a rear wheel high in the air during a delicate manoeuvre at the M.G.C.C.'s (Scottish Centre) Driving Tests meeting.

In the up to 1,300 c.c. open class, B. J. and M. R. Gardner—mother and son—shared a Midget, but were up against the driving tests experts, R. R. Wilson (Speedwell Sprite), Jim Hall (Midget), and Frank Inglis (Sprite).

After the first runs on the open cars up to 1,300 c.c. class, Jim Hall (Midget) led in 68.8 secs. from R. R. Wilson's Speedwell Sprite (69.5). Frank Inglis made no mistakes on his second run with a time of 66.3 secs., despite Hall improving to 67.5.

Jim McCaig led off the up to 1,300 c.c. closed class in his "rally" Mini-Cooper (68.3), presumably giving his driving tests car a holiday, in two consistent attempts within 0.5 seconds of each other. However, M.G. stalwart Ernie Herrald found some extra horses in his three wheeling M.G. 1100 and clocked 67.9 to take the class.

It was left to S. Allister in his blue M.G.A to take the large open class in a first time of 70 secs., although he overcooked and spun his second run away. Only two cars contested the large saloon class, J. Stark in his Cortina G.T. having little difficulty winning, while in the class for T-type M.G.s, E. Benson (TD) secured first in an initial run of 74.2 secs.

A slickly run meeting with no incidents and results immediately available as the last car finished.

BILL HENDERSON.

RESULTS

Class winners: F. Inglis (Sprite), 66.3; S. Allister (M.G.A), 70.0; E. R. Herrald (M.G. 1100), 67.9; J. Stark (Cortina G.T.), 73.7; E. Benson (M.G.TD), 74.2.

BROXBOURNE M.C.

BADGER RALLY

THE Badger Rally was organized by the Broxbourne M.C. as a qualifying event for the L.C.A.M.C. Championship awards and was run over 200 miles on maps 147 and 146 on 23rd-24th May. The accent was on navigation, the organizers using all types of route cards to keep the navigators alert.

To eliminate any possible ambiguity answer sheets showed three alternatives for each route check, the 42 competitors having to delete the two incorrect answers. The rally, in two parts, started from Acland and Taber, Ltd., Welwyn, the first half finishing at Heathview filling station, Royston. Section 2, an any order one, saw most of the clean sheets go. This, with three one-minute sections, was on a very hard, rutted white, which the dry weather had made really bad. The Minis took the worst knocks. A plain language route card section followed all on coloured roads that must have cooled the drivers after the previous section. An incomplete map tracing route card was the undoing of several more crews on section 6, soon after came the supper stop.

Up to this stage there were only two clean sheets, eight were out of time, five retired and two were excluded for wrong approach. The second half started with three in order sections of 6.5, 2.5 and 8 miles. Next came a straight line followed by an any order Tulip bearings that even in this day of plot and bash brought favourable comments from several of the navigators. The last section was a five-mile run-in to the finish.

N. CRIDLAND.

RESULTS

1, D. Wood/C. Schofield (Cortina G.T.), 2 m.; 2, W. Batin/D. Lush (Mini-Cooper), 11 pen.; 3, M. Gilby/P. Handy (Sunbeam Rapier), 21; 4, M. Looker/J. Bratton (Ford Classic), 23; 5, H. Davis/J. Tamsitt (Mini), 30; 6, N. Leslie/J. Follis (Cortina G.T.), 31. **Team award:** Herts County A. & Ae. C.

LARNE M.C.

MAY RALLY

IN line with the recent trend towards more navigational rallies in Ulster, the Larne M.C.'s May Rally recently was of this type, with only two driving tests instead of the usual driving-tests-only event. Frank Main and Tommy Allison had set out a 65-mile, 28 time-control route in mid-Antrim with cars running to standard time.

From the start at Ballyclare there were 20 mins. in which to do the first driving test and get to control 1, a matter of some five miles away. This test, in a quarry, was long and fast and more like a special stage and the onlookers were thrilled by some very hairy motoring. Best here was Robert Woodside (Okrasa Volkswagen) in 51.4 secs. From control 1 the route went via Kilbride, Tardree and Chapeltown, and for the circus was fairly easily on.

The first place where any great haste was required was the rough white at 118960 where 2 mins. for 1.3 miles left no room for error. From control 13 the route headed back towards Ballyclare by way of Moorfields and the Big Collin to a one-minuter near Ballynashee, where rather inefficient marshalling caused the early numbers to be pressed for time. Three somewhat pruned one-minuters up the 500-feet rise of Drumadarragh Hill had most people making use of their 59 secs. tolerance, and the sting in the tail was a 2 min. Tulip section through 278950 where no road is shown on the map but a very muddy goer is formed by the disused railway track. Finally came test two, which was an even faster version of test one.

Altogether 10 cars were clean on the road and Donald Grieve (driving for a change) emerged as the overall winner by beating Roger Cree by 0.8 in the tests. This was an enjoyable rally, perhaps a little easier than anticipated, but in daylight the pace was probably hot enough. A rather more accurate results sheet would have been welcome.

BEATTY CRAWFORD.

RESULTS

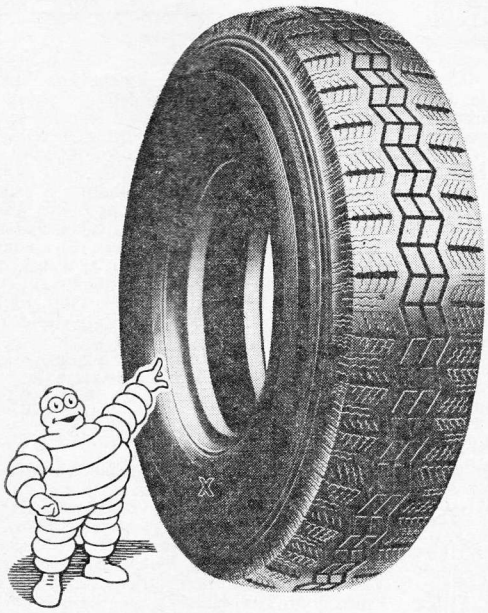
1, Donald Grieve/Terry Harryman (Mini), 90.0 marks lost; 2, Roger Cree/Norman Smith (Mini), 90.8; 3, John McClean/Robin English (Mini-Cooper S), 92.2. **Class winners:** Lee Lucas/Alec Spence (Grasshopper), 97.6; Ken Shields/Norman Henderson (VX4/90), 95.0; Roger Cree/Norman Smith (Mini), 90.8; Brian Falcon/Jack Wilkins (Turner-Climax), 95.6.



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LLOYDS M.C.

BRANDS HATCH SPRINT

IN the absence of any of the "names" who spend most summer Sundays sprinting at Brands Hatch, the Lloyds M.C.'s meeting on 31st May was very much an event for the normal club member using his normal motor car, and it was all the more enjoyable for that. Organization was good, enabling the 46 entries to have adequate practice, two timed runs (of three laps each rather than the usual two) and an additional run, timed but unscored.

As practice advanced so did the weather deteriorate, and rain set in during the first timed runs, easing at about the corresponding stage in the second runs. Not everybody, therefore, was able to complete a run in the dry and K. B. Shaw (Turner Special) and M. E. Twitchett (Lotus 7) were unfortunate in this respect, being beaten by a narrow margin for B.T.D. by F. R. Rutter (Mini-Cooper S), who was able to complete his first run before the circuit was wetted.

Without detracting from Rutter's performance, the star combination of the event was undoubtedly the magnificent 3-litre Bentley of Harvey Hine. Hine was another driver denied a dry track, and his progress through Paddock and Bottom Bends in the wet was truly wondrous to behold. Although he was made to work hard all the way round, Hine looked to be in complete control of his fine machine and would doubtless have pressed Rutter given equivalent conditions.

Ian Bracey took Class A, for saloons up to 850 c.c., in a creditable 3 mins. 50.0 secs., with D. M. Golding and W. M. D. Bishop fighting hard for second place some 10 seconds behind. D. Crothall was unlucky enough to invert his Mini Estate at Paddock in practice, his car, in the words of the scrutineer being "now in no fit state to partake in the contest."

Rutter's 3 mins. 44.8 secs. on his first run was just sufficient to win him B.T.D., leaving the class for saloons from 850-1,250 c.c. to R. A. Burford (Mini-Cooper) in 3 mins. 45.6 secs. A. G. Oldworth (Mini-Cooper S) spun his chances away at Paddock and was lucky not to invert, since he entered a sizeable puddle sideways on. R. J. B. Robson looked likely to emulate this manoeuvre every lap, the suspension of his A40 seemingly causing him more than a little concern.

The category for saloons from 1,250-2,500 c.c. offered an interesting assortment of motor cars, including a 2-litre Rover, a 1600 Alfa and P. L. Densham's 2½-litre Lancia. This event is Densham's annual competition, and at the age of 70 he still looked good enough to show some of the youngsters the way round. B. E. Chick's 1.5 Riley worthily won the class from an M.G.B and a couple of Rapiers, although he had quite a moment coming out of Druids on his unscored run.

As usual, the unlimited saloon class was poorly supported. Of the two 3.4 Jaguars, R. W. Cookson's was less impressive in practice, but he went well enough in the afternoon, despite which he was beaten by G. B. Whiteaway, the latter having the advantage of a drying track towards the end of the afternoon. K. Biggs lost his 3-litre Aston Martin on Bottom Straight, but continued unharmed after revolving a couple of times.

R. Newman had the 1,000 c.c. open class all to himself, and saw no reason to hurry unduly in his Sprite. Much more rapid was the Mark 2 Sprite of R. H. Richards, with a couple of neat runs in 3 mins. 48.0 secs. and 3 mins. 55.2 secs. in the 1,000-1,500 c.c. open class, but it was K. B. Shaw who finally won this category in his neatly driven Turner Special, although the state of the track possibly cost him the premier award. P. J. Mill went well in his vintage Riley until his oil pressure vanished coming out of Druids on his first run. No damage was done, and pressure restored, he had another go. Twitchett was another lonely motorist, non-starters reducing the 1,500-2,500 c.c. open class to the one Lotus 7, and, like Shaw, he might easily have made B.T.D. in the dry. As it was he did well enough to win the "free for all" class in 3 mins. 45.0 secs. as well as taking his own class in a walk-over.

Hine's thunderous Bentley was the finest sight your reporter has seen at Brands this year, and his 3 mins. 51.0 secs. on a still-wet circuit would have been at least 10 to 15 seconds quicker in the dry. Nearly as impressive was the 4½-litre Lagonda beautifully driven by J. W. T. Crocker in the same unlimited open car class (3 mins. 58.8 secs.), while A. Greig also did well in an elderly Cooper-Bristol in 3 mins. 52.8 secs. and Oldworth recorded 3 mins. 57.6 secs. in an Aston Martin DB3S. Amid all these outdated machines, E. T. L. Aubrey's M.G.B (modified and therefore up-classed) returned 3 mins. 58.2 secs.

All in all, a fine day's sport, despite the wretched weather, which failed to dampen either the enthusiasm of the competitors or the efficiency of the officials.

RON AMBROSE.

RESULTS

B.T.D.: F. R. Rutter (Mini-Cooper S), 3 m. 44.8 s. **Class Winners:** I. F. Bracey (Mini), 3 m. 50.0 s.; R. Newman (Sprite), 4 m. 33.8 s.; R. A. Burford (Mini-Cooper), 3 m. 45.6 s.; K. B. Shaw (Turner Special), 3 m. 45.2 s.; B. E. Chick (Riley 1.5), 4 m. 14.2 s.; M. E. Twitchett (Lotus-Ford 7), 3 m. 45.0 s.; G. B. Whiteaway (Jaguar 3.4), 3 m. 56.6 s.; H. P. Hine (Bentley 3-litre), 3 m. 51.0 s.



SPIN in the spray. A. G. Oldworth lost his Mini-Cooper S at Paddock Bend—where all the best people lose it—and sent the spray up into the air in so doing.

HAGLEY & D.L.C.C.

WELSH RALLY

DESPITE last year's first-class event, only 29 entries were received for the Hagley & D.L.C.C. restricted Welsh Rally on 23rd-24th May, a great disappointment to clerk of the course John Handley. Disappointed, too, were the marshals who numerically easily exceeded the competitors, there being only five starters from the organizing club. With impending and overdue government legislation, the writing must now be on the wall!

The event, which qualifies for the B.T.R.D.A. Silver Star Championship, was held under warm and dry conditions and covered some 200 miles through central Wales, starting at Brecon and centering on that area for the first 10 controls. Things toughened up right from Control No. 3 and the route had covered the roads of the Eppynt Ranges and some difficult moorland before the petrol stop near Lampeter.

By this time, A. R. Brick/R. Summerfield (Anglia) were already beginning to make their presence felt and, as no clean sheet was recorded, eventually became the outright winner, losing only 10 mins. A close battle ensued for second place, with the VX4/90 of I. Cooper/R. Cooper getting the edge on the McElhinney/Gray Cortina G.T. on the principle of cleanest longest.

It was easier going after the half-way stage and the route headed out towards the coast around Newquay and thence back to the finish at the Hotel Metropole, Llandrindod Wells. In the novices' class, the Viva of Miss Conu/R. Andrews had an easy win from the Nicholls/Gavin Triumph Herald.

MAX TRIMBLE.

RESULTS

Whorton Cup: A. R. Brick, **Ack Ack Cup** (navigator): R. Summerfiled (Anglia), 10 marks. **Hayes Cup:** Miss M. Conu, **Jet Cup** (navigator): R. Andrews (Viva), 64. **First class awards:** I. Cooper/R. Cooper (VX4/90), 18. **Second class awards:** R. McElhinney/S. Gray (Cortina G.T.), 18; D. Nicholls/J. R. Gavin (Triumph Herald), 67. **Team award:** Hereford (P. Taylor, A. R. Brick and Miss Conu).

HERTS COUNTY A. & Ae. C.

HERTS FLYER DRIVING TESTS

COTTENHAM garage owner Don Harris scorched to his fifth Flather Star Championship victory in six outings when he won the Herts Flyer Driving Tests, organized by Herts County A. & Ae. C. at North Weald on Sunday, 31st May. Harris, who has already chalked up a dozen driving tests wins this season, gave a thrilling performance in his Ford G.T.-engined D.M.F. Mk. 2 Special for a clear victory in the Special class with 419.9 secs. for the six tests.

Even with a five per cent. handicap, which brought his total time to 440 secs., Harris was a clear winner over second man John Calton (M.G. Midget), who finished in 509.3 secs., and well earned the award for the best B.T.R.D.A. driver of the day.

Winner of the saloon class was Ron Randall (Mini-Cooper) with 477.8 secs., while the holder of the Flather Star, Derek Smith (Mini-Cooper), took second with 526.1 secs.

This year's Herts Flyer entry was a very disappointing 25, with only three competitors from the promoting club, but this blow for the organizers was compensated by the high standard. Quality not quantity!

The first of six interesting tests began in brilliant sunshine, but the latter stages were hit by rain and the last few drivers completed the final stages in the wet. R.A.F. glider tow cables descended from the heavens early on and caused a little apprehension. But after a course marshal had been glanced by one, the nearby R.A.F. cadet unit kindly decided to move their powerful winches out of range of the car test area—which, after all, was on their aerodrome.

Peter Fisk (M.G. Midget) was taken ill during the second round in the morning, but after a hospital check-up was able to compete in the afternoon. On the previous day, Fisk, Harris and Ian Mantle had won the Southern TV Trophy.

The event, which was the fifth Herts Flyer, was also a qualifying event for the L.C.A. Driving Tests Championship.

DAVE BRIFFETT.

RESULTS

Specials: 1, D. Harris (D.M.F. Mk. 2), 440 s. (plus 5 per cent. handicap); 2, J. Calton (M.G. Midget), 509.3 s. **Saloons:** 1, R. Randall (Mini-Cooper), 477.8 s.; 2, D. Smith (Mini-Cooper), 526.1 s. **Non-Championship Saloons:** 1, J. Farncombe (Mini-Cooper S), 535.8 s. **Non-Championship Sports:** 1, A. C. Westwood (C.M.F. Special), 587.1 s. **Ladies:** 1, Miss I. Collins (C.M.F. Special), 619.8 s.

Oulton Park—*continued*

for the machinery to go on full song again. Thus he charged off, now third behind Bouckley who was comfortably ahead of Axon. Hurling the Lotus-Chevrolet round on the ragged edge and putting in a lap of 93.95 m.p.h., Summers overtook Axon on the eighth lap. But then gremlins took a hand and he could do nothing about the leader. There was a bit of a mix-up at Lodge on the final lap when Axon, holding off a challenge from David Rees (Lotus-Climax 18), evidently ran wide and a whole gaggle of cars rushed up to the finish in the order Charnock (Lotus 23), Axon, Alistair Welch (F3 Saturn), S. Thoroddsson (Jim Russell Lotus) and then Rees.

Lack of space dictates only a brief mention of other events. Saloon cars were led over 10 laps by John Fitzpatrick, Mini-Cooper S mounted naturally, and Carden won the 10-lap G.T. race from Les Arnold (Elan coupé).

The sixth race for sports cars registered a good win for Peter Brayshaw's Diva, but not without a fight from Max Ward, who secured second overall and another class win in his W.R.A. The 1172 and 750 race seemed ponderous and was won easily by Bryan Small's Milmor Mk. 5 after taking the lead from John Holland's U2 on the second lap. Alan Wershat and Lolita, easily the fastest combination of the race, suffered a five *minute* penalty for a push-start. Hunt won the 750 class.

The meeting closed with another 10 laps of G.T. and sports cars won in fine style at 81.81 m.p.h. by the Brayshaw Diva with Chris Meek's Ginetta 1.4 secs. down in second spot and de Roeck working his Marcos up well to take third place.

MORECAMBE C.C.

LEIGHTON HALL HILL-CLIMB

A HUGE crowd turned out to sizzle under the sun and watch some close and varied sprinting at Morecambe C.C.'s Leighton Hall Speed Hill-Climb, near Carnforth, on 24th May.

The event was won in heroic-looking style by the beautiful A.C. Cobra of Lord Cross, who clocked 14.581 secs. on the last of three runs, bettering by a mere .003 sec. the rapid-racing Elan coupé of John Kennerley. A speed trap at the end of this fast course, which is virtually a gradually rising long left-hand bend, clocked the tyre-smoking Cobra at 88.75 m.p.h. with the Elan next fastest at 88 m.p.h. John Randles' Cooper Monaco hill record of 13.42 secs. was never in danger but, of course, whereas Lord Cross can nip down to the post in his Cobra the Monaco is strictly for the tracks.

A large entry supported the up to 1,000 c.c. touring car class where J. C. England retained his practice lead in his Group 3 Mini-Cooper and won by over a second in 17.854 secs., clocking a speed of 66.4 m.p.h. in the process.

The *Formule Libre* section for touring cars produced a fine battle between Mrs. M. J. Warburton's Lotus-Cortina and Bob Smith's Mini, which had been so far modified from its original 850 specification as to be deemed an S-type. Clocking 75 m.p.h., Smith howled along in a class-winning 16.681 secs.

The presence of Kennerley's Elan (a "shopping" car, he says!) in the 1,301-1,650 c.c. sports category made the result a foregone conclusion. The open sports car class produced a crop of very fast Austin-Healey 3000s, their considerable power being put to full use, Tom Entwistle's T.V.R. and Arthur Senior's fierce works-prepared Reliant Sabre. But in this power race none was a match for the Cobra which took over first place overall on its final ascent. The Cobra's weaving, wheel-spinning take-offs made their mark impressively on an appreciative public's mind as well as the tarmac.

In every sense of the word Hugh Clifford was trying when he made three brave runs in his blown single-seater Alta to win the class for pre-1940 racing cars. On each run he scratched off the fractions and finally got down to a terrific 15.557 secs., when the Alta was bucketing along at 81.4 m.p.h.

Another who really went motoring was T. J. Adair in his Cooper-J.A.P. "twin" and, by dint of some slightly hairy-looking motoring, he won the over 500 c.c. racing car class in 14.921 secs., managing 82.1 m.p.h. in the process. The heroine of the meeting was Mrs. Hodgson in the immaculate B-type Connaught. With a best maximum speed of 85.9 m.p.h. she made three fighting runs, all well under 16 secs. Her best effort of 15.308 secs. landed third place and she deserved it. Raising the dust, Tom Clapham indeed had to work hard to carry off second place with his blown Lotus-Climax 7, for his best time was 15.305 secs. TONY BEX.

RESULTS

B.T.D.: Lord Cross (A.C. Cobra), 14.581 s. **Best Lady:** Mrs. J. Hogdson (Connaught), 15.308 s. **Class Winners:** J. C England (Mini-Cooper), 17.854 s., D. G. Guyer (Ford Cortina G.T.), 19.705 s., R. G. Smith (Mini-Cooper), 16.681 s., J. A. Burton (Sprite), 19.034 s., J. Kennerley (Lotus Elan), 14.584 s., C. F. Willicombe (TR4), 17.213 s., Lord Cross (A.C. Cobra), 14.581 s., W. J. Lambert (Merlyn), 16.365 s., H. Clifford (Alta), 15.557 s., T. J. Adair (Cooper-J.A.P.), 14.921 s.

ADVERTISING M.C.

YELLOW ROADS RALLY

THE Advertising M.C. had perfect weather (from the organizers' viewpoint) for their 70-mile Yellow Roads Rally held on 23rd May. A combination of rain and a tight route reduced a field of 22 starters to six finishers.

The overall winner was a novice, Colin Gray, who lost only eight marks. Next in line came the Roberts/Godfrey crew, who won the Best Experts award with a penalty of 2 fails, 14 marks. They also shared the team award with Renton/King, their colleagues at the Freeman, Mathes and Milne advertising agency.

Good support from marshals (including the Marshals' Association) enabled 22 of the 60 checks to be manned.

B.A.R.C. (SOUTH WALES CENTRE)

ST. ATHAN SPRINT

THE atmosphere of the St. Athan Sprint on 24th May was set the previous Sunday at Llandow. With the reappearance of the "big boys" to continue with the joust, it became very apparent when Ken Wilson's B.R.M. returned in practice, despite a wet track, a time of 37.43 secs., bogey of 36.38 being established by Peter Boshier-Jones at the April Sprint.

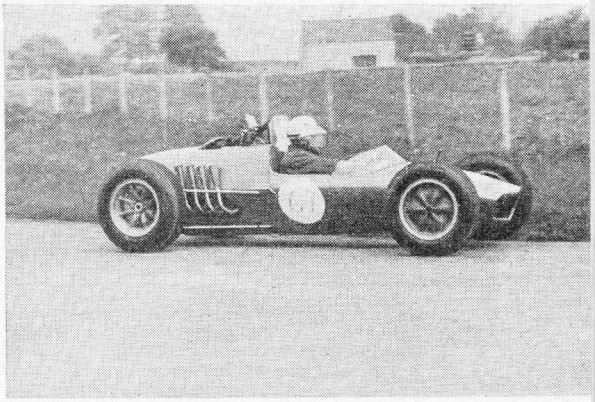
Of particular interest was the advent of Tom Pascoe in class 2, Renault R8 mounted. Despite the loss of the head of his gear-stick, he managed third place in 54.63. Reverting to his well-known Porsche, he whispered around to first place in class 3 with a time of 48.67.

The racing car class over 1,100 c.c. was hotly contested by the six competitors and was resolved to a factor of 1.5 secs. between the drivers. D. Nicklin's Lotus 20 returned a time of 39.63, better than Ricky Fuchs by 0.01 sec. Colin Priddey smoothly notched 38.50 and Tony David, not at his best, gave us 39.27, which left Peter Cottrell (Felday-Daimler) and Ken Wilson (B.R.M.) with the last runs of the day, Cottrell with 38.66, and Wilson with a demolished chicane and a spin to their respective credits. The Felday-Daimler roared away to return B.T.D. with 37.74 and the B.R.M. to a circle of confusion and no finishing time. HAYDN HOWELLS.

RESULTS

B.T.D.: P. Cottrell (Felday-Daimler), 37.74 s. **Class Winners:** J. Tuck (Mini), 52.63 s.; T. Newhouse (Mini-Cooper), 49.64 s.; T. Pascoe (Porsche Super 1500), 48.67 s.; J. Northcroft (Lotus Cortina), 44.42 s.; M. Evans (Jaguar 3.8), 46.53 s.; A. T. Smart (M.G.B), 45.44 s.; B. Jenkins (Morgan), 43.28 s.; B. L. Field (Lotus 23), 38.43 s.; T. Jones (Envoy F.J.), 42.68 s.; P. Cottrell (Felday-Daimler), 37.74 s.

PETER COTTRELL carried on the winning ways of his ex-Peter Westbury mount—the 2½-litre Felday-Daimler that carried off the 1963 R.A.C. Hill-Climb Championship. His time was a resounding 37.74 secs.



B.A.R.C. (South-Eastern Centre) FIRLE HILL-CLIMB

THE torrential rain which drenched Southern England last Sunday thoughtfully missed the picturesque Bo-Peep hill at Firle, where the South-Eastern Centre of the B.A.R.C. held a most enjoyable hill-climb, until some time after the last competitor had completed his run. Despite a slight shower shortly after battle commenced, the track remained dry and no fewer than 11 class records, including the outright record for the hill, were shattered, some by wide margins.

Mac Ross set the ball rolling with his 998 c.c. Newtune Mini-Cooper in the 1,300 c.c. touring car class, ascending in 29.25 secs., and vanquishing Paul Martin's Nerus-tuned Mini-Cooper and his own car, this time handled by Howard Sage. Bored-out and S-type Minis were put in the 1,300 c.c. special touring and G.T. class, best being Terry Nicholls's 1,132 c.c. Mini-Cooper which did 28.69 secs.

Similarly, Lotus Cortinas were put in the 1,600 c.c. special touring and G.T. classes, but none could conquer Maurice Fallek's Elan, which did a rousing 27.74 secs. The 2-litre special touring and G.T. class included A. K. McHardy's fantastic T.V.R. Grantura (called a Turner in the programme), this car tackling the hill in 26.36 secs.—10th fastest overall!

Another to give value for money was Alistair Crawford in his E-type; his 25.44 secs. was fifth fastest overall behind four out-and-out racing cars, while Arthur Rusling was an astounding seventh overall (26.11 secs.) in his Reliant Sabre Six. Also entertaining was Jim Tiller and his Allard J2—one never knew whether the car or the driver was in control. Indeed, on the first run it was the car, for Tiller went straight on at the final corner and finished, undamaged, halfway up the bank. On the second run, however, the Allard was urged up in 26.51 secs. to be equal first in the over 2,000 c.c. sports-racing class with Clive Aston's Aston Martin DB3S.

The final corner at Firle is a tricky old affair: the finishing line is just around it and, depending on the number of "purple hearts" a driver takes, some pretty hairy manoeuvres are seen. For instance, in the big racing car class, trying very hard indeed to beat Peter Meldrum and Gordon Parker who had just broken her hill record, Patsy Burt threw her 2-litre Cooper-Climax into the final corner, crossed the line, then spun around wildly!

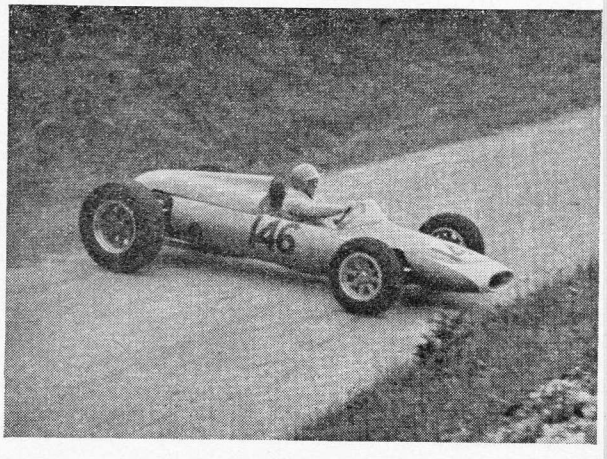
However, Patsy's 23.97 secs. was not good enough. Although it beat her old record of 24.45 secs., Gordon Parker's supercharged 1½-litre Cooper-Climax had managed 23.87 secs. and Peter Meldrum's supercharged Allard Dragon-Ford-engined Lotus 22 23.96 secs. All three were slower on their third runs, Meldrum's car developing an unspecified mechanical fault and only managing 48.54 secs., but fourth man John Mew improved to 24.89 secs. in his 1½-litre Climax-powered Lotus 20.

Generally speaking, it was a good day's sport run off without a moment's delay. Several interesting cars were to be seen, including R. Heatley's blown Triumph Twin-engined Lowlitre (a sort of he-man's kart), D. J. King's 1960 export-model F.J. Elva-Ford (originally known as a Scorpion), J. W. Coles's 1,666 c.c. Willment-Climax, and no fewer than six 500 c.c. "bangers" which, when started up, caused alarm to several spectators who feared an invasion of Rockers. MICHAEL KETTLEWELL.

RESULTS

B.T.D.: G. D. Parker (Cooper-Climax), 23.87 s. **Class Winners:** B. M. Ross (Mini-Cooper), 29.25 s.; A. W. Mansbridge (Ford Anglia), 30.86 s.; M. Miles (Jaguar 3.8), 31.00 s.; T. N. Nicholls (Mini-Cooper), 28.69 s.; M. Fallek (Lotus Elan), 27.74 s.; A. K. McHardy (T.V.R. Grantura), 26.36 s.; T. A. Crawford (Jaguar E), 25.44 s.; E. Crocker (A. D. Sportic-Climax), 26.49 s.; M. J. Crabtree (Lotus-Climax 7), 25.50 s.; J. Tiller (Allard J2) and C. Aston (Aston Martin DB3S), 26.91 s.; J. Horrex (Cooper-Norton), 26.29 s.; P. J. Gold (Cooper-Vincent), 27.02 s.; G. D. Parker (Cooper-Climax), 23.87 s. **Best Lady:** Miss P. Burt (Cooper-Climax), 23.97 s.

PATSY BURT, trying to regain the hill record, spun around after crossing the curiously placed finishing line. However, even these tactics failed to work!



LONDON M.C.

COVENTRY CUP TRIAL

THE London M.C. ran their annual Coventry Cup trial for production cars on 24th May. The trial took place on the W.D. land around Bordon. The day was sultry, always threatening to thunder, but it stayed dry until the last round of the hills in the afternoon.

Last year I was taken to task by the secretary of the meeting after I had complained that the trial lacked originality on its sections. I was told that I had been the only one to complain to him, and so perhaps Ware was the only one "out of step"! This year, though, complaints were wholesale amongst competitors, as the sections as laid out for the morning runs proved on the whole to be far too tight or steep. One cannot imagine what type of production car was used by the organizers when laying out the sections, as some of the taped corners were impassable.

The trial had a poor entry of only 23 cars but included at least two past winners. Section 1 was on a sandy bluff very close to the start at the M.T. school, a climb on loose sand and gravel with a hard left and right near the top. This proved very difficult before lunch with most of the ordinary saloon cars floundering low down.

Passing on to section 5 we found a most curious state of affairs, with some cars actually failing whilst travelling downhill! This looked all right in theory, but the sand was so soft that it was very difficult to raise any speed. Hill 12 was one used last year and was perhaps one of the best to watch. The surface was slimy mud on a straight rising gradient. Choice of starting line was important, and so was power. Due to delays only one round was possible before lunch.

Main interest lay in class 3, which consisted of Jim Tayloy (Ford Popular) a past winner, Amie Lefevre (Morgan) Ted Dennis (last year's winner with his H.R.G.) and G. S. Edwards, another Cornishman with the B.M.W. The scores were very close at lunchtime, and these boys had the power for the straight climbs and really put on a most exciting show—in the afternoon they really excelled themselves.

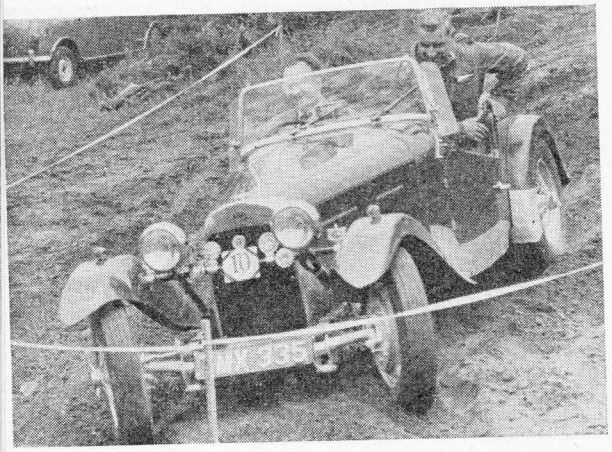
Most of the sections were modified for the afternoon runs, with start lines brought back and tapes eased. Competitors do like to feel they have had a fair crack at the sections. Hill 1 was stormed by Dennis and Edwards, but both came to grief on section 2 even though the corner had been eased. In the sandpit things were the same, with the ordinary saloons faring even worse than in the morning, but Ted Dennis blazed a trail through the sand to climb out safely. This made a path and cleans followed quickly by many other people keeping to the wheel tracks already made. P. M. Appleton, who had not featured on the leader board at lunch, was really storming well with his VW 1200 and eventually won the class.

MICHAEL E. WARE.

RESULTS

Coventry Cup and Jet Petroleum Trophy: G. S. Edwards (B.M.W.), 101 marks lost. **Class winners:** M. J. Stephens (DAF), 224; M. S. Harrison (Sprite), 190; E. H. Dennis (H.R.G.), 130; P. M. Appleton (Volkswagen 1200).

TED DENNIS, grinning all over his face, as he sweeps into the tapes on the soft sand at the Coventry Cup Trial.



ROCHESTER, CHATHAM & D.M.C.
BEXLEY L.C.C.
MAIDSTONE & MID-KENT M.C.
FOLKESTONE & EAST KENT C.C.
AUSTIN-HEALEY C.

AUTOCROSS

ON 24th May the Rochester, Chatham and D.M.C. co-promoted with the Bexley L.C.C., Maidstone and Mid-Kent M.C., Folkestone and East Kent C.C. and the Austin-Healey C., running an Autocross over a circular course of approximately 350 yards.

The entry contained a couple of cars still warm from their endeavours on the Scottish Rally, the rest of the field giving plenty of challenge and variety. Having been signed on by the Secretary of the Event, Roger Coomber, in the pleasant surroundings of the Bell Inn, Bredhurst, Kent, the competitors were ushered to a field behind the tavern for their practice laps.

The wet conditions made practice a very tricky but entertaining affair.

After lunch things started in earnest, with the sun drying out the course, times became better, although sufficient dampness remained in the ground to keep the Clerk of the Course, Tim Osborne, and his men busy replacing the boundary markers.

The second runs were even faster. Class 1, full of buzzing Minis, proved a success for Mike Butler in a hot one, beating Peter Butler's Mini-Cooper by over a second, with Alistair Crawford's Mini-Cooper S in third spot.

Class 2, for rear-wheel-drive vehicles, comprised a mixed bag, from the Lotus-breathed-on Anglia of Terry Beard to a track-hugging Y-type Ford driven superbly by Brian Gray who, in fact, tied with Tony Skelton (1100 Sprite) for best time in class. These two had a run off, with Skelton beating Gray in his old chariot, their times being next to B.T.D., which went to Colin Taylor and his Cannon, Brian Barfoot, driving an M.G. Midget, was third in Class 2.

COLIN TAYLOR.

RESULTS

B.T.D.: C. Taylor, 1 m. 3.2 s. **Class 1:** 1, M. Butler, 1 m. 7.0 s.; 2, P. Butler, 1 m. 8.4 s.; 3, A. Crawford, 1 m. 10.0 s. **Class 2:** 1, A. Skelton, 1 m. 4.4 s.; 2, B. Gray, 1m 6.5 s.; 3, B. Barfoot, 1 m. 7.8 s. **Class 3:** 1, L. Cathcart, 1 m. 10.2 s.; 2, J. Henley, 1 m. 11.4 s.; 3, F. Jackson, 1 m. 14.8 s. **Class 4:** 1, C. Taylor, 1 m. 3.2 s.; 2, W. Durling, 1 m. 12.8 s.

THIRD in his class at the co-promoted autocross was Alistair Crawford, seen having a go in the Mini-Cooper.



FALCON M.C.

AUTOCROSS

THE Falcon M.C.'s Autocross on 24th May took place at Walkern, Herts. The event qualified for the B.T.R.D.A. Championship and attracted 50 entries.

The class for the larger saloons saw the unusual defeat of Geoff Snow's Vitesse by Pete Turner's well-driven Tornado Talisman. Winner of the class for larger sports and G.T. cars was J. Akers (T.V.R.) by virtue of a faster aggregate time than G. Thornton's smoothly driven Rochdale Olympic. Nevertheless, both these cars were very hard pressed by the smaller-engined Tornado of Pete Turner, who already had class 4 in his pocket.

Next came the specials, split into front- and rear-engined, and a popular win and B.T.D. came out of the former class as a result of Charles Pollard's excellent conducting of the earlier (bright yellow) Aberties. This was this driver's first autocross B.T.D. although he has numerous trials successes to his credit. Mrs. Pollard followed her husband home in this class and beat Arnold Butcher's veteran Lotus Mk. 6, which must surely be the most regularly and reliably used car in autocross. It is rumoured that virtually nothing has been done to the 1172 engine of this car since it was tuned by ex-Iris driver John Sheldrick several seasons ago.

The rear-engined specials class was supported only by Bertie Sayers's Aberties and Frank Pryor's latest Mk. 8 Iris. Frank's latest rear-engined bored and blown B.M.C. Cooper-engined bolide finally got round faster, albeit by only 0.2 sec.

All in all, the event produced an enjoyable day's sport. Only complaints related to the current autocross regulations which allow one to be unpenalized for putting one wheel off course (including collecting any flags, markers, etc.), but penalize one 10 secs. for two wheels off or a no-run for four wheels off. Seemingly something simpler or easier to accurately check and enforce could be introduced.

ALAN WAKELING.

RESULTS

B.T.D.: C. Pollard (Aberties), 1 m. 7.3 s. **B.T.D. on index:** K. Piper (Mini-Cooper), 1 m. 9.9 s. **Class winners:** W. Harvey (Mini-Cooper), 1 m. 13.8 s.; D. Aldis (Mini), 1 m. 14.8 s.; L. Manifold (Volkswagen), 1 m. 13.5 s.; P. Turner (Tornado Talisman), 1 m. 12.2 s.; J. Hellings (Lotus Elite), 1 m. 12.2 s.; J. Akers (T.V.R.), 1 m. 10.4 s.; C. Pollard (Aberties), 1 m. 7.3 s.; F. Pryor (Iris Mk.8), 1 m. 8.2 s. **Team award:** Falcon A. P. Turner (Tornado Talisman), A. Knight (Mini-Cooper), D. Bickell (M.G. Midget), 3 m. 40.1 s.

DONCASTER & D.A.C.

DRIVING TESTS

THE Doncaster & D.A.C. held the second of their series of three closed driving tests meetings at Doncaster Airport on 24th May. The Mini class accounted for a third of the entry of 27 cars and, as at the previous meeting, supplied the overall winner, Brian Staves (Mini-Cooper S). E. R. Wood repeated his success in the sports car class driving a Sprite and finishing 20 secs. ahead of the next competitor.

Owing to insufficient entries in the medium saloon class, this was amalgamated with the large saloon class, and the winner once again was T. Stone in his Cortina G.T., who finished only 8 secs. behind the outright winner. This would seem to prove the point that, given an expert driver and tests which are open, the size of the car does not really matter.

R. BINNS.

RESULTS

B.T.D.: J. B. Staves (Mini-Cooper S), 319.3 s. **Class Winners:** E. R. Wood (Sprite), 341.0; J. B. Staves (Mini-Cooper S), 319.3; T. Stone (Cortina G.T.), 327.6.

MAIDSTONE & MID-KENT M.C.

DRIVING TESTS

IN spite of short notice as a result of site problems, 25 competitors turned up at the Invicta Lines, Maidstone, on 27th May for the first of the Maidstone & Mid-Kent M.C.'s closed driving tests meetings. The loose surface caused interesting driving conditions, and on test 6 Lyle Cathcart's exuberant handbrake turns raised so much dust that he disappeared, and only marshal Jane Waugh's head could be seen floating on the cloud.

But the going was good compared with recent Scottish stages, Mike Butler, Jack Henley and Lyle Cathcart showing that the recent battering north of the border had failed to blunt their sense of direction. (No Alan Fraser service cars, either!)

Brian Gray's pre-war perpendicular Ford, rescued from a wayside grave, celebrated its resuscitation by jumping for joy, and, on the odd occasions when all four wheels had grounded, gaining sufficient momentum to finish fifth in its class.

TONY TUCKER.

RESULTS

Class Winners: Alistair Crawford (Mini-Cooper S), 132.6 s.; Lyle Cathcart (Hillman Imp), 140.0; Lyle Cathcart (Hillman Minx), 142.8; Mike Cannon (Cannon Special), 135.0. **Fastest Lady:** Sandra Pocock (Sunbeam Rapier).

B.A.R.C. (Yorkshire Centre) HAREWOOD HILL-CLIMB



SPRITE DRIVER C. J. Tipping has a bit of a moment at Farmhouse Bend

A RECORD crowd of 15,000 spectators, a splendid summer's day, the presence of two leading hill-climb championship contenders—Peter Boshier-Jones and Tony Marsh—among a high-quality entry of 130 was a promising setting for the B.A.R.C. (Yorks Centre) Harewood Hill-Climb on 24th May. The shape of things to come was clear when in practice Tony Marsh, on his first-ever run up the hill, cracked Boshier-Jones's existing course record by almost three-quarters of a second.

In the touring car runs Allan Staniforth gained his now customary runaway win in the Mini class by almost 3 secs., while in Class 2 H. E. Twaites showed Imps can be tuned successfully with a 0.323 sec. win. Class 3 was the usual battle between a gaggle of Cortina variants, with three "outsiders", the eventual victory going to M. Bartram by 1.059 secs. In the special series class "Mini" Kaye (1,275 c.c. Mini-Cooper S) ran away from a clutch of smaller-engined Ss and Lotus Cortinas to break the class record by nearly 2½ secs.

The over 1,600 c.c. sports-racing class had only five runners, but contained Peter Bolton's T.V.R. Grantura Griffith 200 which made fourth place, its roadholding clearly leaving much to be desired. Ultimately, Phil Scragg's lightweight E-type took the honours—and a new class record—by 0.185 secs. from Phil Chapman's evergreen Mercury.

The small racing car class was unexciting, the winner, A. C. Goodfellow (Cooper F.J.), being well outside Mac Daghorn's record. But the class for the bigger fry was a very different matter. On his first run Marsh took off like a rocket and, holding his car superbly, shot to the top with a new 45.990 secs. course record. Boshier-Jones, whose earlier run had bugged the timing gear, immediately had his re-run and in an equally impressive ascent re-took the record with 45.882 secs! Came the second runs and Boshier-Jones, running first this time, took off superbly, rounded Country corner, twitched and coasted to a standstill with a seized engine. Immediately the course had been cleared Marsh set off in no less style and streaked to the top to record 45.157 secs. and that was that—or almost so.

As a savoury, the B.A.R.C. had arranged a single-run competition for the Montague Burton Trophy in which the four fastest touring, marque sports, sports, sports-racing and racing cars would compete, the winner to be the driver who improved upon his best time of day by the biggest margin. Obviously, all the boys were trying hard and it was slightly surprising only four succeeded in improving upon their previous best. Clearly Tony Marsh's chances of the Trophy were hardly good, but he gave the spectators their full money's worth with another beautiful exhibition of the hill-climbing art, albeit 1.602 secs. slower this time. In the end a popular victory went to Allan Staniforth with a 0.802 sec. improvement.

Thus ended a splendid, accident-free day's sport.

J. A. STROUD.

RESULTS

B.T.D.: A. E. Marsh (Marsh-Climax), 45.157 s. **Class winners:** A. Staniforth (Cooper), 55.986 s.; H. E. Twaites (Imp), 62.136 s.; M. Bartram (Cortina), 58.298 s.; C. H. Wild (Volvo), 59.394 s.; J. D. Wood (Jaguar 3.8), 55.310 s.; P. Kaye (Mini-Cooper S), 54.428 s. R. D. Sutherland (Sprite), 56.170 s.; F. T. Meakin (M.G.A), 56.709 s.; M. Oldham (M.G.B), 56.422 s.; P. J. Smith (Speedwell Sprite), 51.229 s.; C. G. Gray (Austin-Healey 3000), 53.379 s.; B. R. Devine (Jaguar), 53.352 s.; H. Wilkinson (Lotus-Ford 7), 52.171 s.; I. Harris (Lotus-B.M.C. 7) 50.632 s.; J. T. Butterworth (Lotus-Ford 23), 49.386 s.; E. P. Scragg (Jaguar E), 49.683 s.; A. C. Goodfellow (Cooper-Ford), 49.074 s.; A. E. Marsh (Marsh-Climax), 45.157 s.

DUDLEY & D.C.C.
CURBOROUGH FARM SPRINT

THE Dudley & D.C.C. Curborough Sprint on 17th May was designed to appeal to members who had not previously had much experience in speed events. There were awards for best performances by novices, beginners and lady drivers, and a system of handicaps and allowances was employed to even-up performances within the six classes.

Brilliant sunshine caused delays by overheating the photo-electric cell of the timing apparatus, so that it did not operate when cars cut the beam. However, after covering up the cell, all was well, and the competitors were able to have three timed runs during the afternoon.

B.T.D. was put up by John Bloxham in his Lotus 7, with a time of 39.0 secs. The only other driver to break 40 secs. was Peter Hawthorne (Mini), who got down to 39.5.

A. R. PARKIN.

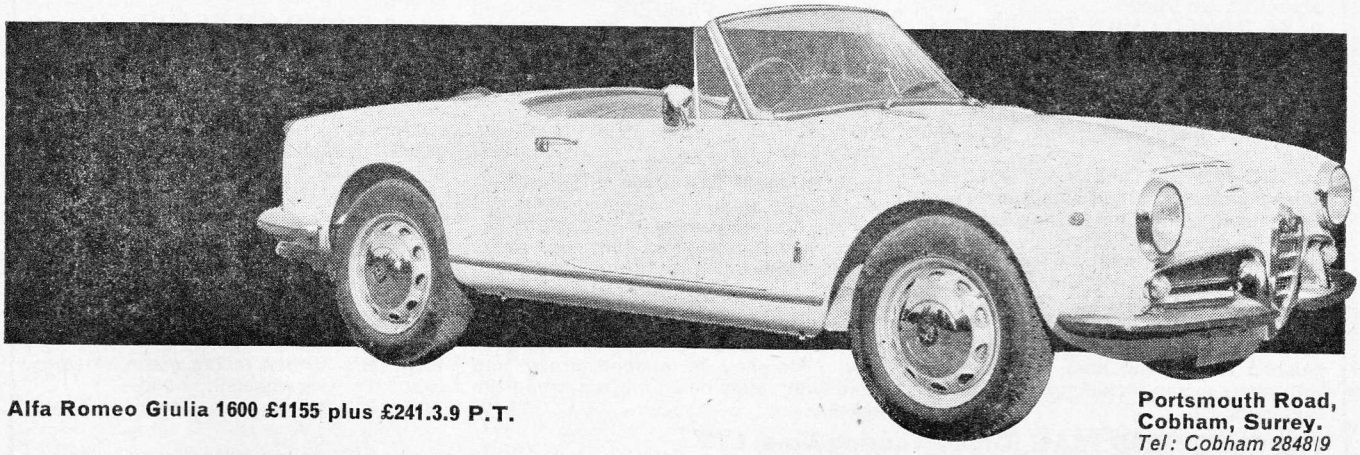
RESULTS

B.T.D.: J. Bloxham (Lotus-Ford 7). **Novice award:** G. Hunter (Mini). **Beginners' award:** A. Braddock (TR3). **Ladies' award:** Miss M. Cooper (Mini-Cooper). **First Class awards:** D. Griffin (Mini-Cooper); G. Cooper (Mini-Cooper); R. Eccles Sprite); R. Brindley (M.G.B); P. Hawthorne (Mini); J. Baker (Lotus Super 7). **Second Class awards:** R. Wilkinson (Cortina G.T.); M. Merritt (Mini-Cooper); E. Worsey (Sprite); R. Hickman (Mini-Cooper S). **Third Class awards:** I. Mitchell (Mini); J. Davies (A40).

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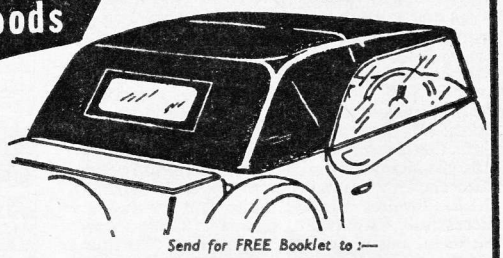
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LOTUS ELAN. 1964. Finished in pale blue with black interior trim, fitted with close ratio gears, heater, etc. Only 3,000 miles from new. **£1,125**

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TRIUMPH VITESSE Convertible. 1963. 2,000 miles (repeat 2,000 miles)—obviously indistinguishable from new, finished in duotone blue and equipped with many extras including radio, heater, seat belts, etc. **£745**

LOTUS ELAN. Nov., 1963. This 4,000-mile example is finished in silver grey with black interior trim and fitted with extras too numerous to mention, but include such items as radio, S.P. tyres, fully carpeted interior, additional instrumentation, wing mirrors, Kenlowe fan, etc. Probably the best Elan on offer today. **£1,125**

MORRIS MINI-COOPER 'S'. Nov., 1963. A low-mileage example finished in red with black interior and fitted with S.P. tyres, radio, wing mirrors, safety belts. **£625**

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M.G. 'B'. 1963. This 10,000-mile, 8-month-old car is finished in Old English white and has the fullest specification possible, i.e., overdrive, wire wheels, hard top, radio, heater, safety belts, wood-rim wheel, wing mirrors, spot lamps, anti-roll bar, R.S. 5 tyres, etc. **£845**

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AUSTIN-HEALEY

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Car can also be viewed at the Jaguar Drivers' Club Race Meeting at Crystal Palace on 13th June.

Price £2,000. No offers.

E-TYPE bonnets now available in fibreglass, saving 70 lb. in weight.—Ravensbourne 8301. F.G.R., Shortlands, Kent.

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220 SEB
April 1961



This really beautiful car is ivory in colour with red hide upholstery and is probably the best-looking 220 SE in the country, and quite the most economical I'm sure with its petrol consumption of around 34 miles to the gallon.

Incidentally the red hide upholstery cost £170 extra and the self-seeking radio and combined record player another £150.

As a matter of fact I'll be sorry to let it go but I have just bought a new one and don't really want both, so if anybody would like to buy it for **£1,350** contact me:

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SS 100 2½-litre. Offers over £600 considered.—Tel.: MELville 2771.

XK 140, F.H.C. SE, 1955, 14,500 miles. Only £275 cash. Xs.—Hoylake 7715.

1960 XK 150, 3.8, S type roadster. A magnificent specimen of the most beautiful of all XKs. Finished in Carmen red with chrome wire wheels. Innumerable extras include: overdrive with special turret control, HMV radio, Kenlow fan, Halda Speedpilot, chrome luggage rack, full tonneau, etc. Very low mileage, £765. H.P. and exchanges arranged.—Gerrards Cross 2240.

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1953 XK 120 Roadster. Very, very good engine and appearance. £165.—Derek Howard, 18 Riviera Drive, Sewerby, Bridlington.

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1962 Registered 1960 model Ferrari Pininfarina Coupe, finished in autumn red with biscuit upholstery. Fitted with radio, brand new Pirelli Cintura tyres and seat belts. 33,000 miles. **£2,950**

1963 Mercedes 220 SE, finished in graphite grey with red upholstery. **£1,995**

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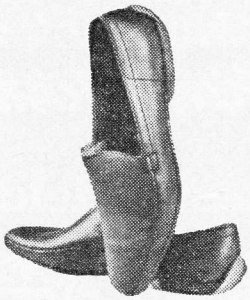
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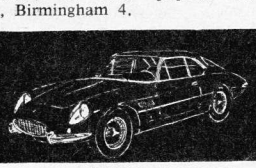
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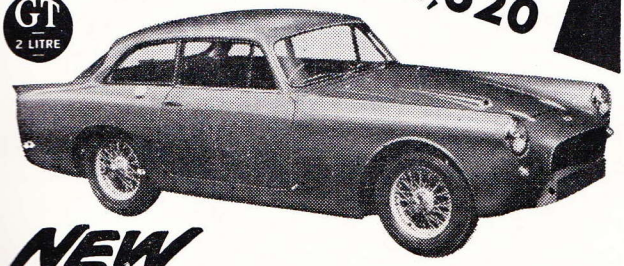
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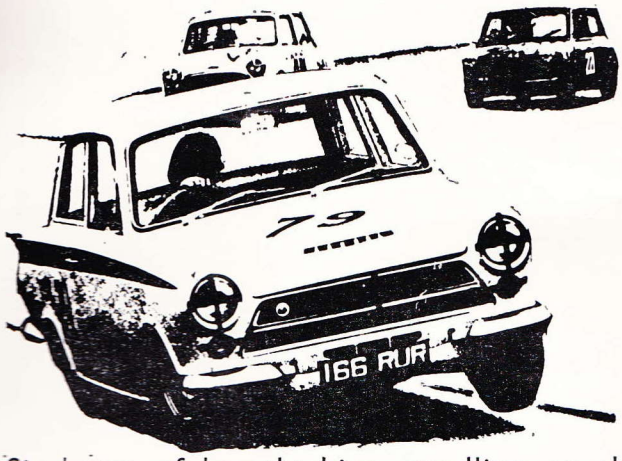
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