

ITALIAN GRAND PRIX

SEPTEMBER 21, 1962

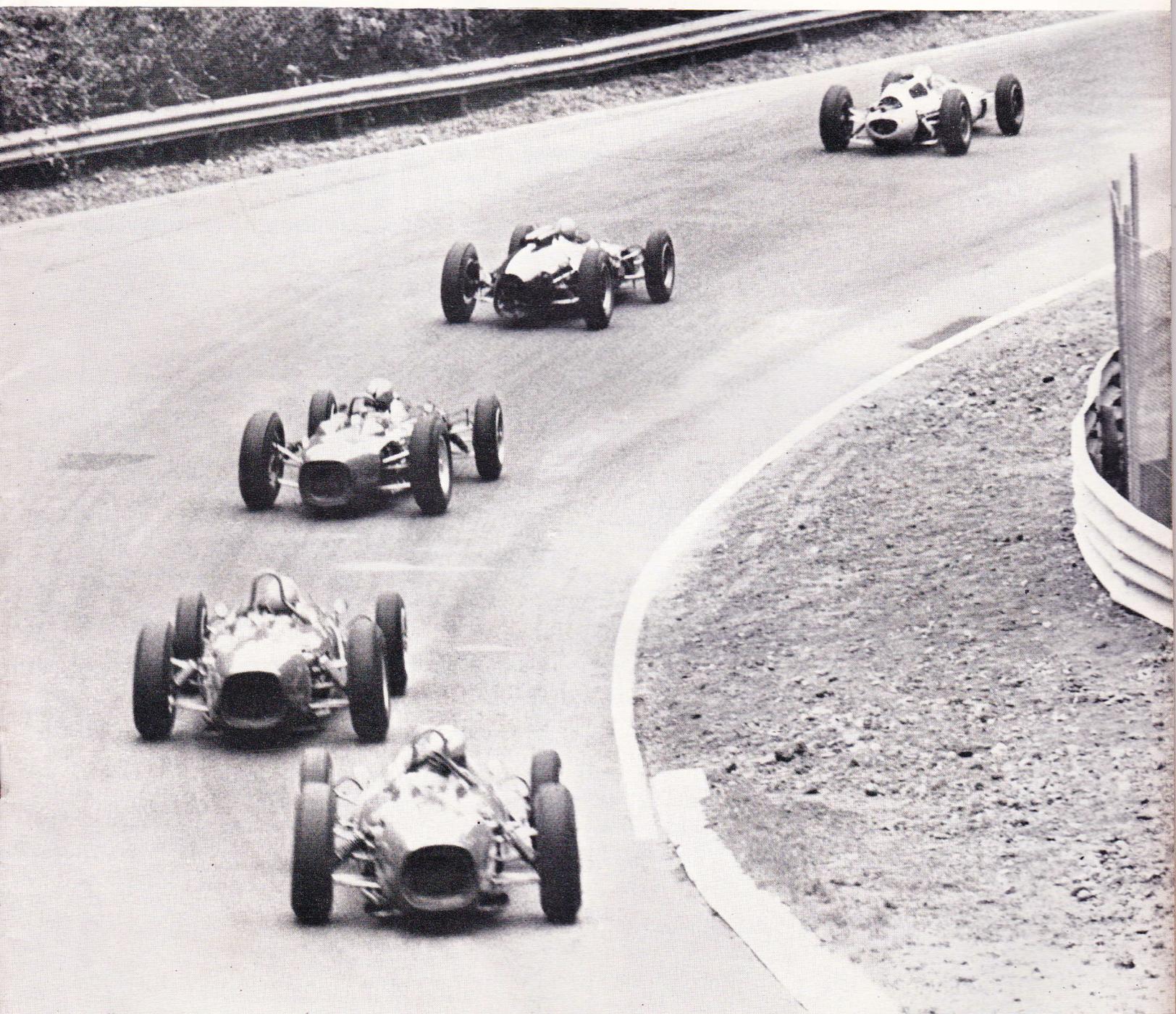
AUTOSPORT

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EVERY FRIDAY
Vol. 25 No. 12

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

NEW MODELS FROM ABINGDON, DAGENHAM AND COLOGNE
PATRICK McNALLY TESTS A TAURUS-TUNED COOPER-MINI

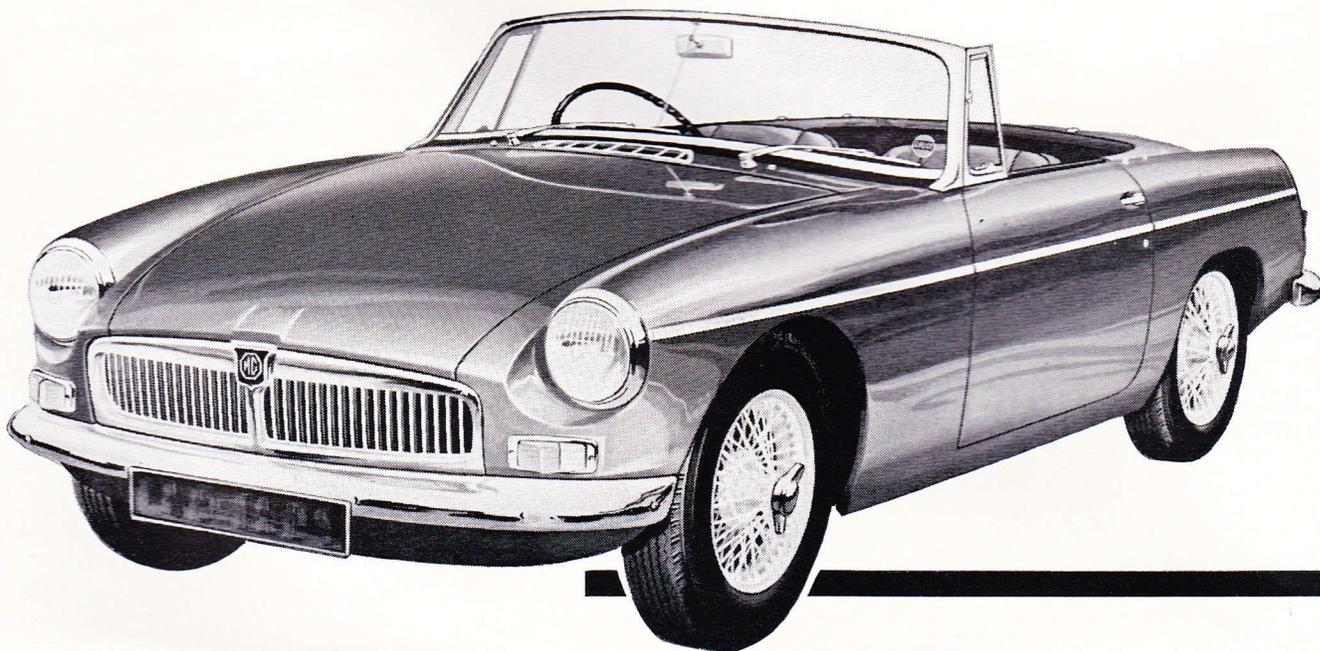
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Vol. 25 No. 12 September 21, 1962

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EDITORIAL

B.R.M. DOMINANT AT MONZA

GRAHAM HILL'S splendid victory at Monza in the 23rd Italian Grand Prix last Sunday was his third *grande épreuve* win of 1962, and gives the Londoner a commanding lead in the Championship of the World, with 36 points against the 22 collected by his nearest rival, Bruce McLaren (Cooper-Climax). Into second place came yet another B.R.M., driven by Richie Ginther who finished well in front of McLaren and Mairesse in the new Ferrari. The much-vaunted 24-valve car failed to appear, and Phil Hill in the older edition had the mortification to be doubled by the other Hill before half-distance. In point of fact, of the usually reliable Maranello cars three had to stop for attention. Contrary to expectation, not a single driver had to come in for a wheel-change in this, the longest race ever held for the cars of the present formula. Britain's Dunlop concern can take the highest credit for perfecting racing covers which can stand up to averages of around 124 m.p.h. on the road circuit. Also, fuel consumption was nothing like as high as was anticipated, the winning B.R.M. doing something of the order of 11 m.p.g. The result gives a boost for fuel-injection, for the first two cars were fitted with the Lucas equipment. The casualty rate was fairly high, for of the 21 starters, 11 were running at the finish, although all five Ferraris were classified.

SHAPE OF THINGS TO COME

AT this stage it is reasonable to wonder what the future of Formula 1 will be. The current eight-cylinder racing car is a relatively expensive piece of apparatus, and much work has gone into its development. If an announcement could be made that the 1½-litre capacity limit would remain in force for, say, another five years, there would be scope for some bold redesigning, and no doubt the 12-cylinder engine would become a reality. If, on the other hand, it appeared that a new maximum size would be enforced, there would be no incentive to go further than to develop the "eights" to their limit. Few people realize how much development work is going on, both in the power plant and chassis departments. When race follows race at close intervals, little can be done to the cars beyond repairs and routine overhauls. Whenever a lull occurs, however, the lessons of the previous races are digested and modifications are made. It may be that the engine goes on the test bench with the object of finding more power at the top end, or in the middle ranges for acceleration. The chassis may be stiffened up or the suspension geometry slightly altered. All of this adds up to faster lap speeds, and the car that was only an also ran may unexpectedly appear on the leader board at its next outing.

OUR COVER PICTURE

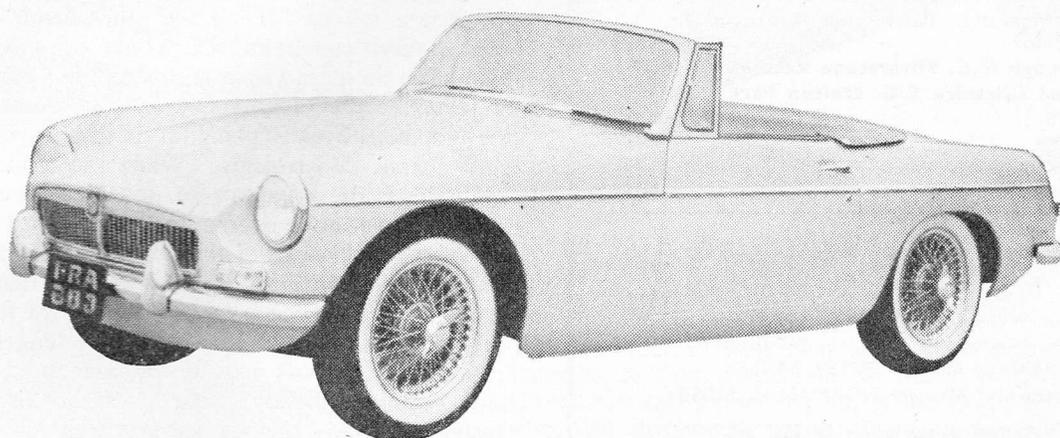
SOUTH CURVE: During a spectacular battle for positions in last Sunday's Italian Grand Prix at Monza, Innes Ireland (U.D.T.-Laystall Lotus-Climax) leads Tony Maggs (works Cooper-Climax) and the works Ferraris of Giancarlo Baghetti, Willy Mairesse and Ricardo Rodriguez around the South Curve.

Photo: Publifoto



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PIT & PADDOCK

WORLD CHAMPIONSHIP OF DRIVERS

1. Graham Hill	36*
2. Bruce McLaren	22
3. Jim Clark	21
4. John Surtees	19
5. Phil Hill	14
6. Dan Gurney	13
7. Richie Ginther	10
8. Tony Maggs	9
9. Trevor Taylor	6
10. Giancarlo Baghetti	5
11. Lorenzo Bandini	4
Ricardo Rodriguez	4
13. Jo Bonnier	3
Jack Brabham	3
15. Carel Godin de Beaufort	2

WORLD CHAMPIONSHIP OF MANUFACTURERS

1. B.R.M.	37*
2. Lotus	27
3. Cooper	25*
4. Lola	19
5. Ferrari	18
6. Porsche	17

* Best five performances.

FURTHER to AUTOSPORT's recent paragraphs concerning Cooper and Lotus, it has been announced that the official works teams of Bowmaker Lola, Brabham, Cooper and Lotus Formula 1 Grand Prix cars, using Coventry Climax V8 engines, have agreed to include Coventry Climax in the official names of each type of car.

THE Tornado Talisman and the Mark 3, 1,622 c.c. T.V.R. Grantura are now officially homologated as G.T. cars, while you can now race the 2,120 c.c. Warszawa FSO in saloon car events as it has been homologated as a touring car.

TIM MAYER, driving a Cooper-Austin, has won the American Formula Junior Championship.

BUSY AMERICAN SEASON

BY GORDON H. MARTIN

ON six successive week-ends, starting from last week-end, 15th-16th September, to 20th-21st October, more than \$100,000 in prize money will be won in the greatest autumn season of professional road racing ever held in the United States.

First was the Bridgehampton Double 400 in New York, last week-end, a Manufacturers' Championship race for all three Grand Touring classes with \$11,000 plus accessory money for the winners. One week after the Canadian G.P., 22nd-23rd September, at Mosport, Ontario, is the World Fair G.P. for sports cars in Kent, Washington, with more than \$15,000 available in prizes. The World Championship U.S. Grand Prix for Formula 1 cars is set for Watkins Glen, N.Y., on 7th October, with about \$11,000 going in prizes. Then the racing scene shifts to the West for the Riverside sports car G.P. on 13th-14th October with \$20,300 in prizes, plus a \$5,000 Pontiac sedan for the winner, followed by the Pacific Grand Prix at Laguna Seca worth \$20,000 on 19th-21st October, also for sports cars.

AMERICAN CALENDAR

THE International calendar for American motor racing next year is pretty full and, looking through the events listed below, it seems that the G.T. Manufacturers' Championship could easily be influenced by the results of American races.

19th January: Riverside, California. 250-mile race (G.T., S.).
 20th January: Riverside, California. 500-mile race (T.).
 16th February: Daytona, Florida. 250-mile race (G.T., S.).
 17th February: Daytona, Florida. Three-Hour race (G.T.).
 24th February: Daytona, Florida. 500-mile race (T.).
 8th-9th March: Riverside, California. Eight-Hour race (G.T.).
 22nd March: Sebring, Florida. Three-Hour race (G.T.).
 23rd March: Sebring, Florida. Twelve-Hour race (G.T.).
 31st March: Bossier City, La. (C., S., T., F.J.).
 30th May: Indianapolis 500.
 4th July: Daytona, Florida. 400-mile race (T.).
 27th-28th July: Indianapolis Race Park (C., S., F.J.).
 14th-15th September: Bridgehampton, N.Y. (G.T.).
 28th-29th September: Pacific Raceways, Wash. (C., S., F.J.).
 6th October: U.S.A. Grand Prix, Watkins Glen (F1).
 12th-13th October: Riverside, California (S., F.J.).
 19th-20th October: Laguna Seca (S., F.J.).
 9th-10th November: Puerto Rico Grand Prix (Sports Car Club of America event).

PAT MOSS and Pauline Mayman will be driving the Tulip Rally-winning Morris Mini-Cooper in the German Rally which commences next Wednesday.

DAVID HOBBS has made a good recovery from the injuries he sustained in a road accident last August, though, much to his disappointment, his doctor refuses to allow him to race again this year.

THE new Lotus Super Seven 1500, announced this week, features the Ford 116E five-bearing engine and the all-synchromesh four-speed Ford gearbox.

WINDSOR SCOTT and John Cuff will be driving a Mercedes-Benz 220SE entered by Eddie Berry in the German Rally which starts from Baden-Baden on 26th September. John Cuff is at present recuperating after his accident in the Liège.

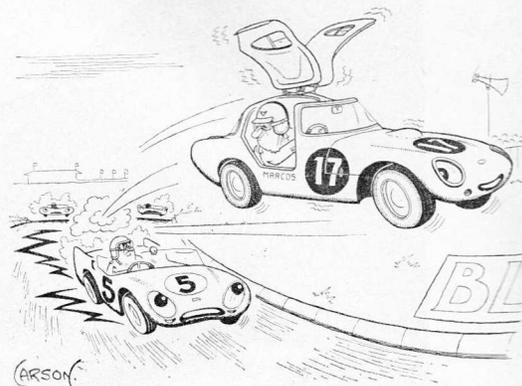
Unlike 1961, when Ferrari and Phil Hill had the Formula 1 championship sewn up and did not field cars at the U.S. Grand Prix, the Italian cars, along with Porsche and the British teams are expected at Watkins Glen on 7th October. With the 1962 World Championship points battle waxing hot and heavy, few can afford to skip the U.S. race, and the final standings may not be decided until after the South African G.P. in December.

The very cream of the world's best sports cars will be on hand for the various autumn sports car events, piloted by most of the first-rate drivers of Europe and the U.S. Among them are: Joakim Bonnier (eight-cylinder Porsche), Dan Gurney (Lotus 19), Innes Ireland (Lotus 19), Masten Gregory (Lotus 19), Phil Hill (rear-engined 3.0 Ferrari V6), Bruce McLaren (2.7 Cooper), Jack Brabham (Lotus 23), Jim Hall (Chevy-powered Chaparral), Lance Reventlow (new V8 Scarab), Roger Penske (2.7 Cooper Special), Pete Lovely (Lotus 19), Augie Pabst (Cooper), Pat Pigott (Lotus 23) and Walt Hansgen (Cooper).

If suitable machines can be found, other Continental and British drivers are expected, with local U.S. stars filling out the starting grids at the various races.

SUPPORTING the AUTOSPORT Three Hours race at Snetterton on 29th September (a full preview will be given next week) will be the Vanwall Trophy Race for Formula Junior cars, in which all the top British teams will be participating, and the Molslip Trophy Race for ADO 16s. Driving the Morris 1100s in this event will be Jim Clark, Graham Hill, John Surtees, Roy Salvadori, Tony Maggs, Trevor Taylor, Mike Parkes, Jack Sears, John Love, John Whitmore, Don Morley and—no doubt hoping to conquer the lot of them—Christabel Carlisle. It is emphasized that this is a 15-lap race and not a demonstration!

THE Seven-Fifty has again entered a team of vintage Austin 7 saloons in the M.C.C. Derbyshire Trial this October. They will be driven by Jim Yardley, Mike Ware and Dr. John Hill.



"AUTOSPORT" SPRINT TROPHY

AFTER three events the points scored towards the AUTOSPORT National Sprint Trophy are as follows:

1. Sydney Allard (Allard Dragster)	22
2. Tony Marsh (B.R.M.)	18
3. Patsy Burt (Cooper-Climax)	9
Chris Summers (Cooper-Chevrolet)	9
5. Jack Cordingley (J.B.W.-Maserati)	6
6. Josh Randles (Cooper Monaco)	5½
Gordon Parker (H.K.-Jaguar)	5½
8. John Wilks (Omega)	1
Gordon March (Djinn)	1
Jackie Epstein (Cooper-R.R.A.)	1

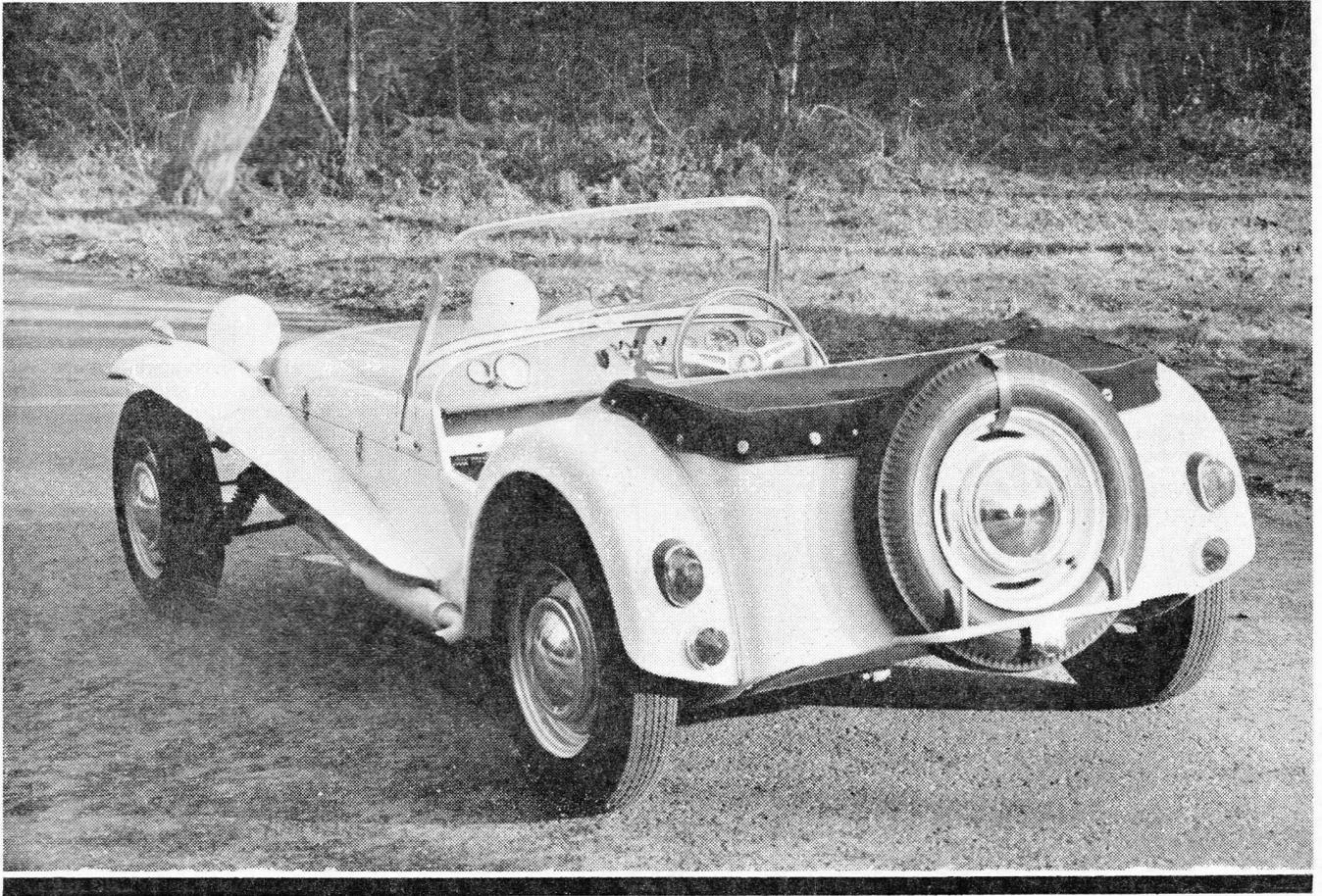
The fifth round, following the B.A.R.C. Drag Sprint at Church Fenton this Sunday, will be the Burnham-on-Sea M.C.'s Speed Trials at Weston-super-Mare.

INDIANAPOLIS LOTUS-FORD!

NOT only do we hear that Dan Gurney will be driving the works Ford at Indianapolis . . . it seems that Colin Chapman will be designing the car, too! Mickey Thompson, who sponsored the Buick-powered car that Dan Gurney drove at Indianapolis this year, is hoping to entice either Graham Hill or John Surtees over next year. Should be quite a race!

LE MANS STARTS ABOLISHED

IN the interests of safety, the R.A.C. has banned Le Mans type starts in Britain. Despite the fact that this type of start has great spectator appeal, the R.A.C. state that when this type of start is used in saloon car events, the competitor is faced with the alternative of driving without using his safety harness or of losing valuable time whilst strapping himself in. The club also state that many drivers consider that the grid type of start is fairer to those having set the best times in practice.



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Now representing even better value for money performance motoring at a price you can afford. The powerful 1500c.c. Ford Engine with Weber carb., all Synchronesh four speed gearbox and front wheel disc brakes combined with the almost legendary Lotus suspension create a real opportunity for you to enjoy your driving. No weather worries with the new Vynide hood giving wide rear vision and new hinged sidescreens at no extra cost. Electric tacho and dipping sealed beam headlights are also included in the exciting new specification. For your demonstration run contact the Factory Sales Department, Delamare Road, Cheshunt, Herts, Telephone Waltham Cross 26181. When purchased in its easy to assemble component form, the Lotus Super Seven 1500 can be built for the low, low price of £585.

(Inclusive of Manufacturer's Warranty.)

£ 585

SPORTS NEWS

THE SOUTH AFRICAN SCENE

THE Sport got under way to a good start on 8th September when the first race of the season was held.

Three drivers from the Transvaal travelled almost 1,000 miles to Killarney for an afternoon's racing, one of them being specially flown down (together with his car) when he had an accident just 50 miles outside Johannesburg which damaged the tow-car. The flight is typical of the "new approach" which Adrian Pheiffer, new chairman of the Metropolitan Motor-cycle and Car Club (owners of Killarney circuit), is giving to motor-racing in the Cape. But, unfortunately, he faces an uphill battle. Caltex (Africa), Ltd., who up till now have sponsored the four major circuits (Killarney, Kyalami, Westmead and East London), recently announced that they are withdrawing their support from the circuits with the exception of East London because this was the home of motor-racing in South Africa.

One of the company's officials said, *inter alia*, "The decision to withdraw support will not take effect immediately, and financial grants to the three circuits affected will remain in force up till next year, the end of the 1963 season. The company would switch its support for S.A. motor-racing to fostering promising competition drivers."

According to officials of the club I have spoken to, the resultant deficit should, however, quite easily be made up in other ways. To raise funds for Killarney, a modern clubhouse has been planned where members will be able to drink their beer in a glass-enclosed lounge while enjoying a view of almost the entire circuit!

The toughest rally held in South Africa, the Fifth Total International Rally, was won by the Porter brothers (Phil and Scamp) in a Renault Dauphine. Very deep snow was encountered in the



LANCE REVENTLOW driving the new Scarab sports car at Santa Barbara.

REVENTLOW'S NEW SCARAB

LANCE REVENTLOW, multi-millionaire from Bel-Air, California, who made sports car history in 1957 with the introduction of his all-American Scarab, has done it again with a new rear-engined model.

The new Scarab was introduced to the public at the recent Santa Barbara races, the same location used to debut the original Chevy-powered car in 1957. The new machine, still bearing the name of the beetle that ancient Egyptians regarded as a symbol of immortality, is an immaculately turned-out rear-engined machine, powered with the V8 aluminium engine used in Buick and Oldsmobile compact cars. It features disc brakes and independent suspension and is styled in the current vogue used by Lotus, Cooper, etc.

Although the first appearance suggests that the car is larger than necessary, it handles superbly and seems to match anything in the brake department. In its first outing the Scarab was powered

by a virtually stock engine, putting out some 225 b.h.p., only 35 b.h.p. above stock condition for this engine. A power plant in the 275 to 300 b.h.p. range will be used in future races.

Power delivery is through a Colotti five-speed gearbox and 15-inch diameter magnesium alloy wheels are used. The Scarab has a 90-inch wheelbase, features unequal wishbone suspension with the usual coil-spring and shock absorber arrangement. The workmanship on the car is second to none, attracting great attention wherever it's seen. Reventlow has licensed the car and drives it on the streets! Chassis design is the work of Eddie Miller and body design by Chuck Pelly. Phil Remington and Warren Olson are responsible for the construction work.

In its first outing, with Reventlow himself doing the driving, the new Scarab was second to Bill Krause in a Tipo 61 Maserati. Reventlow plans one more amateur race before entering the autumn professional events.

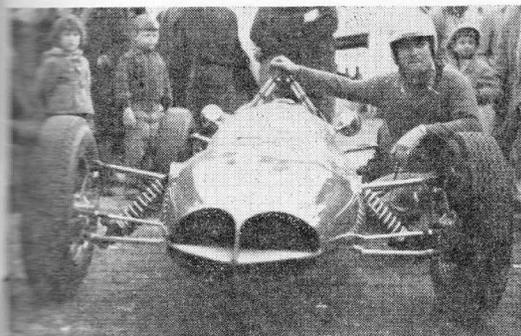
GORDON H. MARTIN.

HILL-CLIMB CHAMPIONSHIP

ARTHUR OWEN has won the 1962 R.A.C. Hill - Climb Championship. The Jerseyman, driving his ex-Bruce McLaren Inter-Continental Cooper-Climax, gained 73 points from his eight best performances during the season. Second is the early Championship leader, Ray Fielding, who drove the ex-Dan Gurney B.R.M. and netted 68 points. Leading positions, which are subject to confirmation, are listed below:

1. Arthur Owen (2.5 Cooper-Climax) ...	73 pts.
2. Ray Fielding (2.5 B.R.M.) ...	68 ..
3. Ian McLau hin (1.1 Cooper-J.A.P.) ...	51 ..
4. Tony Marsh (2.5 Marsh-B.R.M. and 2.5 B.R.M.) ...	48 ..
5. Josh Randles (2.0 Cooper-Climax Monaco) ...	33 ..
6. Peter Westbury (2.5 Cooper-Daimler) ...	30 ..

DUE to an incorrect source of information, we credited Bob Anderson with the fastest lap in the Albi Grand Prix in last week's issue. The fastest lap was in fact shared by Peter Arundell (Lotus) and John Fenning (Lola) with a time of 1 min. 24.9 secs. Arundell did it first in the first heat and Fenning equalled this in the second. The final was run at a slightly slower pace because some enterprising competitor dropped some oil on the circuit, thus causing the sudden departures of John Hine, Tony Maggs and John Love, as well as hairy moments for most of the other drivers.



THE ASSEGAI

Drakensberg Mountains and this accounted for the fact that under half of the 111 starters finished. The winner's prize is certainly worthwhile—nothing less than an opportunity of taking part in the Monte Carlo Rally!

Tony Kotze, a well-known racing driver, has just finished building a new car, the Assegai. An assegai is a thin African spear and this car certainly lives up to its name! Four inches lower than any Grand Prix car in existence with a ground clearance of only 3½ ins., and a

long pointed nose à la Ferrari, it looks exactly like a pointed spear. It is powered by the "standard" South African engine, an Alfa Romeo of 1,493 c.c. producing about 140 b.h.p., which, coupled with a weight of 775 lb., Colotti-Francis five-speed gears in a Volkswagen housing, 13 ins. wheels (for lower centre of gravity) and Girling disc brakes, certainly make a potent machine by South African standards.

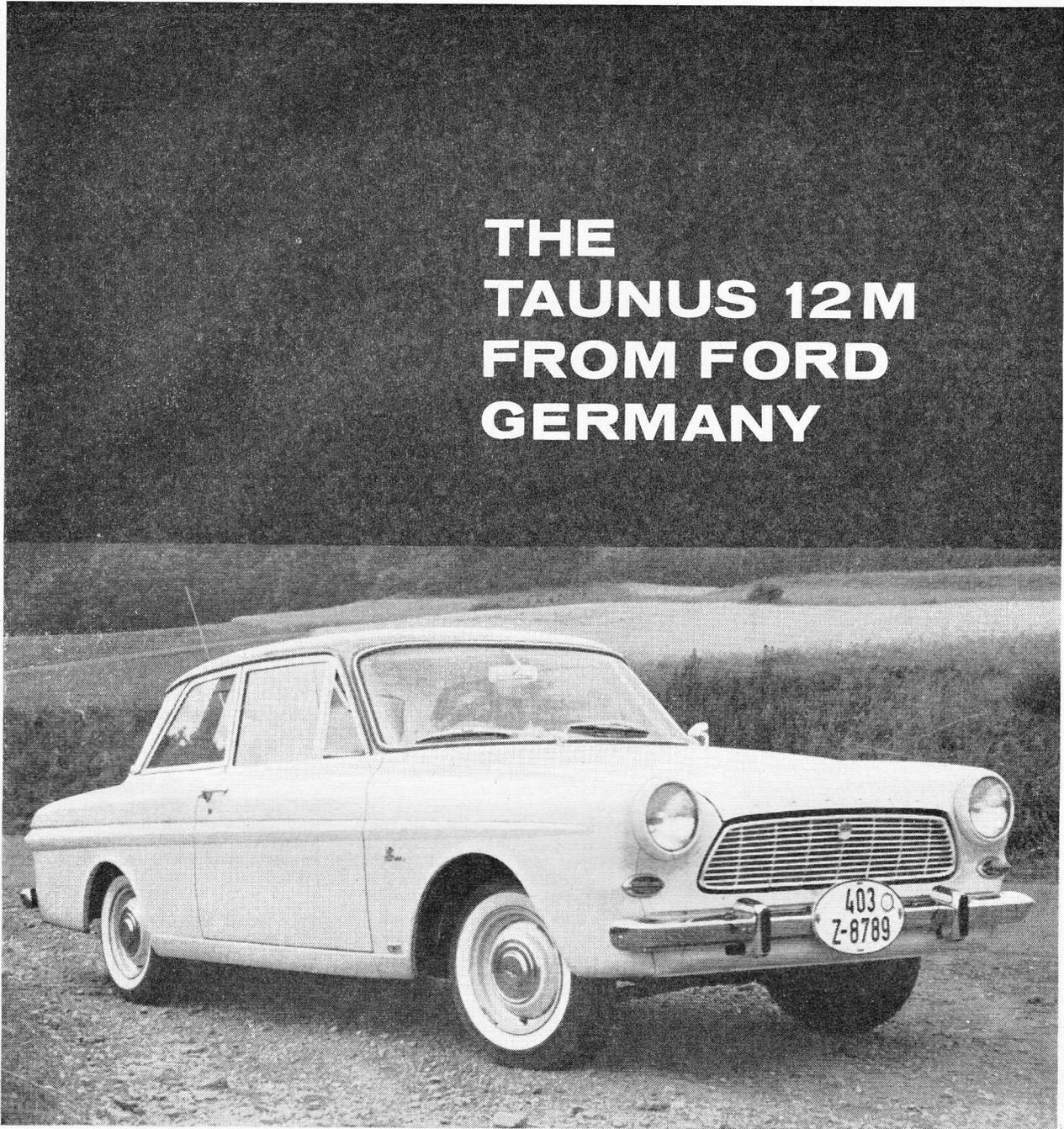
Tony told me that he is going to produce it commercially and it will sell in the vicinity of £2,500 (R5,000), delivery being about one month after order. It is capable of approximately 140 m.p.h. on the Cape Town straight and has lapped, unofficially, at 1 min. 32 secs. as against a national record (John Love) of 1 min. 31.8 secs., and an international record of 1 min. 27.5 secs. (Jim Clark)—this without trying!

The engine was not running properly at the meeting and was overheating, so he did not have very impressive times, but for a first outing the car certainly showed promise. Also worthy of mention is the high-quality finish.

It is sprayed red, and whatever is not red is chromed. The welding marks are almost invisible and the finish is better than most works cars. In fact, it is the finish which epitomizes the amount of work which went into this car.

DALE I. GORDON.

THE TAUNUS 12M FROM FORD GERMANY



Photograph by courtesy of The Motor

yet another new model fitting

GIRLING BRAKES

THE BEST BRAKES IN THE WORLD

'The common safety factor built
into many of today's finest cars



LAST Saturday the Brighton and Hove Motor Club put on their traditional orgy of speed down the one-kilometre Madeira Drive at Brighton. By some miracle the weather kept fine and sunny to give the large crowd a pleasant day's sport.

It was, however, a great shame that the organization was so below standard; in particular on the starting line and in the starting enclosure. Far too many unauthorized people were allowed to infiltrate, preventing those who really had a job of work to do from being able to carry out their duties. One got the impression that the whole venture was one of complete amateurism and hardly worthy of such an old and well-established event.

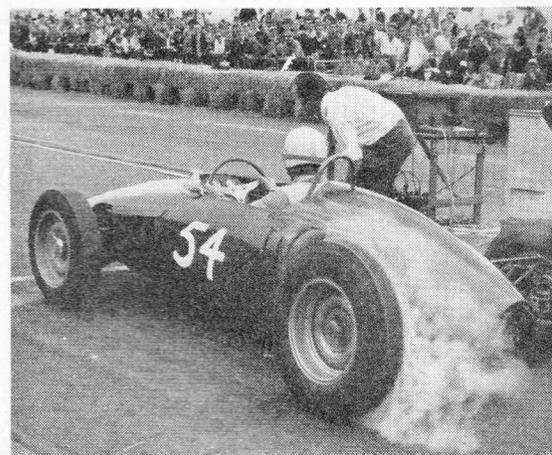
While most of Brighton was still asleep in bed the first class got under way, this being restricted to members of the promoting club.

drove the Sargent/Lumsden Le Mans E-Type with considerable consistency to win from Peter Farquharson's monstrous Allard. They recorded 26.03 secs. and 26.23 secs.

Mrs. Vivian Lewis stormed down the front to take the ladies' class with her ex-works Tojeiro-Jaguar, the car driven by the late Ron Flockhart and Tony Maggs in international competitions a few years ago. Betty Haig was second in a rapid E-Type.

Several saloon cars were at a rather unfair disadvantage in the supercharged class, running against such rapid machinery as Coleman's Jaguette and Russ-Turner's Bentley. These two in fact finished first and second.

Class 10 heralded the first of the sports-racing cars, in this class Ian Raby was all-supreme. Driving his beautifully streamlined Merlyn he recorded 27.83 secs. to finish nearly two seconds ahead



TONY MARSH made second B.T.D. in his 2½-litre B.R.M.

CHRIS SUMMERS SETS NEW CAR RECORD AT BRIGHTON

BY PAUL WATSON

PHOTOGRAPHY BY MICHAEL WARE



NOT AN ORDINARY BUS QUEUE: Just some of over 100 unauthorized people standing by the side of the course, completely unprotected. As a result of this, the whole area, originally set aside for pressmen, was cleared. AUTOSPORT'S Michael Ware subsequently tried his luck in the starting area, only to be ejected from there, too!

Serious sprinting started with a class for marque cars, always popular with the public. The Moggies were first and second, Ray Meredith breaking Hamblin's class record with a time of 30.20 secs. Daniel Richmond walked the next class, his fabulous Downton Cooper-Mini breaking Hartwell's class record and finishing well ahead of that other impressive Mini pilot, Nick Porter. Class 3 was for four-seater saloons from 1,601 to 4,000 c.c. Again the class record went for a burton, this time to Ron Romain in his 3.8 Jaguar.

Next on the menu was a class for sports cars up to 1,000 c.c. D. Sim won the 1,000 c.c. class with his attractive little Diva, fitted with 105E Ford engine. He was followed by N. E. M. McCarthy in a Fiat-Abarth 700. Cherry Price had a walkover in the 1,600 c.c. class, her Scuderia SSS Repubblica di Venezia Elite winning by a good margin from the venerable Ash Cleave in Westward Television's entered Morris Spl.

The 2,500 c.c. class was poorly supported, M. L. Richardson winning in a smart A.C.-Bristol from Dempsey's similar car. Twenty cars contested the unlimited sports car class. J. A. Playford

of R. J. Marshall's Classic-engined Lotus Seven, who in turn surprisingly beat J. A. Playford in Jack Richards's Lotus-Climax 7. The inevitable Josh Randles won the over 1,601 c.c. class in his Cooper Monaco, his time of 24.92 secs. constituting a new class record.

The Bentley class produced the day's most spectacular incident when John Williamson completely blew up his 4½-litre car. Feet after leaving the line the engine exploded, depositing lumps of metal all around; so violent was the explosion that the whole engine block visibly moved over to an angle—a great shame that this should happen to a "proper" motor car. John Goddard (8-litre) won the class in 29.21 secs.

So to the beginning of the build-up to the fast racing car times. Four variants of the old Formula 3 theme battled it out in Class 12, G. Powell winning in his very neat home-built G.P.-Norton with a time of 30.70 secs. The Formula Junior class followed with Bill

Results

B.T.D.: C. Summers (Cooper-Chevrolet 4.7), 21.69 s. (new car record). **Second B.T.D.:** A. E. Marsh (B.R.M. 2.5), 21.77 s. **Best Lady Driver:** Miss P. Burt (Cooper-Climax 2.5), 23.70 s. (new ladies' record). **Brighton and Hove M.C. Handicap:** 1, A. N. Other, 26.61 s. (35.61); 2, J. Horton-Stephens (Triumph TR4), 26.72 s. (33.72); 2, J. V. W. Bidwell (Wolseley 15/50), 26.90 s. (43.90). **Touring—up to 1,600 c.c.:** 1, D. Richmond (Cooper-Austin), 32.26 s.*; 2, N. Porter

(Cooper-Austin), 34.00 s.; 3, A. R. Hartwell (Sunbeam Rapier), 34.04 s. **1,601-4,000 c.c.:** 1, R. I. Romain (Jaguar 3.8), 29.44 s.*; 2, P. Woodroffe (Jaguar 3.8), 29.71 s.; 3, M. F. Braby (Jaguar 3.8), 30.44 s. **Marque Sports up to 2,000 c.c.:** 1, R. E. Meredith (Morgan Plus 4), 30.20 s.*; 2, C. W. Pickard (Morgan Plus 4), 31.80 s.; 3, R. D. Pendred (M.G.A. Twin-Cam), 31.97 s. **Sports up to 1,000 c.c.:** 1, D. Sim (Diva-Ford) 31.62 s.; 2, S. J. Digby (Gemini-B.M.C.), 32.29 s.; 3, N. E. M. McCarthy (Fiat-Abarth 700), 36.39 s. **1,001-1,600 c.c.:** 1, Mrs. C. A. Price (Lotus Elite), 31.08 s.; 2, W. A. Cleave (Morris Spl.), 34.10 s.; 3, Mrs. M. L. Wheeler (T.V.R.-Climax), 35.20 s. **1,601-2,500 c.c.:** 1, M. L. Richardson (A.C.-Bristol), 31.73 s.; 2, G. Dempsey (A.C.-Bristol Ace), 31.78 s. **Over 2,501 c.c.:** 1, J. A. Playford (Jaguar "E"), 26.03 s.; 2, P. L. Farquharson (Chrysler-Allard J2X), 26.23 s.; 3, R. Fry (Ferrari 250GD), 26.92 s. **Ladies' Class—Unlimited:** 1, Mrs. V. Lewis (Tojeiro-Jaguar 3.4), 26.72 s.; 2, Miss B. Haig (Jaguar "E"), 27.48 s.; 3, Mrs. C. A. Price (Aston Martin DB3S), 27.60 s. **Supercharged Cars:** 1, W. Coleman (Jaguette s/c), 26.58 s.*; 2, B. M. Russ-Turner (Bentley 4½ s/c), 31.40 s.; 3, D. C. Bishop (M.G. PA/PB s/c), 33.50 s. **Sports-Racing—up to 1,600 c.c.:** 1, I. Raby (Merlyn Mk. 4), 27.83 s.*; 2, R. J. Marshall (Lotus-Classic 7), 29.39 s.; 3, J. A. Playford (Lotus-Climax 7), 29.80 s. **Over 1,600 c.c.:** 1, J. Randles (Cooper-Climax Monaco 2.0), 24.92 s.*; 2, K. Schellenberg (Jaguar C-Type), 25.79 s.; 3, S. H. Richardson (A.C.-Jaguar Aceca 3.8), 25.95 s. **Bentley Drivers' Club Class:** 1, J. L. Goddard (Bentley 8-litre), 29.21 s.; 2, R. P. Bradley (Bentley 4½-litre), 30.95 s.; 3, G. H. G. Burton (Bentley 4½-litre), 31.16 s. **Racing—up to 500 c.c.:** 1, G. Powell (G.P.-Norton Spl.), 30.70 s.; 2, R. C. Hollyfield (Monaco-Norton), 32.27 s.; 3, P. B. Cautley (Martin-J.A.P.), 32.63 s. **Formula Junior:** 1, W. G. Heathcote (Lotus-Ford 18), 26.32 s.*; 2, H. P. K. Dibley (Lola-Ford Mk. 5), 26.76 s.; 3, H. A. W. Baird (Cooper-Ford Mk. 2), 27.20 s. **501-1,100 c.c.:** 1, H. P. K. Dibley (Lola-Ford Mk. 5), 26.25 s.; 2, J. Carlton (Lotus-Ford 18), 26.33 s.; 3, H. A. W. Baird (Cooper-Ford Mk. 2), 27.00 s. **1,101-1,500 c.c.:** No starters. **1,501-3,000 c.c.:** 1, A. Owen (Cooper-Climax 2.5), 23.71 s.; 2, J. Cordingley (J.B.W.-Maserati 2.5), 23.96 s.; 2, J. Epstein (Cooper-R.R.A. 2.5), 24.26 s. **Unlimited:** 1, C. Summers (Cooper-Chevrolet 4.7), 21.69 s.*; 2, A. E. Marsh (B.R.M. 2.5), 21.77 s.; 3, Miss P. Burt (Cooper-Climax 2.5), 23.70 s. **Dragsters:** S. H. Allard (Allard Dragster 5.8 s/c), 22.04 s.*

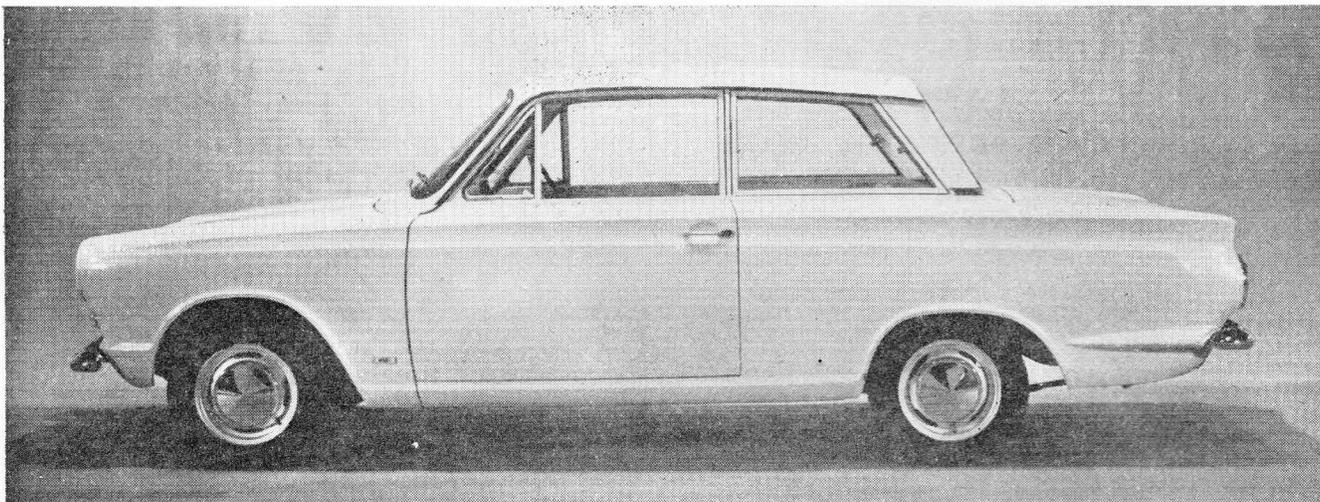
*Denotes new class record.

CHERRY-ANNE PRICE in husband Nigel's DB3S Aston Martin.





When you use Esso Golden
you feel you're driving a better car
—and you are!



JOHN BOLSTER Tries the **FORD CONSUL CORTINA**

Now that the Ford Classic has acquired the 5-bearing 1,500 c.c. engine, there is room for a new model between that car and the Anglia. Accordingly, Fords have invested 12 million pounds and produced the Cortina, a 1,200 c.c. car.

The Cortina is a 4/5-seater saloon with 2 or 4 doors to choice. It is 14 ft. long, 5 ft. 2½ ins. wide, and remarkably light at 15½ cwt., new techniques having been developed in all-steel body construction. The independent front suspension has the usual Ford geometry and an anti-roll bar. Behind, much work has been done on the conventional axle to reduce the hopping that semi-elliptic springs tend to promote.

their designs are similar, many identical components being incorporated.

Quite new is the all-synchromesh gearbox that has also just been adopted for the Classic and Capri. It is a superb piece of engineering and this alone will sell many cars. The whole car is typical of current Ford design, but much detail refinement is evident.

I was able to drive the Cortina for a whole day, choosing my own roads, which varied from town traffic through winding lanes to M1. Gusty winds were of considerable strength, which made

THREE BEAUTIES: The new Cortina, accompanied by a horse and a very fine dog indeed, shows off its lines in a sylvan setting.

noticeable Continental influence and one is glad to see that the reversed angle of the rear window has not persisted in this model. The driving position is comfortable and the rear passengers have more knee room than one would expect.

The first impression is of the remarkable "punch" of the engine at low revolutions. This is quite remarkable for a British car, feeling more like a well-known Italian unit, and it adds enormously to the pleasure of driving the machine. The acceleration figures are therefore exceptional for this class of car, aided by the light weight. The engine revs very freely, remaining smooth throughout its wide range, which extends from 12 m.p.h. to just under 80 m.p.h. in top gear.

One cannot fault the gearbox, for it is superb. The change is astonishingly light, and first speed can always be en-

(Continued on page 387)



The engine is a new version of the 3-bearing Ford unit. With dimensions of 80.96 mm. x 58.17 mm. (1,197.8 c.c.), it has the same pistons as the Anglia but a longer-throw crankshaft. It is thus not quite so spectacularly over-square as the smaller car, but in other respects

accurate performance testing difficult, but a good impression was formed of the car.

The appearance is attractive, and though the test car showed slight imperfections of finish, the general effect is very pleasing. The lines have a

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Ford Consul Cortina saloon, prices (standard) two-door £639 0s. 3d., four-door (to be announced); (de luxe) two-door £666 10s. 3d., four-door (to be announced), including P.T. Car tested was de luxe two-door saloon.

Engine: Four cylinders 80.96 mm. x 58.17 mm. (1,197.8 c.c.). Pushrod-operated overhead valves. Compression ratio 8.7 to 1. 53 b.h.p. at 4,800 r.p.m. Downdraught carburettor. Coil and distributor ignition.

Transmission: Single dry plate clutch with hydraulic operation. Four-speed gearbox with central change (column optional) and synchromesh on all gears, ratios 4.125, 5.824, 9.883, and 14.615 to 1. Open propeller shaft. Hypoid rear axle.

Chassis: Combined pressed steel body and chassis. Independent front suspension by lower wishbones, long telescopic dampers acting as king pins, and helical springs, with anti-roll torsion bar. Recirculating ball type steering gear. Rear axle on semi-elliptic springs with telescopic dampers. Drum-type hydraulic brakes (front) 8 ins. x 1½ ins. 21.S. (rear) 8 ins. x 1½ ins. Bolt-on disc wheels fitted 5.20-13 ins. tyres.

Equipment: 12-volt lighting and starting. Speedometer, fuel gauge and warning lights. Heating and demisting. Windscreen wipers and washers. Flashing direction indicators.

Dimensions: Wheelbase, 8 ft. 2 ins. Track, 4 ft. 1½ ins. Overall length, 14 ft. 0½ in. Width 5 ft. 2½ ins. Turning circle, 34 ft. 6 ins. Weight 15½ cwt.

Performance: Maximum speed 78 m.p.h. Speeds in gears, third 72 m.p.h., second 42 m.p.h., first 30 m.p.h. Acceleration: 0-50 m.p.h. 12 secs., 0-60 m.p.h. 19½ secs. (approx.).

claimed that 50 b.h.p. is developed at 5,000 r.p.m.

The cylinders are placed in a 60 deg. Vee for compactness, which means that the counterbalanced crankshaft cannot fully balance the reciprocating forces. Therefore, an out-of-balance shaft, driven from the timing gears in front and running the length of the engine, carries the necessary counterweights to complete the balancing, rendering this compact 60 deg. unit the equal of a 90 deg. "four". The large valves are operated by pushrods and rockers from a camshaft in the centre of the Vee, which is driven by an outside timing gear meshing directly with that on the crankshaft and cutting out the danger of clatter that the use of an idler often causes. The single down-draught Solex carburetter is small, for extreme economy is the object of the design.

Entirely new is the cooling system. There is no engine-driven fan, and the water pump is mounted on the side of the engine. Normally, the radiator of the car heating system cools the engine,

JOHN BOLSTER

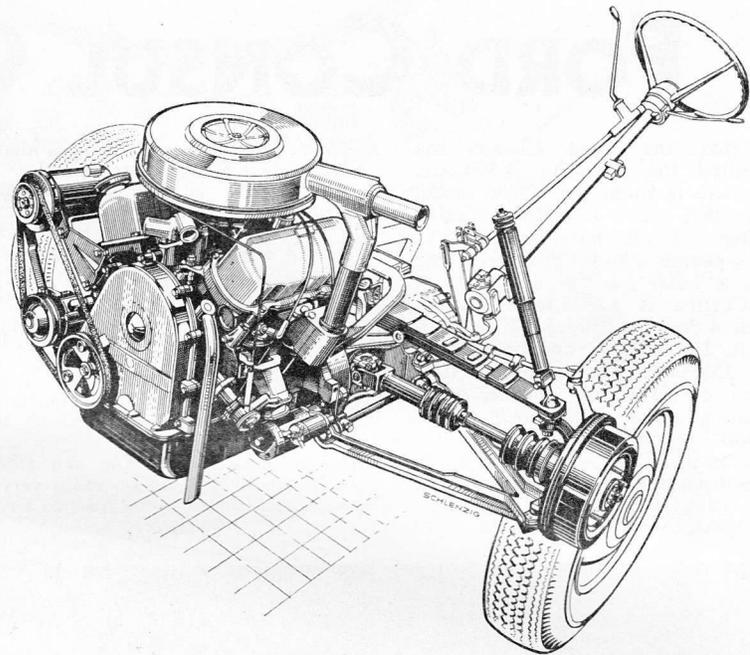
Tries the

FORD TAUNUS 12M

IT is of extreme interest that the British and German Ford factories have both produced new 1,200 c.c. cars at the same time. The British machine, the Cortina, has a completely conventional chassis and the Taunus 12M is about as unconventional as it could possibly be. Indeed, the only feature which they share is the possession of superb all-synchromesh gearboxes with crash-proof engagement of all four speeds.

It is no secret that the American end of the Ford empire intended to build a light car to chase imported small cars out of the U.S.A. A sudden change of policy at the very last moment caused the cancellation of this plan and the car, known as the Cardinal, became the Taunus 12M. The German factory is one of the most paying units in the Ford chain, and so it was chosen for the manufacture of the revolutionary new model.

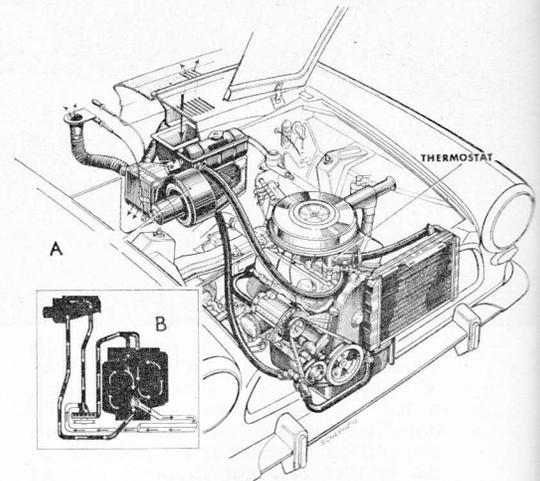
A leading feature of the car is front-wheel drive, a completely new departure for Ford in any land. The transmission works on the same principle as that of the Renault Estafette, which means that concentric shafts are used, the clutch shaft passing right through the middle of the hypoid pinion and "jumping" the



V4 engine, transmission, differential, drive gear and clutch are combined in one unit. The engine is placed ahead of the axle for better weight distribution.

axle shaft. This permits a gearbox to be used which has a direct top gear, and employs most of the same components as the all-synchromesh box on the rear-driven Taunus models. An important feature is that the gear cluster can be dismantled or the clutch taken out without splitting the engine-transmission assembly.

As the engine is carried ahead of the transmission, an in-line four-cylinder unit would have been too long. Accordingly, an entirely new V4 has been designed. It has very similar dimensions to the conventional "four" of the Cortina, with a bore and stroke of 80 mm. x 58.86 mm. (1,183 c.c.). The compression ratio of 7.8 to 1 allows the cheapest grade of petrol to be used and it is



HOT AND COLD. A: The blower; B: the cooling system.

the electric fan of the heater being thermostatically controlled. When no heat is required in the car, a duct carries away the hot air beneath the vehicle. The header tank is mounted on top of the heater radiator, but there is another radiator ahead of the engine which is brought into circuit by a thermostat on top of the cylinder block.

Thus, the car starts with only the heater radiator in circuit. As it warms up, the front radiator also comes into circulation, and is cooled by the passage of the car through the air. Normally, that is enough, but if crawling through thick traffic, with many stops and starts, is necessary, the electric fan starts up through its thermostatic switch. Very rapid warming up, a heater that is always ready for use, and a saving in weight and power consumption are the main advantages of this clever design.

The five-seater saloon, into which this exciting machinery is fitted, is good looking but conventional with none of the American appearance of the larger Taunus. The independent front suspension is by a transverse leaf spring and bottom wishbones, which pivot, curiously enough, on the gearbox. The steering layout is normal with a recirculating ball system. The rear suspension is by a trailing dead axle on semi-elliptic springs, as on the Lancia Flavia, with an anti-roll bar to reduce the understeering tendency that front drive usually introduces. Telescopic dampers are fitted all round. The hydraulic brakes have large 9 ins. drums in front and are carried conventionally on the wheel hubs.

The new model is really very much cheaper than its predecessor, for it is only sold fully equipped and carries all the things which were "extras" on the old model. It costs 5,330 marks in Germany, which is about £475 or so, but our iniquitous taxes would render it somewhat more costly.

I went to Germany to try this extremely interesting car, and was allowed to drive it really hard on all sorts of roads including autobahns on the one hand and mountain passes on the other. It is impossible to see that the machine has front drive, and indeed the average driver would be unable to guess from handling it. When one takes one's seat, one notices that the bonnet is fairly long and that the roof gives little clearance for the driver's hat.

The engine is quite remarkably quiet except when idling and no "beat" or other unusual sound betrays the firing order of the cylinders. The suspension gives no hint of its American ancestry, feeling quite firm in the European manner though swallowing large bumps with remarkable ease. Very light steering has been achieved in spite of considerable caster return action which allows the wheel to spin back after taking a sharp corner, a good deal of wheel movement being called for on hairpins. The 35 ft. turning circle is rather large for a 1,200 c.c. car.

As is often the case with f.w.d. cars, the behaviour in side winds is exemplary. The machine is claimed to cruise at its maximum speed of 78 m.p.h., an advantage of the short-stroke engine. This was, in fact, the maximum speed of the car which I tested. It is just as quiet at that speed as at any other and attains maxima of 25, 44 and 63 m.p.h. on the gears. It is difficult to refrain

from breaking into poetry when writing of the gearbox. All the changes are crash-proof, and first gear can always be selected at once from rest. The test car had a column change, but this had none of the faults usually found in these things and was delightfully easy to use, there being no trace of lost motion.

By comparison with the Cortina, the Taunus is much steadier in gusty winds, gives a better ride on bad roads, and corners at least as fast and probably a

hat, and he may need some practice before he feels at home in a machine of more modern conception.

The Taunus is built in an ultra-modern factory where cleanliness and rigid inspection are taken to great lengths. The engine factory is probably one of the most highly automated in the world, and there is no doubt that the great Ford organization is really out for blood with this good-looking, moderately priced, and technically advanced car.



THE FIRST front-wheel-drive Ford shows no sign, externally, that it is not just a modern-looking saloon of conventional layout. In fact, it is a modern-looking saloon of extremely modern conception and arrangement.

Consul Cortina—continued

gaged at once, either from rest or when on the move. The synchromesh on all gears is equally crash proof—this box cost a million to develop and it's worth every penny of it.

The clutch is also light in action to match the gear change, and the steering is very free. The roadholding is much better than that of the Anglia, especially when braking downhill over bumps, and the car corners well on wet roads. The ride is distinctly firm. The machine runs level on good roads but on the rougher surfaces the bumps can definitely be felt. The lightness of the steering is not achieved by low gearing as the response to the wheel is unusually quick for a saloon. A tendency to veer in gusty winds is about average for the size of car.

Although the chassis design is absolutely conventional, painstaking development has rendered it reasonably comparable with a typical "independent" layout in all except soft riding over bumps. The conventional drum brakes are also very adequate and cannot be made to fade by any normal driving methods. Very little maintenance is required, the few remaining tasks on the chassis occurring only twice a year.

The Ford Cortina is a car of moderate price but it has the silence and flexibility of a much more costly vehicle. Exceptional fuel economy is claimed but I was unable to check this accurately. The very real low-speed torque of the engine is quite outstanding among small cars, and the gearbox is something of which to dream. If the chassis design appears old-fashioned, there is remarkably little to go wrong, and there are Ford dealers just round the corner, all over the world.

little faster with practice. It is quite remarkably stable on wet, greasy surfaces, but the Cortina is also above the average in this respect. I think that on bumpy, cambered, and slippery roads the Taunus would win on roadholding.

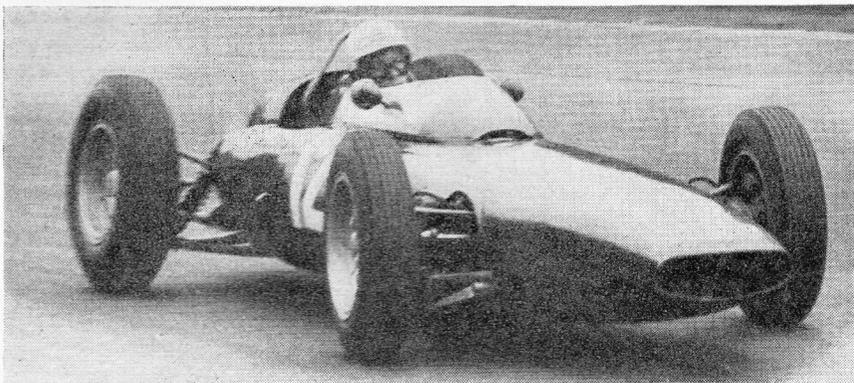
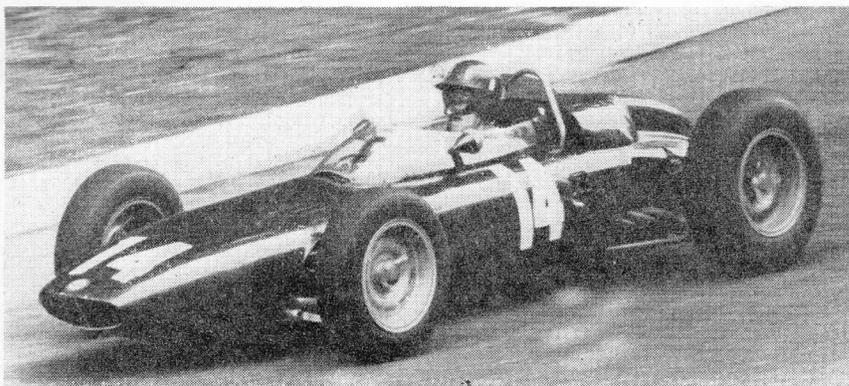
Performance is a different story, for the Taunus carries extra weight and perhaps the engine has a little less "punch". The two cars have about the same maximum speed but the acceleration of the Cortina is considerably more vivid. I recorded 6.2 seconds for the 0-30 m.p.h. acceleration, 14 seconds for 0-50 m.p.h. and 24.8 seconds for 0-60 m.p.h. These figures are good without being brilliant but should be read alongside the 38 m.p.g. fuel economy.

The brakes are powerful and are not inclined to fade but occasionally grabbed at low speeds on the test car. Some slight squealing also developed at low speeds towards the end of the test.

It must be stated that some other motoring writers criticized the 12M on the score of excessive understeering. I did not try their cars and they did not try mine; furthermore, I drove a far greater distance than they did. I can only say that I found the response to be substantially neutral and both the Taunus test driver and myself succeeded in breaking the rear away moderately during some very hard driving. Nevertheless, the average driver of a conventional rear-drive car is used to a rear end that will unstick at the drop of a

B.R.M. —

1st GRAHAM HILL ▶



B.R.M.!

◀ 2nd RICHIE GINTHER

Wonderful 1-2 Victory at Monza for Graham Hill and Richie Ginther : Bruce McLaren (Cooper-Climax) Pips Willy Mairesse (Ferrari) for Third Place

BY GREGOR GRANT

PHOTOGRAPHY BY PUBLIFOTO, MILAN

IN one of the finest exhibitions of speed-cum-reliability in a modern Grand Prix, Graham Hill and Richie Ginther swept all before them to win the 33rd *Gran Premio d'Italia* at Monza last Sunday. Hill never put a wheel wrong, averaging 123.62 m.p.h. for the 500 kilometres distance. He also set up a new 1,500 c.c. lap record for the Monza road circuit, with a time of 1 min. 42.3 secs. (125.73 m.p.h.).

Behind the flying Owen cars, there was a tremendous battle featuring the Cooper-Climaxes of Bruce McLaren and Tony Maggs, the Porsches of Dan Gurney and Jo Bonnier, and the Ferraris of Willy Mairesse, Giancarlo Baghetti and Ricardo Rodriguez. Gurney's car went out with transmission failure, and Bonnier dropped back with gear selection problems. Both Rodriguez and Baghetti had trouble, but on the very last lap McLaren managed to overtake Mairesse for third position.

It was a poor race for Team Lotus and Bowmaker-Lola, their cars all failing to finish. U.D.T.-Laystall were a little more successful, as Masten Gregory managed to struggle round to take 12th place.

Surtees, who had disputed second place for half the race, retired with piston failure, whilst team-mate Salvadori had to abandon when his fire-

extinguisher exploded and covered him with corrosive fluid. Clark and Taylor both experienced gearbox troubles, the former giving up after 13 laps, following a third lap stop for repairs, and Taylor lasting for 25 tours before his gearbox packed up.

Sefac Ferraris were nothing like as reliable as anticipated. Tony Maggs (Cooper-Climax) eventually took seventh place, having to stop to refuel after 54 laps. The race was a complete triumph for Dunlop, not a single car having to stop for a wheel-change, despite the 500 kilometres distance.

Hill's victory makes him favourite to win the World Championship of Drivers, with a total of 36 points for five best results. His nearest rival is Bruce McLaren with 22 points. B.R.M. are also virtually certain to take the Formula 1 Constructors' Championship.

* * *

AS forecast in AUTOSPORT, Sefac Ferrari turned up at Monza with five cars, but to the disappointment of the Italians, the 24-valve machine was not produced. The new car was there all right, but it was substantially the same machine that Bandini drove and pranged at Nürburgring. It was driven during Friday's practice session by Willy Mairesse, Phil Hill preferring to stick to the older car. It was bent somewhat

when Mairesse and Masten Gregory (Lotus-B.R.M.) had a slight incident, but the damage was confined to the body-work.

Tomaso appeared with his interesting flat-eight "double Osca", but the machine was very much in the embryo stage, and was taken back to Modena for considerable modification. Porsche made a return to the old Brooklands and Monthéry days with both cars fitted with bolt-on discs to give the wheels a dead flat circumference, designed to reduce drag.

Jack Brabham decided to give the race a miss, to concentrate on preparing his Brabham-Climax for Watkins Glen. Lotus had two Climax-powered 25s for Jim Clark and Trevor Taylor, with a 24 as a stand-by.

After the two training periods, best time went to Jim Clark (Lotus-Climax) with 1 min. 40.35 secs.—only just—for Graham Hill returned 1 min. 40.38 secs. That B.R.M. had found a lot of extra steam was evident when Richie Ginther made third best time with 1 min. 41.1 secs. Then came Bruce McLaren (Cooper-Climax), 1 min. 41.8 secs., followed by the U.D.T.-Laystall pair, Innes Ireland (Lotus-Climax), 1 min. 41.8 secs., and Masten Gregory (Lotus-B.R.M.), 1 min. 41.9 secs.

Mairesse, in the new car, was quickest of the Ferraris, with 1 min. 42.8 secs. Phil Hill's best was 1 min. 43.4 secs.

The actual starting-grid was as follows:—

Jim Clark (Lotus-Climax) 1 m. 40.35 s.	Graham Hill (B.R.M.) 1 m. 40.38 s.
Richie Ginther (B.R.M.) 1 m. 41.1 s.	Bruce McLaren (Cooper-Climax) 1 m. 41.8 s.
Innes Ireland (Lotus-Climax) 1 m. 41.8 s.	Masten Gregory (Lotus-B.R.M.) 1 m. 41.9 s.
Dan Gurney (Porsche) 1 m. 41.9 s.	John Surtees (Lola-Climax) 1 m. 42.4 s.
Joakim Bonnier (Porsche) 1 m. 42.6 s.	Willy Mairesse (Ferrari) 1 m. 42.8 s.
Ricardo Rodriguez (Ferrari) 1 m. 43.1 s.	Tony Maggs (Cooper-Climax) 1 m. 43.2 s.
Roy Salvadori (Lola-Climax) 1 m. 43.3 s.	Nino Vaccarella (Lola-Climax) 1 m. 43.4 s.
Phil Hill (Ferrari) 1 m. 43.4 s.	Trevor Taylor (Lotus-Climax) 1 m. 44.2 s.
Lorenzo Bandini (Ferrari) 1 m. 44.3 s.	Giancarlo Baghetti (Ferrari) 1 m. 44.3 s.
Maurice Trintignant (Lotus-Climax) 1 m. 44.4 s.	Carel Godin de Beaufort (Porsche) 1 m. 46.8 s.
Tony Settember (Emeryson) 1 m. 49.1 s.	

Once again the grid was composed of pairs of cars, the line stretching well beyond the pits area, and the back-markers having to travel around 300 yards before crossing the timing strip.

Team Lotus were none too hopeful of their chances, the two 25s having gearbox bothers which resulted in all-night work for the mechanics. Mairesse took over the latest Ferrari, Phil Hill being content to drive the older model. S.S.S. Venezia had Rob Walker's spare Lotus-Climax for Nino Vaccarella. Those who failed to qualify included Ian Burgess (Cooper-Climax), Keith Greene (Gilby-B.R.M.), Wolfgang Seidel (Lotus-B.R.M.), Tony Shelly (Lotus-Climax), Joseph Siffert (Lotus-B.R.M.), Ernesto Prinoth (Lotus-Climax), Kurt Kuhnke (Lotus-Borgward), Estefano Nasif (V8 Tomaso) and Roberto Lippi (Tomaso-Osca).

Graham Hill's B.R.M. was possibly the longest-raced car in the line-up, having covered something like 10,000 racing miles.

Race-day was dull, but dry, and by the time the Italian National Formula Junior race had finished an enormous crowd had gathered to watch the G.P. Amongst the spectators was Stirling Moss, who arrived in the press tribune to watch the B.B.C. TV monitor set.

A very trim 2.6-litre Sprint Alfa Romeo was used to close the circuit, and there was the traditional parade before the start, with standard-bearers carrying the flags of the competing nations. Police hustled photographers off the circuit and quite a number of

entrants found that their so-called track passes took them precisely nowhere.

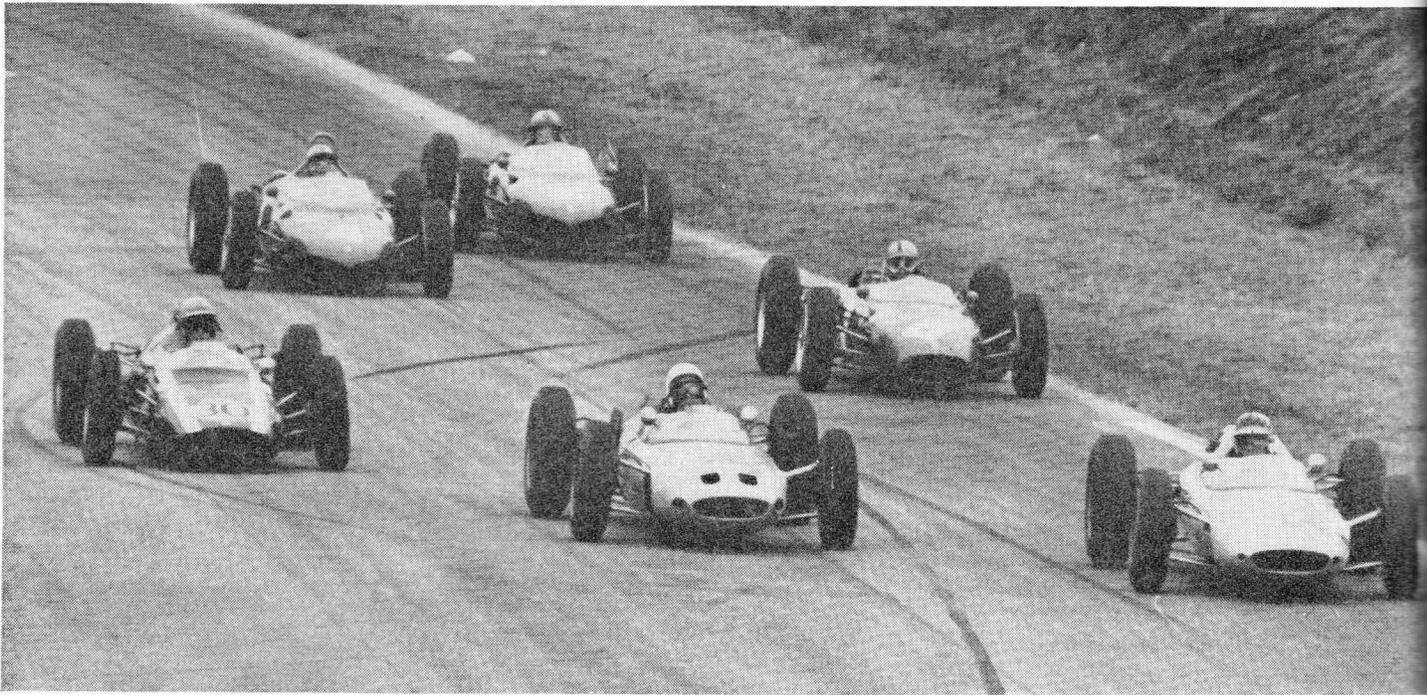
Jim Clark made an almost perfect start, the Lotus-Climax 25 simply streaking away from its rivals. However, at Lesmo, Graham Hill pushed his B.R.M. into first place, and Clark had Ginther in his slipstream. As the cars completed the first lap Hill, Clark and Ginther were grouped together, followed by the Porsches of Gurney and Bonnier, Surtees's Lola and Gregory's Lotus-B.R.M. Ireland, after a fairly good start, had dropped right back, and was already making signs of disgust to his pit.

Surtees rocketed past the Porsches to take third place, and the highest-placed Ferrari was that of Rodriguez in ninth spot. The unfortunate Ireland was only on about four cylinders, and the U.D.T.-Laystall pit fully expected him to stop next time round. At the end of three laps, Jim Clark coasted in with gearbox bothers, and Ireland's mechanics discovered that the main jets of the Weber carburetters were loose. Bruce McLaren had forced his Cooper-Climax into fourth place, chased by the two Porsches and team-mate Tony Maggs. Gregory, in eighth position, led all five Ferraris, and Salvadori's Lola was in front of Taylor's Lotus 25, and Vaccarella in the Walker car.

Graham Hill had the bit between his teeth, and at the end of five laps, had stretched his lead over Ginther and Surtees to 4 secs. The last-named were almost wheel-to-wheel, whilst Rodriguez had managed to overtake Masten Gregory at the start of the sixth lap. Surtees displaced Ginther, but the

THE START: The twenty-one cars in grid formation, with but seconds to go before the start of the Italian Grand Prix.





American fought back and forced his B.R.M. past the Lola on the back straight, setting up a new 1½-litre record of 1 min. 42.9 secs. in the process.

This record was short-lived, for Graham Hill brought the time down to 1 min. 42.6 secs., and increased his lead to 4.8 secs. Meanwhile Gurney and Bonnier had closed up on Bruce McLaren, and Salvadori had overtaken Phil Hill's Ferrari. Jim Clark and Innes Ireland, now back in the race, were a lap behind Hill's B.R.M. After 10 laps the order was:—

1. Graham Hill (B.R.M.), 17 m. 20.8 s., 198.886 k.p.h.
2. Richie Ginther (B.R.M.), 17 m. 25.4 s.
3. John Surtees (Lola-Climax), 17 m. 26.2 s.
4. Bruce McLaren (Cooper-Climax), 17 m. 30.6 s.
5. Dan Gurney (Porsche), 17 m. 31.5 s.
6. Jo Bonnier (Porsche), 17 m. 32.2 s.

Gurney suddenly closed right up on McLaren, and Gregory forged ahead of Maggs's Cooper. Surtees again drew

alongside Ginther, but the B.R.M. definitely had the edge on the Lola as regards maximum speed. Graham Hill was now gaining about a second a lap over his rivals, and on the 15th lap brought down the record to 1 min. 42.3 secs. (125.73 m.p.h.). Jim Clark pulled into his pit to retire with gearbox failure, after 13 laps.

On lap 17, Dan Gurney popped his Porsche past McLaren's Cooper for fourth place, and Maggs was having a tremendous tussle with the Ferraris of Mairesse, Baghetti and Rodriguez. Phil Hill was completely out of the running, trailing in 13th place, being challenged by Trevor Taylor. Farther back, Bandini was having a wheel-to-wheel tussle with Vaccarella and Trintignant.

Up went 20 laps on the electronic scoreboard, with Graham Hill dominating the race with the healthy-sounding B.R.M., and the Surtees-Ginther duel

BATTLE OF MONZA: Tony Maggs (Cooper, 30), Masten Gregory (Lotus, 38), Innes Ireland (Lotus, 40), Ricardo Rodriguez (Ferrari, 4), Giancarlo Baghetti (Ferrari, 2) and Willy Mairesse (Ferrari, 8) fight it out into the South Curve.

never being relaxed for a moment. At this point the order was:—

1. Graham Hill (B.R.M.), 34 m. 30.4 s., 199.961 k.p.h.
2. John Surtees (Lola-Climax), 34 m. 41.2 s.
3. Richie Ginther (B.R.M.), 34 m. 41.3 s.
4. Dan Gurney (Porsche), 34 m. 55.9 s.
5. Bruce McLaren (Cooper-Climax), 34 m. 56.4 s.
6. Masten Gregory (Lotus-B.R.M.), 35 m. 02.2 s.

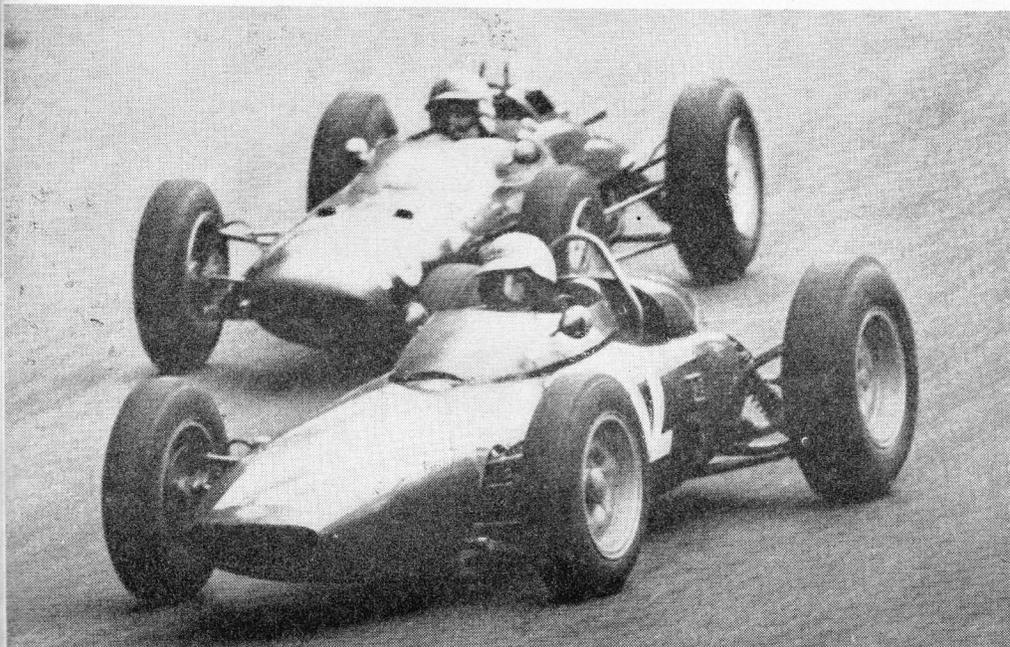
Meanwhile Maurice Trintignant coasted in to abandon with electrical failure, and Taylor stopped to have his gearbox examined. Gregory, really going, was in front of a battling group comprising Bonnier, Maggs, Mairesse, Baghetti and Rodriguez, who flashed past the pits in that order. Alas for U.D.T.-Laystall hopes, Gregory dropped right back and glided into the pits with his water temperature almost off the dial. Mechanics struggled with the filler-cap, removed it, and were immediately hidden from view in huge clouds of steam. It was pretty obvious that Gregory's earlier slipstreaming of the Porsches had taken its toll.

Hill sailed serenely onwards, his B.R.M. being far faster than anything on the circuit. Ginther was driving the race of his career, and John Surtees just didn't have enough steam to keep in front of the Californian. Behind McLaren there was a proper free-for-all involving Maggs, Gurney, Baghetti, Bonnier, Mairesse and Rodriguez, passing and repassing each other so frequently that they must have given the timekeepers a headache.

After 25 laps, Team Lotus was out of the race, for Taylor's car had to be pushed away with gearbox failure. Ireland, a lap behind the leaders, had joined McLaren, Gurney and Co.'s party.

With 30 laps completed, Graham Hill had pushed the race average up to over

RICHIE GINTHER (B.R.M.) and John Surtees (Lola) during their struggle for second place at the South Curve.



200 k.p.h., and led his team-mate Ginther by 20.1 secs. Surtees was just 0.4 sec. behind the American, and over 21 secs. in arrears of the Lola came Maggs and Gurney who had assumed the leadership of a seven-car scrap for fourth place.

Graham Hill was a model of consistency, reeling off lap after lap at 1 min. 43 secs. With 36 laps completed, he was on the tail of Phil Hill's Ferrari, which he doubled one tour later.

Behind Ginther and Surtees there was the father and mother of all dices, with places changing every few yards. Gurney suddenly pressed past both Maggs and McLaren, and Bonnier was mixed up with the Ferraris of Rodriguez, Baghetti and Mairesse. One lap behind, Bandini (Ferrari) and Vaccarella (Lotus) were locked in combat.

With 40 laps recorded, the race position was:—

1. Graham Hill (B.R.M.), 1 h. 08 m. 53.5 s., 200.367 k.p.h.
2. Richie Ginther (B.R.M.), 1 h. 09 m. 12.4 s.
3. John Surtees (Lola), 1 h. 09 m. 14.2s.
4. Dan Gurney (Porsche), 1 h. 09 m. 45.9 s.
5. Bruce McLaren (Cooper), 1 h. 09 m. 46.3 s.
6. Tony Maggs (Cooper), 1 h. 09 m. 46.5 s.

Roy Salvadori came in to retire on his 42nd lap, after the cockpit fire-extinguisher had burst and sprayed him with liquid. To add to Bowmaker troubles, Surtees stopped out on the circuit with a holed piston. This left the two B.R.M.s virtually unchallenged, for the battle for third place was far behind Ginther.

With the elimination of Surtees, the struggle for third place intensified, and the Ferraris of Mairesse, Baghetti and Rodriguez were chasing the Coopers and Porsches. At 44 laps, Ginther doubled his former team-mate Phil Hill.

Innes Ireland had abandoned his Lotus-Climax with a cracked front sus-

JOHN BOLSTER DISCUSSES

THE TECHNICAL ASPECTS OF MONZA

THE two most interesting stories at Monza concerned cars that didn't race! Certainly the first of these was the De Tomaso. This car appeared for practice but was too new to do itself justice in the race, and was withdrawn. It was, nevertheless, about the finest piece of engineering present, especially as regards the finish of the mechanical parts.

The De Tomaso is a typical modern tubular construction, with a flat-eight water-cooled engine at the rear, which is based, rather naturally, on a development of two 750 c.c. OSCA units placed on either side of the crankshaft. Very over-square, the dimensions are 68 mm. x 51 mm. (1,486 c.c.), and the desmodromic operation of the most advanced OSCA has not been espoused, normal valve springs keeping the valves close to the four camshafts at the peak speed of around 10,000 r.p.m. Four twin-choke downdraught Weber carburettors supply the gas. The transmission is a Citroën derivative with five speeds.

The suspension has helical springs and wishbones, the brakes being discs of Italian manufacture. The wheels are of light alloy, with 15 ins. rims carrying 5.00 and 6.50 ins. tyres at the front and rear respectively.

Also in the paddock was Signor Chiti, who was kind enough to tell me about the Serenissima project. The car has a chassis with very many small-diameter steel tubes suspended on wishbones and helical springs all round. The front end follows normal racing practice but the geometry of the rear suspension differs in detail from existing designs in fulfilling Chiti's requirements. The V8 engine is very similar to the successful British units in general design and has Weber carburettors in its first version, though Lucas fuel injection will be appearing later on. The disc brakes and tyres are by Dunlop, and the impact of this new G.P. car should be tremendous.

Technically, the streamlined disc wheels of the Porsches were of great interest. They are made from 0.8 mm.

magnesium sheet and are attached to each wheel by five bolts, so no quick wheel changes are envisaged. It has been known for more than half a century that very large benefits were to be had from reducing the drag of the wheels. At Brooklands, discs were fitted habitually to the rear wheels, but the front ones were left uncovered to avoid danger from side winds. Modern stability evidently allows the use of wheel discs at all four corners, and the Porsches were certainly faster than ever before.

Only B.R.M. and Ferrari had knock-on hubs, so it was a mercy that Dunlop could provide tyres that took this extra long and very fast Grand Prix in their stride. Tony Maggs had to refuel, an infuriating interruption of a magnificent drive, and his lack of tankage may have robbed him of a place. The other drivers carried fuel for the whole contest basing their calculations on a consumption of 11 m.p.g. in most cases. This is by no means heavy at lap speeds well above two miles a minute.

The winner was attaining 10,500 r.p.m. both on the gears and down the straight. The two B.R.M.s were certainly dead reliable when fully extended. This was their first race with a new type of piston, which has been credited with a bonus of over 10 b.h.p., giving a genuine total around the 190 b.h.p. mark.

It would be impossible to conclude this brief review without mentioning the amount of grief in the gearbox department. These new multi-cylinder high-revving engines demand constant use of the gear lever, and clutches with a very short pedal travel add to the shocks that the transmission must bear. It would be fair to say that engine design has outstripped that of the transmission department, but the faults are all understood and can be "designed out" of future gearboxes. The B.R.M. box has been called slow to change and heavy, but it remains in one piece until the end of a long race. Perhaps there is a lesson here.

of the group, challenged by Mairesse and McLaren. Maggs's stop had dropped him to ninth place. Rodriguez came in to have his plugs changed, and restarted with the engine sounding dreadful.

On lap 63, Rodriguez's car was pushed to the dead car park. Four laps later Gurney rolled into his pit with horrible grinding noises coming from the transmission. Bonnier was having difficulty in selecting gears, so the third place contest centred on McLaren, Mairesse and Baghetti.

With a comfortable lead of 25 secs. over Ginther, who in turn had almost 50 secs. on McLaren, Graham Hill's B.R.M. lap times came down to around 1 min. 48 secs. This lowered the race average below 200 k.p.h.

Mairesse, cheered by excited Italians, got his Ferrari in front of McLaren's Cooper. Phil Hill stopped at his pit, and Graham Hill doubled Bonnier's Porsche. Maggs and Bandini were having a real wheel-to-wheel argument, and McLaren was slip-streaming Mairesse.

With three laps to go, Bandini had to make a pit-stop, and was overtaken by

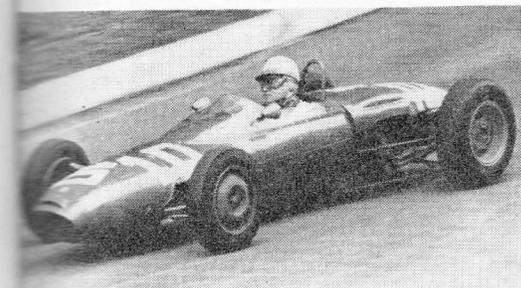
Vaccarella. By now the two B.R.M.s were touring round, and McLaren was doing his utmost to pass Mairesse.

Down went the chequered flag for Graham Hill, after 86 perfectly driven laps. Ginther sailed home in second place, but McLaren and Mairesse were side by side as they entered the finishing straight; Bruce just managed to get in front of the Belgian for a well-deserved third place.

Vaccarella had his engine fly to bits, but managed to complete 84 laps to take ninth place.

Results

1. Graham Hill (B.R.M.), 2 h. 29 m. 08.4 s., 198.940 k.p.h., 123.62 m.p.h.
 2. Richie Ginther (B.R.M.), 2 h. 29 m. 38.2 s.
 3. Bruce McLaren (Cooper-Climax), 2 h. 30 m. 06.2 s.
 4. Willy Mairesse (Ferrari), 2 h. 30 m. 06.6 s.
 5. Giancarlo Baghetti (Ferrari), 2 h. 30 m. 39.7 s.
 6. Joakim Bonnier (Porsche), 85 laps; 7. Tony Maggs (Cooper-Climax), 85; 8. Lorenzo Bandini (Ferrari), 84; 9. Nino Vaccarella (Lotus-Climax), 84; 10. Carel Godin de Beaufort (Porsche), 81; 11. Phil Hill (Ferrari), 81; 12. Masten Gregory (Lotus-B.R.M.), 77; 13. Dan Gurney (Porsche), 66; 14. Ricardo Rodriguez (Ferrari), 63.
- Fastest lap: Graham Hill (B.R.M.), 1 m. 42.3 s., 202.346 k.p.h., 125.73 m.p.h.



CORRADO MANFREDINI (Wainor-Ford) won the Italian National Formula Junior race from "Geki" (Lotus-Ford)—who left the track during the race—and Carlo Facetti (de Sanctis-Ford).

pension upright, and Masten Gregory was touring his Lotus-B.R.M. round after another pit stop.

At 51 laps, Tony Maggs stormed into third place, with Gurney and McLaren close behind, and Mairesse rapidly coming up to join them. Maggs gave way to McLaren, and his chance of a high place went when he had to stop and refuel on his 54th lap.

Rodriguez was in trouble, his engine going on to five cylinders, but Mairesse and Baghetti were now disputing the issue with McLaren, Gurney and Bonnier. On lap 59 Baghetti suddenly appeared in third place, but next time round he spun sideways on the South Curve, and caused Bonnier to take avoiding action. Gurney shot ahead

LE MANS START: The drivers sprint across the track for the start of the Le Mans race. In the foreground is the Sears/Lego Jaguar.



RACING DRIVERS' RALLY

FROM PETER JOPP

—LE MANS, SUNDAY

PHOTOGRAPHY BY GEORGE PHILLIPS

THE 11th Tour de France Automobile started at Rouen on Saturday after three days of rumour, argument and speculation. The interest is centred this year on the touring class, and in particular on the Jaguars. There are 10 Jaguars in this class, of which two, those of Peter Jopp/Gawaine Baillie and Claude Lego/Jack Sears, have been prepared in England. These two have HD8 2 ins. carburettors and a supplementary fuel tank, while the French cars have only HD6 1½ ins. carburettors and two fuel tanks. The French contingent, led by Bernard Consten, winner of the Tour in 1959, 1960 and 1961, have spent an energetic three days trying to prove that (a) the English modifications are not legal, or that (b) if they are, they were not homologated in time for the French cars to be changed. After suggestions of anti-French plots and favouritism, the situation is now more or less clear. It appears that in fact the big carburettors and extra fuel tank have been homologated for more than two months and in addition the Tour organizers have issued an official statement saying that the modifications are in accordance with the regulations. The advantage this will give Jopp/Baillie and Lego/Sears cannot be assessed until the end of the Tour but on the Rouen circuit yesterday, Sears and Baillie had a 2½-minute lead over the nearest French car at the end of the hour's race.



ABOVE: Peter Harper gets on the outside of the Chollet/Blanchet Jaguar at Rouen. BELOW: Out comes the engine of the Gauvain/Lamisse BMW with a seized piston.

The two British drivers, Peter Harper and Keith Ballisat, in Sunbeam Rapiers, were also first and second in the 1,600 c.c. class at Rouen. The Equipe Sunbeam, Ballisat/Lewis, Harper/Procter and Smith/Sears are strongly fancied for the Evian team trophy.

Early casualties of the Tour include the BMW of Gauvain/Lamisse which broke a piston after only 20 mins. and the Renault of Buillard/Revol which was badly damaged when it left the circuit at the hairpin.

The Grand Touring class, and the interest in it, diminishes hourly. Strikes and the G.P. at Monza have prevented any works Ferraris from being entered. Willy Mairesse is also at Monza and Georges Berger, who was to have driven his car, is in hospital with a badly injured eye. Scuderia SSS Venezia made a last-minute decision to enter only one car (Abate/Bettoja).



AS WE CLOSE FOR PRESS we learn that Abate/Bettoja (Ferrari) lead the G. T. category, while Jack Sears crashed the Jaguar, with which he and Claude Lego had led the Touring category, at Clermont-Ferrand. Jack injured his back. Sir Gawaine Baillie also crashed at Clermont-Ferrand: he suffered a cracked rib.

RIGHT: Traffic jam at Rouen's hairpin. The Schligler/Salomon Jaguar (96) leads Rosinski's similar car, Verrier's Citroën and a gaggle of other machines. BELOW: The Austin-Cooper of Nina and Pierre Tollemer holds a tight line at Le Mans—all on its own for once.



TYRE SERVICE: A pair of Mini-Coopers, those of Trautmann/Laurent (51) and Cousin/Naneix, stop for a chat with the Dunlop men.



ANGLO-FRENCH: Jack Sears (left) and Claude Lego with the latter's Jaguar 3.8 they share, and with which they dispute the proceedings with no fewer than nine others!



ABOVE: Not the end of the first lap, but a scene before the start at Le Mans showing the very crowded road. Just like Oxford Street. . . . BELOW: Smoke-screen to put the others off! The car with the smoke is the Alfa Romeo of Michel Nicol/Jean Py, at Rouen.

XIe TOUR de FRANCE

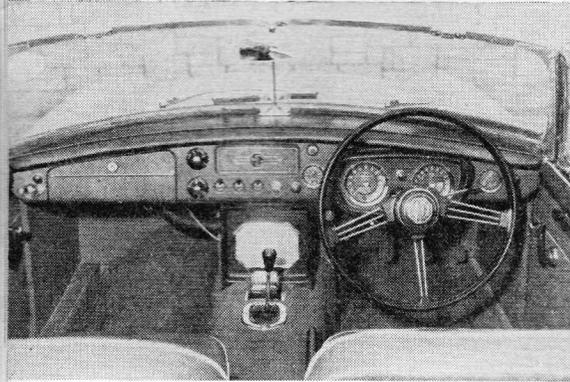


LINE ASTERN: Under the Dunlop bridge comes a string led by the Alfa Romeo T1 of Fernand Masoero/Jean Maurin, ahead of a Citroën and two more Alfas.



GEORGE PHILLIPS Tries and Approves

THE NEW M.G.B



ANNOUNCING the latest addition to the famous M.G. family, the British Motor Corporation have produced the new M.G.B. It is a car of very pleasing lines, endowed with ample power from its 1,798 c.c. engine, and refinements such as fully wind-up door windows, hinged quarter-lights, snug-fitting hood that really works and doesn't flap, and ample luggage space, especially if the rear compartment is not used as occasional seating. All this for the modest price of

£690 plus "The Whitehall Whack" which inflates the price to £949 15s. 3d. The slight increase of £27 in the basic price over the model it succeeds represents real value for money when it is considered what extras and refinements are incorporated in the new model.

It is well known that the M.G.A was the most successful car ever made by the company, selling in its lifetime over 100,000 units and earning more than \$100,000,000, but it would not surprise me if the M.G.B does not exceed this wonderful record set by its predecessor.

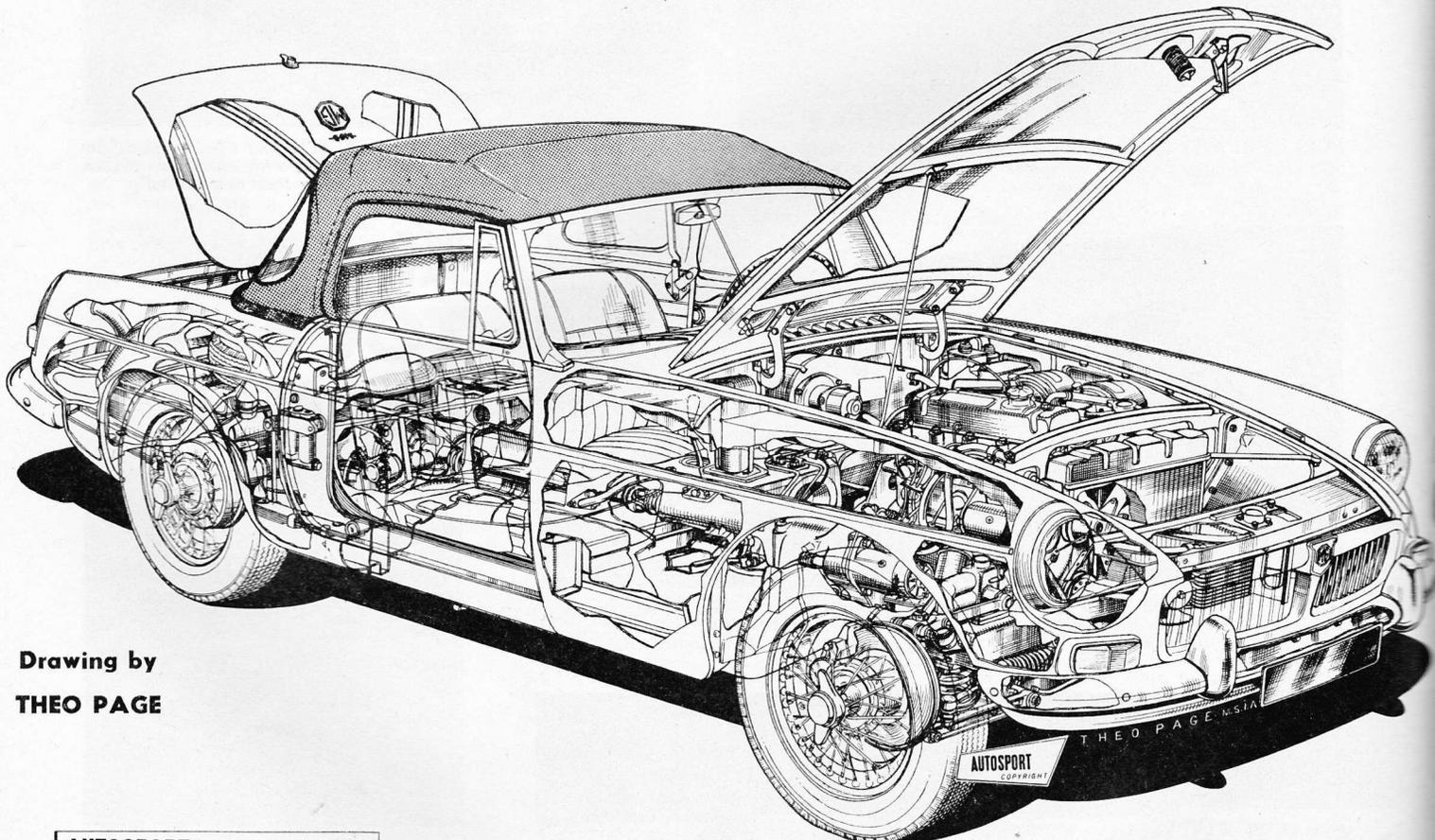
The new car has a steel body of mono-coque construction, which I was told by designer Syd Enever gave very satisfactory results to the wind tunnel. The well-trying front suspension of coil springing with wishbone links and hydraulic shock absorbers has been retained as has the leaf-springing at the rear, the axle being a three-quarter floating hypoid with the ratio still remaining at 3.909:1. In an effort to keep the weight within reasonable limits aluminium is used for the bonnet and windscreen frame; this of course has the advantage of being rustproof. The large laminated wrap-round screen gives wonderful vision and with the hood up one is not conscious

of that "closed-in" feeling that is sometimes associated with cars of this type. This is due almost entirely to the contour of the windscreen combined with the large rear and side perspex panels fitted in the hood, which results in good all-round visibility and virtually no blind spots.

Wheel size has been reduced by one inch and is now 14 ins.; these are fitted with 14 x 5.60 nylon tyres with tubes. Well-base disc-type wheels, fitted as standard, have a four-bolt fixing and wire wheels are obtainable as an optional extra.

The wrap-round bumpers afford ample protection for the body and the rear one sports a pair of over-riders, though if you live in the U.K. you will have to buy a pair for the front, as they are listed as an extra for the home market. The Lockheed brakes are still used, but the front discs have been increased by a fraction; the drums at the rear remain unchanged. During the time I had the car they behaved perfectly and were well up to the job of stopping the M.G.B from three-figure speeds without fuss or snatch.

The large wide-opening doors give easy access to the very comfortable and



Drawing by
THEO PAGE

AUTOSPORT CUT-AWAY
DRAWING OF THE
M.G.B.

roomy cockpit. (This is one of the biggest I have ever sat in.) The seats are well upholstered in leather and the backs are pre-adjustable for rake. There is plenty of leg-room for the tallest person, but naturally, if the driver happens to have very long legs, the occasional seating compartment suffers as a result, but it in no way affects its luggage-carrying capacity.

Equipment that has long been taken for granted in an M.G. is all there: a large round rev.-counter with a matching dead-beat speedometer and proper gauges for oil pressure, fuel and water temperature. These are supplemented by tumbler switches for lights and windscreen wiper, main beam and flasher indicator lamps and a combined starter-ignition switch. Panel lamps have a rheostat control, the traffic indicators are operated from a stalk switch on the steering column and there is also a handy map-reading light on the passenger side close to the lockable glove box. Headlamps are sealed-beam and double-dipping with foot-operated dip switch and naturally the short gear-lever is still there, but I was disappointed to see that the fly-off handbrake is no longer fashionable.

The well-tried B-type engine has been enlarged yet again, but in the interests of reliability the block has been recast and the crankshaft stiffened up to take the extra power. Bore size has been increased by 4.06 mm. to 80.26 mm., the compression ration has been slightly reduced to 8.75:1 and at that the engine develops 94 b.h.p. at 5,500 r.p.m. The twin SU semi-down-draught carburettors are fed from the 10-gallon tank by a rear-mounted H.P.-type electric SU petrol pump.

Power is transmitted by a Borg and Beck diaphragm clutch (this is a new component for the M.G.B) to a four-speed box. The top three ratios being synchromesh, the inviting remote-control gear-lever was a pleasure to use although engaging first was usually accompanied by some noise when the car was stationary.

My acquaintance with the car was, unfortunately, all too short, but in the time it was at my disposal I must say I really fell for it. My very abridged test could hardly have been carried out under more adverse conditions—it was blowing a gale and positively pelting with rain. This at least gave me an opportunity to test the hood, and I am happy to say it was most effective. With the windows wound up and the quarter-lights open there was no sign of any leaks at all. I was also most impressed by the low level of the noise inside the car, the hood showed no signs of flapping and was very firm; also the engine and transmission did not encroach unduly—it was



possible to hold a conversation with my companion without the necessity to shout whilst comfortably cruising on the M5 at 95 m.p.h.

The driving position was to my liking and I found the seats very comfortable, giving all the support necessary. The rack-and-pinion steering was excellent: not too light and very sensitive. In spite of the high winds that were blowing, the car was in no way affected; doubtless the time spent in the wind tunnel had not been wasted.

The heater was most effective in warming the interior of the car, but it left something to be desired as far as the windscreen was concerned, as the passenger side was never properly cleared of condensation. The radio was sufficiently powerful to be heard in comfort at near maximum speeds and the quality of reproduction was good.

In taking a few times just as a matter of interest—this article is in no way intended to be a road test report—I found, with two up and only using 5,500 of the 6,000 permitted revs., I obtained the following speedometer readings: 20, 50 and 80 m.p.h. in first, second and third gears respectively, which resulted in 0-50 in 9 secs., 0-60 in 13 secs., 0-70 in 16.1 secs. and 0-80 in 22 secs. The highest indicated speed was 103 m.p.h.

and it left me without any doubt that it was still increasing. The rev. counter at this point was reading 5,400, so it would appear that the speedometer was a bit on the optimistic side. Unfortunately, there was no time to check it.

In obtaining these figures racing-type gear-changes were used and I have nothing but praise for the manner in which the Borg and Beck diaphragm clutch really bit after a gear had been snatched. There was not the slightest trace of slip. Yet another excuse for using the delightful gear-change lever!

The luggage space in the boot has been improved, but the spare wheel still hogs more than its share, a drawback that is further aggravated if your car has wire wheels. Why, oh why, can't somewhere else be found to put it? Who knows, maybe the tank could be moved, then the wheel could move in there? Anyway, one can always wish, and there is still that large space at the back of the seats if the car is occupied by only two people. And, of course, with its wind-up window and both doors lockable the contents of the M.G.B are as safe as those of a saloon.

As a matter of historical interest, the new M.G.B is not the first B-type M.G. The first was made in 1930 and was known as the M.G. Six Mk. III—"The Tigress". There were only five of these built and it was the first time the company laid down a car specifically for racing. It was powered by a six-cylinder, 2½-litre engine on which no expense was spared.

I am confident the M.G.B will prove to be a great favourite. There is always a steady market for sports cars, but this model with its good looks, high cruising speed, excellent roadholding, low noise level and ease of entry and exit—even with the hood up—could well appeal to a completely different class of buyer.

Yes indeed: yet another winner from an already long line of thoroughbreds.



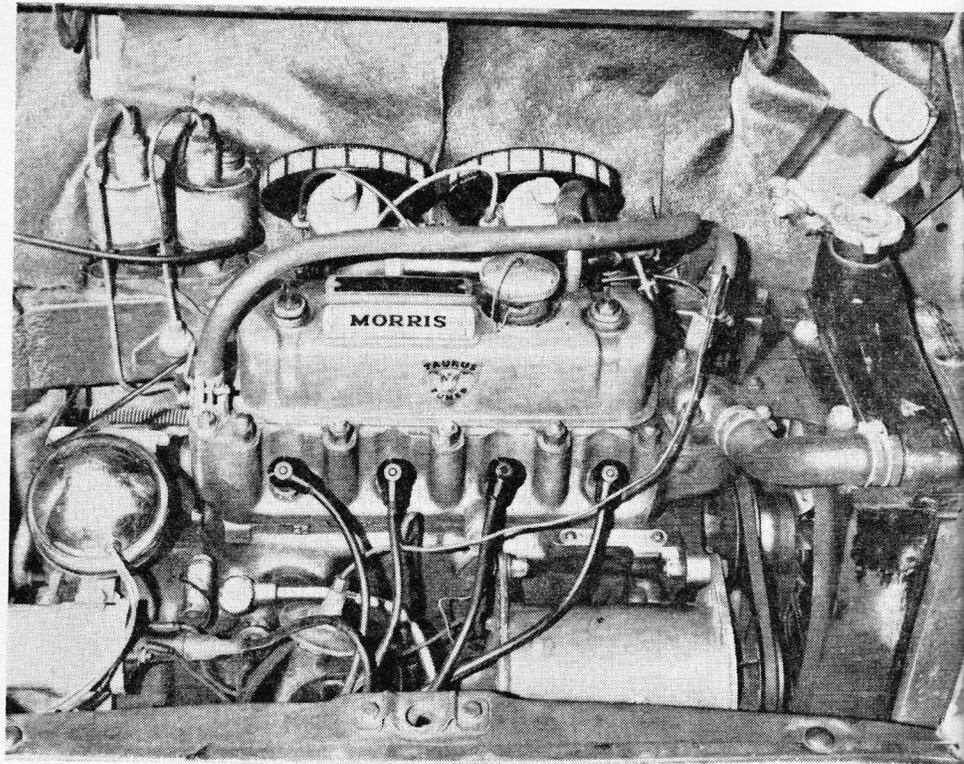
- **A Quite Remarkable Stage I Converted COOPER-MINI**
- **95 m.p.h. Motoring from a Car that Looks and Sounds Absolutely Standard!**

Too often so-called Stage I conversions merely seem to give slightly improved top-end performance at the expense of flexibility, economy and reliability, when they should be increasing the all-round performance.

Having tested too many poorly modified cars, it was extremely gratifying to find a car fitted just with a modified cylinder head, which did indeed show marked all-round improvements over the standard car and suffered from no "modification vices" whatsoever.

The car tested was a 1962 Cooper-Mini worked upon by Taurus Performance Tuning of Thorpe Mews, W.10. In fact, the only amelioration to the engine was the fitting of a Stage I head. The improvement was enormous, yet at all times the car behaved better than standard when it came to traffic negotiation, or just limping about.

The secret of the head is in the combustion chamber shape and really careful individual machining. The compression ratio has been raised to 10.5:1 in the usual manner of machining down the head (well over 100 thou. is taken off). The combustion chamber is machined out and laid well back around the inlet valve and is fully relieved. The venturi on the inlets is kept, but the throat diameter is slightly enlarged. The combustion chamber volumes are



TAURUS-TUNED: The only amelioration carried out in the Stage 1 conversion is the fitting of a modified cylinder head.

equalized so all balance. Standard valves are used but these have stronger springs fitted; the specification, in fact, is very much Group II.

The standard carburettors and inlet manifolds are used but the SUs are re-needed to suit the head. There are no other engine modifications, standard pistons, camshaft, valve gear and crankshaft being used.

The pick-up is greatly improved and there are no flat spots all the way up the rev. range. In fact, the car is best

camshaft fitted, otherwise even better time would be recorded! The quarter-mile takes 18.1 secs. So you can see from these figures that the improvement is quite startling and with a maximum of 95 m.p.h. (over 100 m.p.h. on the clock!) the car is a very useful tool.

Strangely enough, although the speedometer is rather optimistic at the top end of the scale, at 60 and 80 m.p.h. it is only 2 per cent fast.

This car afforded an enormous amount of fun for it looked very standard and went so well without an exhaust note which told the world of its secrets.

The actual performance improvement was all the way through, but the acceleration in the intermediate gears was where the increase was best appreciated. One was able to get away from much larger-engined machines when one might have thought they would have had the edge.

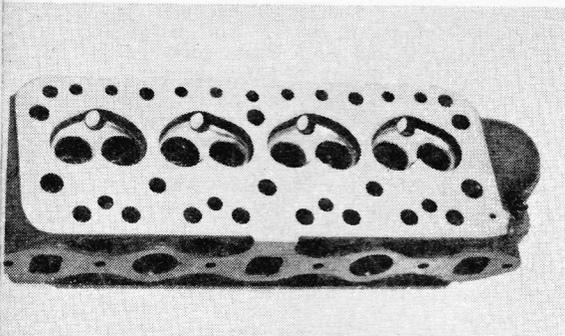
Tick-over was always steady and could be regulated down to 200 r.p.m. before stalling would occur. Early morning cold starts were also good, the car starting on the first engagement of the motor.

The petrol economy could be improved if the car was driven moderately over a distance, 30 m.p.g. being recorded, but driven near its maximum it still returned over 25-27 m.p.g. Oil consumption was average for a Cooper—about 1 pint per 200 miles.

Price of this remarkable conversion is £27, including fitting, and further details may be obtained from Taurus Performance Tuning, 14A Thorpe Mews, London, W.10.

PATRICK McNALLY TESTS

A TAURUS COOPER-MINI



CYLINDER HEAD: This unit is the secret of the wonderful performance of the car tested. The compression ratio is raised to 10.5 to 1, the combustion chamber is machined out, stronger valve springs are fitted and these, with other modifications to the head and much detailed attention, result in 95 m.p.h. performance.

appreciated "in town" where the improved acceleration, coupled with Mini-Cooper virtues, tends to make it king of the road. On the open road the car would cruise at 80-90 m.p.h. all day long without using excessive fuel or losing oil pressure.

Needless to say, the brakes were pathetically similar to other Coopers. However, the hard pads which had been fitted for the earlier part of the test gave the best Cooper brakes so far. Unfortunately I wore these out, so had standard brakes fitted for the majority of the time.

Despite three upward gear-changes, 60 m.p.h. can be reached in the remarkable time of 11.2 secs., whilst 30 m.p.h. and 50 m.p.h. come up in 3.2 secs and 7.4 secs. respectively. The 30 figure is attained by holding on to first gear a little longer than normal, whilst second gear copes more than adequately with the 50 figure. Sixty can't quite be reached in second with only a standard

	Acceleration	
0-30	...	3.2 secs.
0-50	...	7.4 secs.
0-60	...	11.2 secs.
¼ mile	...	18.1 secs.
		Maximum speed, 95 m.p.h.

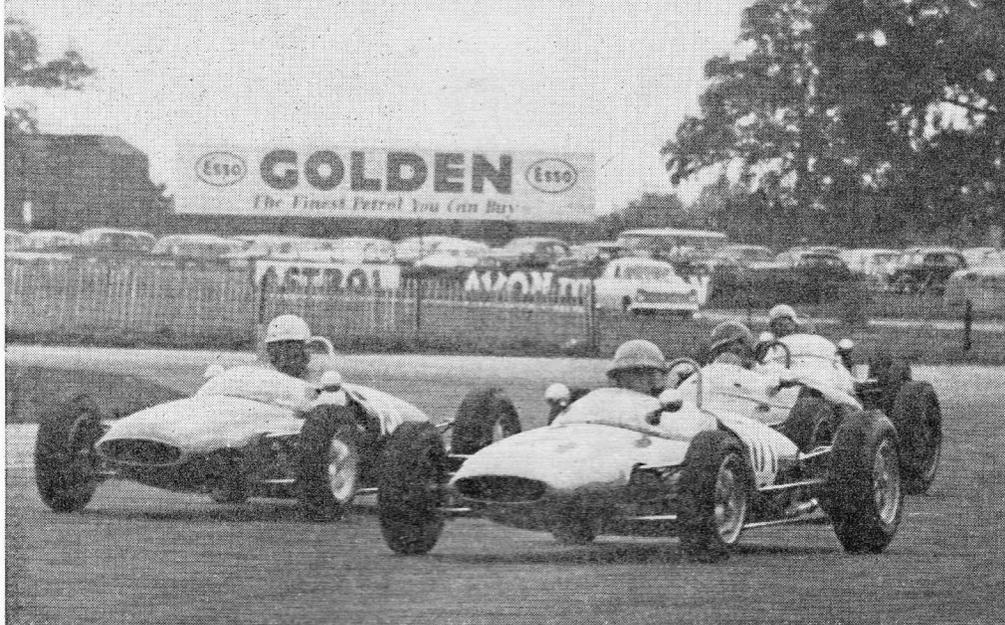
PETERBOROUGH MOTOR CLUB at SILVERSTONE

BY PATRICK McNALLY

EVEN the cloudburst which heralded the start of the eighth race of the Peterborough Motor Club's annual Silverstone meeting could do little to dampen the enthusiasm of drivers and spectators who attended what could only be described as a first-class meeting. In fact, in the latter stages the rain seemed, if anything, to encourage the sporting driving which was being witnessed throughout the day. Copse corner alone saw 12 spins in one race, caused by a series of three nonsenses performed by those spirited 1172 boys.

Rob Beck scored yet another win in a 10-lap handicap event which started the racing. It was soon obvious that Beck, who had started from scratch in his much-modified XK 120, together with the Elites of Nathan and Taylor, had the race in his hand. Beck moved swiftly through the field to take the lead on lap eight. Sidney Taylor had closed rapidly on Allen's Mini but despite a last-lap effort was unable to head home and finished third. The Dick Jacobs M.G. Midgents driven by Foster and Hedges were rather handicapped out of it with only 10 secs. over the Jaguar and the Elites, but both went extremely well. Hedges to finish fourth ahead of Nathan's Elite and Foster to finish sixth.

David Preston (1600 Riley) won the handicap for closed cars, having taken the lead on the sixth lap from Kay Burley's Mini. R. J. Ward's Rapier took second place not far behind the Riley but



WOODCOTE: Cornering side by side, Jack Pearce and Adam Wyllie (Lotus 22s) lead the Lotus 20s of Melvyn Long and John Mew.

third man D. F. Frost (Mini) was some way behind. Mark Fielden went extremely well from scratch, moving up through the field to second place by lap eight, only to have a wheel break up as he entered Copse, forcing his retirement.

The third handicap race confused me somewhat although the timekeepers had it well under control. Nevertheless it was quite obvious that scratch Mike Beckwith was going so fast that nothing was going to stop him scoring another win in his Lotus 23.

Lotus Elites took the first three places in yet another handicap, the fourth race of the day. Isobel Robinson's 1500 Lotus 6 led at the start on handicap from C. R. Miller's Goodwin Special. These two circulated in that order until lap four when Miller took the lead only to lose it to Dick Fores (Lotus Elite) two laps later. Fores, who had started on the same mark as Taylor and Nathan, had passed the former on the fourth lap in his meteoric progress towards winning the major award. Taylor finished not far behind and Nathan took third place with a similar distance behind the second Elite.

The next event was a little tamer, L. Evans (M.G.) winning from Jacquie Cook's Wavendon Wombat, with M. Rideout's Clairemont-Connaught in third place.

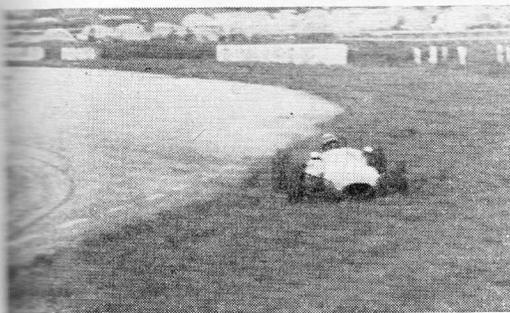
The Formula Junior field was very representative for a club meeting. David Prophet took an immediate lead in his Alexis with Michael De-Udy (Lotus) and Teddy Pilette (Merlyn) hard on his tail and Adam Wyllie moving up fast. De-Udy, with his rear engine cowling scraping along the ground, was challenging Prophet hard on laps two and three, but unfortunately came in to retire. This left Prophet with a 50-yard lead over John Mew and Wyllie who were scrapping hard for second place. After eight laps Prophet was still out in front with Wyllie's Lotus 22 challenging hard and farther back Mew, in an older type Lotus, fought off Jack Pearce, who retired on the 10th lap. Prophet and Wyllie had by now pulled away slightly from the rest of the pack and on the 14th lap Wyllie moved into the lead after a neat manoeuvre at Woodcote. Prophet

(Continued on page 403)

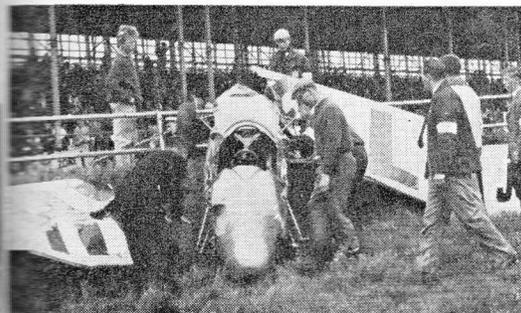
Results

Handicap Race: 1, R. Beck (XK 120), 77.47 m.p.h.; 2, G. Allen (Mini); 3, S. Taylor (Lotus Elite). **Handicap for Closed Cars:** 1, D. Preston (Riley), 62.36 m.p.h.; 2, R. J. Ward (Rapier); 3, D. F. Frost (Mini). **Handicap for Sports Cars up to 1,100 c.c.:** 1, M. Beckwith (Lotus 23), 83.29 m.p.h.; 2, G. Oliver (D.R.W.); 3, T. G. Smallman (Lotus 7). **Handicap for Sports Cars over 1,100 c.c.:** 1, R. Fores (Lotus Elite), 76.65 m.p.h.; 2, S. Taylor (Lotus Elite); 3, R. Nathan (Lotus Elite). **Handicap for Sports Cars over 1,100 c.c.:** 1, J. Evans (M.G.A.), 72.94 m.p.h.; 2, Jacquie Cook (Wavendon Wombat); 3, M. Rideout (Clairemont Connaught). **Formula Junior:** 1, A. Wyllie (Lotus 22), 86.83 m.p.h.; 2, J. Mew (Lotus 20); 3, T. Pilette (Merlyn). **Sports Cars up to 1,100 c.c.:** 1, M. Beckwith (Lotus 23), 84.21 m.p.h.; 2, G. Oliver (D.R.W.); 3, T. Hart (Lola). **Formule Libre:** 1, M. Cost'n (Lotus), 88.49 m.p.h.; 2, M. Beckwith (Lotus 23); 3, J. Mew (Lotus 20). **Sports Cars 1,101-2,000 c.c.:** 1, R. Fores (Lotus Elite), 59.07 m.p.h.; 2, R. Nathan (Lotus Elite); 3, J. Bruce (Lotus 6). **750 Formula:** 1, B. Small (Austin), 55.90 m.p.h.; 2, D. A. White (Impala); 3, J. F. Bishop (Austin 7). **1172 Formula:** 1, A. Wershat (Special), 61.53 m.p.h.; 2, R. Inglis (Rejo); 3, C. Garnham (Terrier). **Handicap for Austin-Healey and M.G. Cars:** 1, D. G. Lucas (Austin-Healey Sprite), 57.60 m.p.h.; 2, D. L. Crook (M.G. TC); 3, J. Harris (Austin-Healey 100/6).

LOOK WHAT I'VE DONE! D. A. White revolves his Impala to a halt, witnessed by enthralled officials outside the race control building.



DAVID PROPHET, when he left his braking too late and decided to leave the course, gave photographer Lynton Money a "moment" as he sped towards him (above). He was, in fact, standing exactly where the nose of the Alexis is after charging the bank. Both driver and photographer escaped without injury!





THE Lancashire and Cheshire Car Club staged their second meeting of 1962 at Oulton Park last Saturday. Attracting an entry of nearly 100 cars, the programme commenced as usual with a couple of half-hour high-speed trials, complete with possibly the last Le Mans-type starts to be seen in Britain. In the first of these, out of a grid of 27 cars, only six drivers qualified. In the second, from a similar field, seven managed the required distance.

Racing proper started with a 10-lap race for sports cars up to 1,000 c.c. and 1172 Ford-engined cars. From the flag it was Tommy Hayden (Lola), closely followed by David Wragg (Mallock U2). Lap three saw Hayden hit the bank at Old Hall Corner and cease! Then it was announced that Wragg had been penalized 1 min. for jumping the start, so although he finished first on the road, the penalty made him sixth. First place went to A. J. Welch (Lotus 7) with K. W. Bailey, similarly mounted, second and M. Ward (Lotus 11) third.

Next in turn was the *Daily Mirror* Trophy race over 15 laps for Formula Junior cars, which drew but seven starters. However, the race for premier position over the first 12 laps between Keith Francis (Lotus 20) and Richard Attwood (Cooper) was the finest yet seen in club racing at Oulton Park. The lap record for Juniors was shattered five times, finally standing to the credit of Francis with a tour in 1 min. 46.4 secs., a speed of 93.42 m.p.h.—faster than Moss's Ferguson victory in the Gold Cup last year!

Unfortunately, Attwood broke a half-shaft at Esso Bend on his 12th tour, leaving Francis a winner by 1 min. 16 secs. over David Baker and R. Hawker (Coopers). On the first lap Bill Bradley (Cooper) and F. W. Dodgson (Lotus) collided at Old Hall Corner; both cars retired.

Before the start of event four, 10 laps

POSSIBLY the last "Le Mans" start we shall see in this country. E. C. Booth (Frazer-Nash) leads J. Dangerfield (A.C.-Bristol) away in the half-hour high-speed trial.

for saloon cars and G.T. cars, down came the rain in a big way. From the flag it was the Elites of Derek Alderson, Brian Smallthwaite and Derek Bennett in that order, but a spin on lap two at Lodge relegated Smallthwaite to eighth position and, try as he did, he could do no better than third, some 6 secs. down on Bennett, with Alderson a winner by 2 secs.

In the saloon class, Phil Middlehurst (A40) won by a lap from F. M. Poole (Anglia) and B. Gillibrand (Morris).

Event five, on a very wet track, was for sports cars up to 2,000 c.c., excluding cars engined by Climax or Ferrari, again over 10 laps. This was a piece of cake for Rodney Bloor in his Lotus 23, who comfortably beat J. Dangerfield's A.C.-Bristol by some 7 secs., with E. C. Booth's veteran Frazer-Nash a very close third.

Only five starters appeared for event

LANCS & CHESHIRE C.C. OULTON PARK RACE MEETING

REPORT AND PICTURES

BY

FRANCIS PENN

six, again over 10 laps for sports cars up to 1,100 c.c. and F.J. cars. Into Old Hall it was R. J. Bloor (Lotus 23) and D. Baker (Cooper) and they both spun! They went well into the infield, restarted and were first and second on lap two! Lap six saw J. Scott-Davis lose his Lotus at the entrance to Old Hall, and then there were four! The finish saw Bloor win by 14 secs. from Baker, with F. R. Blease (Bleese-Turner) and R. Hawker (Cooper) the respective placemen.

The meeting finished with a seven-lapper for 750 and 1172 Formula cars, the former class went to J. G. Bloor from R. R. Sadler and M. L. Owen (Austin Specials), whilst the Ford class was taken by J. B. Moore's Warwick Mk. 2 with D. Linton (Terrier Mk. 2) second and G. R. Eccleston, driving a Dison, third.

Considering the vile weather, the meeting was a good one and the organization deserved praise for actually finishing ahead of schedule!

Results

Sports Cars up to 1,000 c.c. and 1,172 c.c. Ford: 1, A. J. Welch (Lotus-Ford), 80.47 m.p.h.; 2, K. W. Bailey (Lotus-Ford 7); 3, M. Ward (Lotus-Ford 11). **Formula Junior:** 1, K. M. Francis (Lotus-Ford 20), 91.18 m.p.h.; 2, D. Baker (Cooper Mk. 2); 3, R. Hawker (Cooper Mk. 2). **Fastest lap:** Francis, 93.42 m.p.h. **Saloon and G.T. Cars:** 1, P. T. Middlehurst (Austin A40), 69.35 m.p.h.; 2, F. M. Poole (Ford Anglia); 3, B. Gillibrand (Morris-Cooper). **Saloon Cars over 1,600 c.c. and G.T. Class:** 1, D. C. Alderson (Lotus Elite), 74.81 m.p.h.; 2, A. D. Bennett (Lotus Elite); 3, B. Smallthwaite (Lotus Elite). **Fastest lap:** Smallthwaite, 77.29 m.p.h. **Sports Cars up to 2,000 c.c.:** 1, R. J. Bloor (Lotus-Ford 23), 74.11 m.p.h.; 2, J. Dangerfield (A.C.-Bristol); 3, E. C. Booth (Frazer-Nash). **Sports Cars up to 1,100 c.c. and Formula Junior:** **Sports Cars up to 1,100 c.c. Class:** 1, R. J. Bloor (Lotus-Ford 23), 74.31 m.p.h.; 2, F. R. Blease (Bleese-Turner). **Formula Junior Class:** 1, D. Baker (Cooper Mk. 2), 72.54 m.p.h.; 2, R. Hawker (Cooper Mk. 2). **Fastest lap:** Baker, 77.41 m.p.h. **750 and 1172 Formulae Cars:** **750 Formula Class:** 1, J. G. Bloor (Austin), 60.13 m.p.h.; 2, R. R. Sadler (Septo Austin); 3, M. L. Owen (Austin Spl.). **1172 Formula Class:** 1, J. B. Moore (Warwick Mk. 2), 70.45 m.p.h.; 2, D. Linton (Terrier Mk. 2); 3, G. R. Eccleston (Dison). **Fastest lap:** G. Whitehead (W.R.A.-Ford), 72.55 m.p.h.

Club News

By MICHAEL DURBIN

BENTLEY D.C.

FIRLE HILL-CLIMB

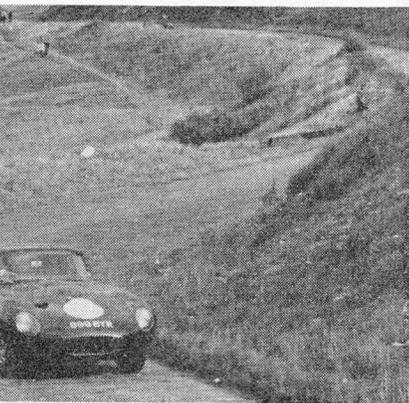
THE B.D.C. had a very full entry of well over 100 cars for their annual storm up Bo Peep Hill, Firlle. Many of the competitors journeyed on from Brighton the day before, this resulting in a few non-starters due to maladies suffered there. Hine's 3-litre dropped a valve at Brighton and he drove his 4½ in the hill-climb, and Jonty Williamson, whose car had blown right up, shared



S. H. RICHARDSON'S striking A.C.-Jaguar, which appears to possess more power than roadholding.

Bradley's very fast 4½, putting on some very creditable times with it too. The first forty in the programme were all Bentleys, which gave the large crowd a wonderful sight. George Burton was very fast indeed, as was Russ-Turner in the blown 4½. John Goddard wrestled his 3/8-litre to the top in very fine style. Wadsworth had one of the very early 3-litres, running on beaded-edge tyres and with no front-wheel brakes!

After the Bentleys came all sorts of cars, and in the up to 1,500 c.c. class the two Sprites were quite slow as compared with some of the Minis. Cars 2,601 to 3,500 c.c. caused a lot of excitement, with Boothby's D-type storming up, and the Aston Martins of Rose and Price were very fast. Nigel Price was seen to be bouncing off the banks after the finish in an effort to straighten a slide on the top corner. Later in the day G. Hampton with the XK 140



PETER SARGENT in his Le Mans E-type taking the top corner.

managed to spin the car on the approach to the finish line and reverse over the line to record a very creditable 32.82 secs! How he didn't hit the banks no one will know, as the road does not appear to be wide enough for a Jaguar sideways!

The final placings for the W.O. Trophy were contested at this meeting, and at the start of the meeting Burton and Brogden were in the top places. Burton clinched the Trophy with a faster set of runs—but it was a close thing.

Best time of the day went to Clive Aston in the DB3S in 26.09 secs. It was a very good day's hill-climbing organized with the usual B.D.C. efficiency. It is a pity the club did not get the co-operation of the crowd (as with the B.H.M.C. at Brighton) and the meeting was stopped a couple of times while people encroaching on the course were moved. Also, it seems a very mean practice for spectators to park on the approach road to the hill and not pay for a car-park ticket and so help the club. The club puts on a first-rate event, and the least one can do is to pay a car-park fee—being a Sunday there was, of course, no entrance fee.

MICHAEL WARE.

We regret that owing to the old story of trying to squeeze a quart into a pint pot, our reports of the GODIVA RALLY, the COLCHESTER AUTOCROSS, the HAREWOOD HILL-CLIMB, the SEPTEMBER RALLY, the BRUNTON HILL-CLIMB and the BRANDS HATCH SPRINT have had to be held over until next week.

Brighton—continued

Heathcote setting up best time and a new class record in his remarkably quick old Lotus 18, his time of 26.32 secs. was very surprisingly quicker than second-man Hugh Dibley with the latest Lola Mk. 5.

Dibley, H. W. A. Baird (Cooper) and John Carlton in Heathcote's Lotus all came out again in the 501 to 1,100 c.c. racing class, together with J. B. Barton-Hall in his Howdy Spl. s/c. and H. Hamblin's ex-Dickie Stoop F2 Cooper, now with B.M.C. unit (next year to be fitted with big American engine—look out, Chris Summers). The Howdy Spl. popped and banged down the straight in crab-like manner to record 33.49 secs., not quick enough to get to grips with the Juniors who finished 1-2-3, in the order Dibley, Carlton, Baird.

There were no entrants in the 1,500 c.c. class so next came the 3-litre cars. Peter Westbury set the ball rolling in his Cooper-Daimler with 25.20 secs.; it should have been faster but he was having trouble selecting gears quickly. Arthur Owen was rather better and managed a good 23.75 secs. to lead the class, but Jack Cordingley was close behind in the J.B.W.-Maserati with 23.96 secs. Jack Epstein was faster than Westbury with 24.58 secs., and Peter Richardson made the most of Goddard's Bugatti to record 35.60 secs. Poor Peter Westbury was having a miserable time and was even slower on his second run, while Owen only improved slightly to 23.71 secs. Cordingley was slower, Epstein slightly quicker, and young Richardson considerably quicker with 33.60 secs.

Results

Bentleys: 3-litre: 1, W. S. J. Brogden, 32.42 s.; 2, W. D. S. Lake, 43.93 s.; 3, I. M. Weston, 44.86 s. **4½-litre (under 10 ft. wheelbase):** 1, G. H. G. Burton, 28.96 s.; 2, H. S. Pounds, 30.41 s.; 3, J. J. Williamson, 30.71 s. **4½-litre (over 10 ft. wheelbase):** 1, H. Rose, 32.58 s.; 2, J. Tatam, 37.08 s.; 3, H. P. Hine, 37.64 s. **4½- and 8-litre:** 1, J. L. Goddard (8-litre), 30.53 s.; 2, S. Sears (4½-litre s/c), 33.25 s.; 3, O. A. Batten (8-litre), 34.10 s. **Post-1931:** 1, B. M. Russ-Turner (4½-litre s/c), 29.77 s.; 2, B. Grafton (4½-litre), 31.89 s.; 3, J. E. D. Cochrane (Series D), 33.64 s. **Handicap:** 1, W. S. J. Brogden (3-litre), 24.72 s.; 2, Mrs. C. M. Mountfort (4½-litre), 26.87 s.; 3, J. L. Goddard (8-litre), 27.53 s.

Sports Cars: Up to 1,500 c.c.: 1, J. A. Playford (Lotus-Climax 7), 26.85 s.; 2, J. F. Barnes (Lotus-Ford 7), 27.70 s.; 3, Mrs. C. A. Price (Lotus Elite), 28.92 s. **1,501-2,600 c.c.:** 1, W. G. F. Swain (Porsche 1600), 30.90 s.; 2, Miss B. Haig (A.C. Ace-Zephyr), 31.39 s.; 3, R. Freeman (Morgan Plus 4), 32.87 s. **2,601-3,500 c.c.:** 1, C. R. C. Aston (Aston Martin DB3S), 26.09 s.; 2, N. H. Price (Aston Martin DB3S), 26.23 s.; 3, J. R. M. Boothby (Jaguar D), 27.39 s. **Over 3,500 c.c.:** 1, P. J. Sargent (Jaguar E), 26.25 s.; 2, T. L. Farquharson (Chrysler Allard J2X), 26.33 s.; 3, E. G. Brown (Jaguar XK 120), 27.63 s. **Up to 2,000 c.c. s/c:** 1, D. Gladwin (Elva Courier), 28.61 s.; 2, K. B. Shaw (Turner Special), 31.88 s.; 3, J. L. Goddard (Bugatti 2-litre), 31.96 s. **Over 2,000 c.c. s/c:** 1, B. M. Russ-Turner (Bentley), 29.58 s.

Aston Martin Handicap: 1, Lt.-Col. T. E. L. Carmichael (Le Mans), 26.63 s. (36.63 s.); 2, W. B. Fowler (Le Mans), 27.16 s. (33.16 s.); 3, G. Bertram (Ulster), 28.82 s. (35.82 s.). **Lagonda Handicap:** 1, M. Lee (2-litre s/c), 31.69 s. (32.69 s.); 2, R. B. O'Beirne (LG 45R), 32.34 s. (35.34 s.); 3, H. M. Buckley (V12), 32.55 s. (36.55 s.). **Jaguar Handicap:** 1, E. G. Brown (XK 120), 24.88 s. (27.38 s.); 2, R. B. Wren (XK 150S), 25.70 s. (29.20 s.); 3, G. Hampton (XK 140), 26.17 s. (30.67 s.). **M.G. Handicap:** 1, P. F. Hewitt (PB), 22.35 s. (32.85 s.); 2, W. J. Weston (TC), 25.74 s. (34.42 s.); 3, P. Morris (YF), 26.83 s. (34.94 s.).

B.T.D.: C. R. C. Aston (Aston Martin DB3S), 26.09 s.

B.T.D. by Lady: Mrs. C. A. Price (Lotus Elite), 28.92 s.

Clive Gallop Trophy (Aston Martins v. Bentleys): Aston Martin.

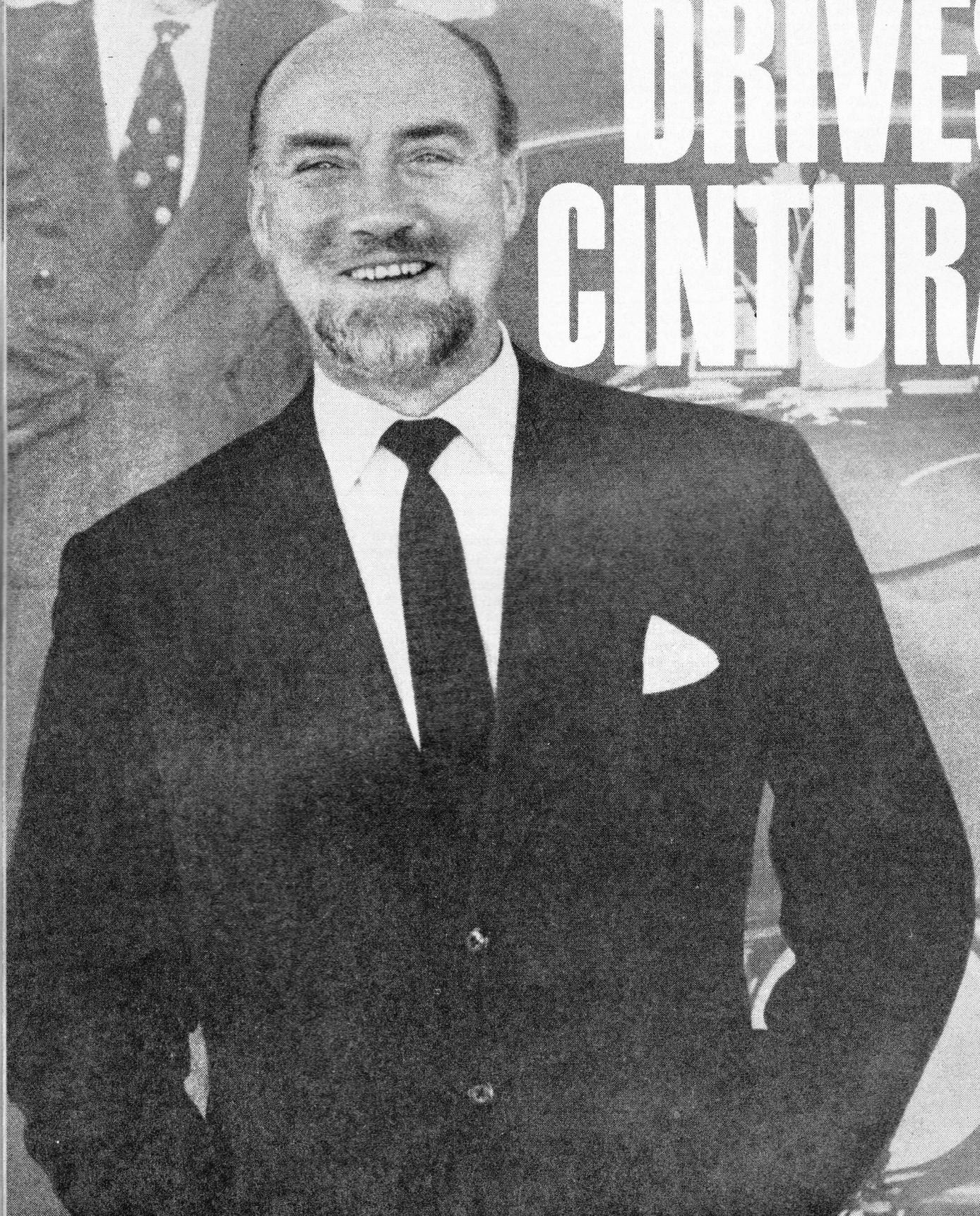
In the unlimited class Patsy Burt drove Owen's Cooper, and Mike Eyre Epstein's Cooper-R.R.A. Gordon Parker had last year's winning car, the H.K.-Jaguar, and Tony Marsh his B.R.M. The vintage section was represented by Jack Smith in Sir Ralph Millais's Sunbeam "Tiger", Keith Schellenberg (Bentley), Nigel Arnold-Forster (Delage) and J. Gresham in the wonderful Eldridge Fiat. Chris Summers was then transferred from the Dragster class to the unlimited. Summers's first run of 21.69 secs. shattered the record, although Tony Marsh got dangerously close with 21.77 secs. All the other cars were a considerable distance in arrears, the closest being Patsy Burt with 24.37 secs.

Second time up Summers was just a little slower with 21.90 secs., as was Marsh who recorded 21.89 secs. But not Patsy Burt: although she has been out of sprinting for a few months she has lost none of her cunning and she stormed down in 23.70 secs. to not only finish third in the class, but set a new ladies' record for Brighton, and, what is more, beat Arthur Owen's time by 100th of a second—how embarrassing! Mike Eyre was fourth with 24.60 secs.

The final class for Dragsters had but one entry, Sydney Allard, of course. He seemed to have a lot of trouble in controlling his monster under such terrific power but still recorded 22.30 secs. and 22.04 secs. Although it was slower than Summers and Marsh, it must be remembered that this car holds the British National record for the quarter-mile in 10.41 secs.

In general a good meeting even if the organization left room for improvements.

WALLWORK DRIVES CINTURA





Johnny Wallwork is a long-time racing specialist in Manchester where he specialises in preparing cars for racing at Oulton Park, Silverstone and Aintree. And he has himself had eight years' successful experience in international rallies. We asked him to test the Cintura and he did so in typically tough and thorough fashion. Here are some key passages from a long tape-recorded interview with him after the test.

THE TEST "I drove on Cinturas in the recent Dutch International Tulip Rally — 2,500 miles that included racing at Nurburgring and Francorchamps Spa as well as mountain work in the Hautes Maritimes, Haute Savoie and the Massif Central. We had some appalling weather conditions including torrential rain at Spa."

"Incidentally, I also drove on Cinturas in the 1961 R.A.C. International Rally which included racing at Charterhall, Oulton Park and Brands Hatch. And I noticed that whereas the other competitors had to change their tyres to cater for the varying conditions, my Cinturas allowed me to do all types of driving under all weather conditions."

HIGH SPEED "At high speed you notice the absolute stability and quietness of the tyre. Then the fact that its belt construction and its remarkable tread give you the kind of adhesion which is essential for high performance motoring. After all, there is no point in having another 20 b.h.p. out of your engine or reducing the weight by 3 cwt. if you can't transmit that improved power-to-weight ratio to the road. With Cinturas, you can!"

TYRE HEATING "Yes, tyre heating is a serious problem. It is certainly one of the reasons for wheel-wobble and a lot of other steering defects. And it can result in the tread leaving the casing. Now you just don't experience these troubles with the Cintura. You see, the Cintura in action is rather like the caterpillar track of a tank: virtually the casing is laid down and the wheel runs over it, instead of the wheel spinning the rubber round on the road and creating friction and heat. And for the same reason, incidentally, you get at least 25% more wear from Cinturas — or so I've found."

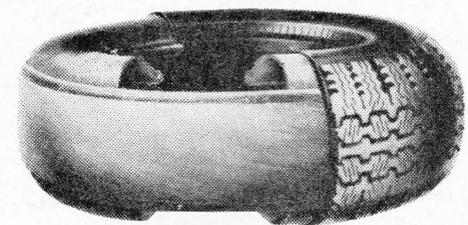
ROAD-HOLDING "It's just unbelievable the difference Cinturas make to road-holding and steering. It's interesting to know that Volvo called in Pirelli as tyre and wheel consultants for their P.1800 coupé, and it has proved to be the finest road-holding car I've ever driven. I attribute a lot of it to the Cinturas. My

20% higher than on any other tyre I've used in the past."

SUMMARY "I use Cinturas on my Alfa-Romeo 1900 Super which is my personal family car, as well as on the Volvo P.1800. And I'd use them on whatever car I had. They cater for all kinds of weather, all kinds of conditions: fast motoring, slow motoring, country, M1, town driving, wet or dry. They never vary. Cinturas give you a wonderful feeling of stability and confidence. And in competition work you can drive on the limit without hesitating, knowing that Cinturas will never break away suddenly or let you down."

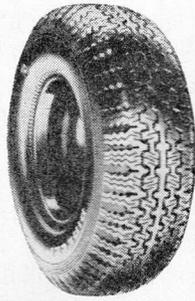
THE TYRE The basic fact about the Cintura is that it has an inextensible textile belt which runs right round the circumference of the tyre under the tread. This 'safety belt' holds the tyre profile virtually unchanged under all conditions. As Johnny Wallwork put it: "The very structure of the tyre reduces friction to a minimum and gives you tremendous advantages over the ordinary tyre. Rolling resistance is less, heat build-up is less, tyre wear is less. Apart from that, the tread construction is marvellous — perfect for every kind of road. The tread and the belt, it's those two features which make the Cintura, in my opinion, the best tyre in the world today."

On another page you will find a list of the cars for which Cinturas are available. Is your car on the list? Then send now for your copy of the Cintura book.



PIRELLI CINTURA

The fabulous tyre with
the built-in safety belt



The fabulous tyre with the built-in safety belt

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

A.C.	Humber	Riley
Ace, Grayhound	Hawk VI	Pathfinder, 2.6
Alvis	Hawk, Series I	4/68, 4/72
All models	Jaguar	Rolls-Royce
Alfa Romeo	2.4, 3.4, 3.8	Silver Dawn
1300 Giulietta	Mark VII, VIII, IX	Rover
1300 Giulietta T.I.	XK 120, XK 140, XK 150	60, 75 & 90
Sprint & Veloce	Jensen	105S & R
Giulietta Giardinetta	541 R & De Luxe	80 & 100
Armstrong Siddeley	Lancia	3 litre
Sapphire 234, 236, 346	Appia 1a, Appia 2a	Saab
Star	Flavia	93, G.T. 750 & 96
Aston Martin	Lotus	Simca
D.B.2/4 Mk. III	Elite	Aroade series
Austin	M.G.	Singer
A.40 A.50 (Cambridge)	MGA & 1600	Gazelle Saloon
A.55 II	Z.B. Magnette	Standard
A.60	Magnette III & IV	Ensign
A.90 & A.95, A.105	T.F., T.D.	Vanguard:
A.125 Sheerline Princess	Morgan	4-cyl Saloon
Auto Union	4/4 Series 2	6-cyl. Saloon
1000	Plus 4	Sportsman
Bentley	Morris	Sunbeam
'R' type Saloon	Cowley 1500	Rapier Series I, II & III
Continental	Oxford Series III, V, VI	Triumph
B.M.W.	Isis Series II	TR2, TR3, TR4
501-502 (8 cyl.)	Six	T.V.R.
Bristol	Panhard	2-seat Coupe
403, 405, 406, 407	Dyna & Conv. 1959 & P.L.17	Vauxhall
Daimler	Peerless	Wyvern 1956/7
Conquest Roadster	G.T. 2 litre	Velo
3½ litre Regency 104	Peugeot	Cresta
Majestic & Major	203, 403 & 404	VX 4/90
S.P.250	Porsche	Volkswagen
D.K.W.	1300, 1300 S	Standard & De Luxe
Three Six	1600, 1600 S	Karmann Ghia Coupe
Fairthorpe	Reliant	1500
Electron	Sabre	Volvo
Fiat (England)	Renault	P.1800
1500 Convertible	Fregate & Caravan	122S & B18
Hillman		Wolseley
Minx after June 1958		4/44, 15/50, 6/90
		15/60, 16/60

The Pirelli Performance Bureau, 343/5 Euston Road, London, N.W.1. Please send me a copy of the illustrated Cintura Booklet.

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MAKE OF CAR _____

USUAL GARAGE _____

ADDRESS _____ W/Q

PIRELLI CINTURA

CORRESPONDENCE

Mini Matters

RECENTLY a plea was made for more interesting and accurate reports of race meetings. Paul Doughty certainly gave an interesting account of the final meeting at Castle Combe, but it was a little inaccurate over one point.

I quote: "On the last lap Thurston . . . and Eccles, both in 850 Minis, 'touched' going into Old Paddock Bend and Eccles finished on his roof." In actual fact Eccles and a Cooper-Mini went into Old Paddock Bend together and I waited 20 or 30 yards behind. On the exit of the bend Eccles put a couple of wheels on to the grass; I then moved over to the right of the track in case the other two should start to "perform". Eccles then started to travel obliquely across the track towards me, so I went into the cornfield, but we still touched and poor old Bertie rolled away.

I would like to add that I would never have been behind Eccles at this point if he had not overtaken me when I slowed in response to a signal.

BISHOPSTEIGNTON, SOUTH DEVON.

JOHN C. THURSTON.

"A Man to Watch"

I WAS appalled at the rather unfriendly and insular attitude adopted by Christopher Nixon, in AUTOSPORT's report of the Oulton Park Gold Cup, to the nomination of Bruce Johnstone for the third works B.R.M. While admitting that Johnstone had a fine drive and was "definitely a man to watch", he thought it odd that he should be preferred to, say, Jack Lewis or Keith Greene. Why? I hate to think that politics enter into our sport, but one is inclined to wonder!

Johnstone came over from South Africa originally to join B.R.M. in a much more lowly capacity, primarily to gain some inside experience of European racing and it is only natural that, as a driver of some note in his own country, he might expect at least one drive for his work and patience. Jack Lewis and Keith Greene have their own cars and are able to race them regularly.

However, I would agree that perhaps now the time has come to give Jack Lewis, in particular, a works drive. This would be some recompense for the rotten luck he has had over the failure of the 61/62 B.R.M. he tried earlier in the season and which he drove so well at Pau. How about a B.R.M. team of Hill, Ginther and Lewis for the American Grand Prix at Watkins Glen?

I have been reading AUTOSPORT regularly since No. 1, and it always gives a great deal of enjoyment.

LONDON, E.C.3.

MICHAEL S. LINDSAY.

Round and Round and Round . . .

THERE has been much correspondence recently about the time given on B.B.C. television to motor racing. What has not been commented upon is the extraordinary and increasing habit of simply following the leader round and round.

Viewers of the Gold Cup at Oulton Park scarcely saw any car but Clark's Lotus (except when he was lapping others!). Such interesting drivers as Hocking and Johnstone were seen on the grid *and* at *no other time*. To my mind this greatly reduces the interest.

FARNHAM, SURREY.

T. BRETTELL.

The Right Spirit

YOUR correspondent Mr. Michael Ware referred to the friendliness shown to me by the 1172 drivers after an incident at "Copse" at the Sunbac Silverstone meeting in the 7th September AUTOSPORT. I would like to say how typical this action was. I have been engaged in competitive sport of many kinds for many years, but I have found the highest standard of true sportsmanship to be amongst club drivers in general, and the 1172 boys in particular. I am, indeed, proud to be associated with them.

WAVENDON, BUCKS.

ARTHUR COOK.

Motorists' Fair

IN the interests of accuracy, may I point out that the note regarding the Motorists' Fair in Michael Durnin's Club News in the 14th September AUTOSPORT is not strictly correct. In fact, the exhibition was one of my promotions and I am again organizing similar events in Birmingham and Leeds next spring.

Whilst I am extremely grateful for the co-operation and help given to me by the Midlands Centre of the Seven-Fifty Motor Club, who are organizing the feature "A Cavalcade of Speed" (1963 Birmingham Fair), it must not be overlooked that a number of other clubs also participated in February last and a much greater number will be occupying stands in January, 1963.

It is, of course, a two-way effort—in return for advance ticket sales, clubs are entitled to retain a proportion of the selling price to help their funds. Those who wish are also allocated stands at the Fairs to act as rallying points for their members, to show off special machinery, trophies, etc., and to recruit new members.

Last February one club made £80, whilst another recruited 63 new members.

BIRMINGHAM.

W. G. APPLEYARD,
Motorists' Fair, Ltd.

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

Silverstone—continued

wasn't to be outdone and on the next "did" the leader on braking at Woodcote. This, however, proved impossible, for he just left the circuit after going on the grass, went through the ditch and into the advertising signs. Prophet escaped without injury, though the car was considerably damaged. Mew took second place after an extremely spirited drive with the more modern cars of Teddy Pilette and Melvyn Long in third and fourth positions.

The 1,100 c.c. sports car event went to Mike Beckwith in his Lotus 23. Mike led at the start, increasing his lead over Geoff Oliver (D.R.W.). Tom Hart took third in his Lola from Bluebelle Gibbs's similar car.

The *Formule Libre* event went to Mike Costin, of Lotus and Cosworth fame, who drove Brian Hart's 1½-litre Lotus 20. Costin led from start to finish, increasing his lead lap by lap and he eventually finished comfortably ahead of Beckwith (out yet again) with John Mew in third place.

Torrential rain descended with the starter's flag for the sports car scratch race which featured one or two non-starters (I don't blame them either).

From what one could see of the race it appeared that Tony Lanfranchi led until gyrations had dropped him back, letting Dick Fores into the lead. Roger Nathan, after overcoming Taylor's Elite, which eventually retired, closed up on Fores's similar car, but was unable to slip past.

Brave men in 750 cars were next to suffer the bathing ordeal of the previous race. For, although the rain had eased slightly, the circuit was more like a river than a track. D. A. White's Impala looked as if it would win until an unfortunate "roundabout" at Woodcote dropped him back into second place behind B. Small's Austin, the eventual winner. J. F. Bishop's Austin 7 was third, wetly pursued by S. P. Roul's Ulster.

It has been said that 1172 enthusiasts pay little attention to the circuit difficulties, and the light weight and the relatively high power of their machines were well and truly demonstrated on one of the slippiest tracks I have ever seen. As already recounted, there were 12 spins at Copse and probably a similar number at Becketts and Woodcote, although I was not able to view all three corners at the same time! Certainly Arthur Mallock, and perhaps his U2's

incredible roadholding, got him out of many difficulties, but he certainly succeeded in spinning on two successive occasions. The ensuing mêlée saw at least eight other cars perform sympathetic nonsenses. Ron Inglis in the Rejo had overtaken Wershat, the initial leader, and held the lead until the last lap when, hotly pressed by the second man, over-enthusiasm or miscalculation caused him to go wide at Woodcote, letting Wershat through to win by a fraction of a second.

The day finished with another handicap race won by D. G. Lucas's Sprite from D. L. Cookes TC, with Jonathan Harris (Austin-Healey) in third place.

Huddersfield M.C.

DRIVING TESTS

A TOTAL of 27 entries was received for the Huddersfield M.C. Driving Tests held at the Drill Hall, Huddersfield, recently. Many of them were competitors in the Flather Star Championship, and there were two non-starters and two retirements during the course of the event. The competition was divided into two classes: Minis and sports cars, and touring cars over 10 ft. 6 in. wheelbase. Seven tests were performed.

G. R. MELLOR.

Results

Best Performance: R. Squire (Austin-Healey Sprite), 303.35 s.; **Mini and Sports Car Class:** 1, R. Squire (Austin-Healey Sprite), 303.35 s.; 2, W. T. Meredith (Mini), 315.30 s.; 3, J. S. Townsend (Austin-Healey Sprite), 323.05 s. **Touring Car Class:** G. Wheatley (Sunbeam Rapier), 413.24 s.; 2, J. R. Heath (Triumph Herald), 443.84 s. **First Class Awards:** H. F. Burnett (M.G. Midget), 326.13 s.; R. G. Davies (M.G. Midget), 328.96 s.; P. J. Anton (Mini-Cooper), 332.79 s.

MIDLAND M.E.C.

SEVEN-FIFTY M.C.

T.V.R. C.C.

WELLESBOURNE SPRINT

THE Midlands Motoring Enthusiasts' Club, the Seven-Fifty Motor Club, Midland Centre and the T.V.R. Car Club provided an excellent and varied selection of vehicles to compete over the twisting, 1,900-yard Wellesbourne sprint course on 8th September. With an entry that included the latest thing in single-seaters and sports cars, plus such interesting cars as chain-gang F.N.s, single-seater Austins, a variety of 1172 and 750 specials and the everyday saloon car, the paddock gave a good all-round view of club motoring.

The most interesting scrap of the day was between the Mini-Coopers, with the best time finally going to Dave Embley, and top honours for B.T.D. went to Malcolm Eaves, driving the ex-Ted Robins Lotus Junior.

The weather was fine, and this, along with Peter Cahill's excellent commentary, gave an enjoyable day's sport.

TONY POOLE.

Results

Saloons up to 1,200 c.c.: D. Embley (Cooper-Mini), 1 m. 37 s. **Saloons up to 2,000 c.c.:** T. Picken (Ford Capri), 1 m. 43.5 s. **Saloons unlimited:** M. Trimble (Jaguar 3.8), 1 m. 31 s. **Sports up to 1,250 c.c.:** D. Embley (Lotus 7), 1 m. 21.2 s. **Sports to 2,000 c.c.:** J. Edmonds (A.C.-Bristol), 1 m. 24.3 s. **Sports unlimited:** M. Merrick (Jaguar E-Type), 1 m. 20 s. **Racing Cars:** J. Axon (Kieft Junior), 1 m. 18.4 s. **750 Formula:** E. Vallender (750 Spl.), 1 m. 34.4 s. **T.V.R. Class:** A. Oakes-Richards (T.V.R.-Climax), 1 m. 32.2 s. **B.T.D.:** Malcolm Eaves (Lotus Junior), 1 m. 17.2 s.

Coming Attractions

- 21st-22nd September. London M.C. London Rally. Starts London, Manchester, Bristol and Birmingham during afternoon.
- 22nd September. B.A.R.C. Race Meeting, Goodwood, near Chichester, Sussex. Starts 2 p.m.
- Seven-Fifty M.C. Race Meeting, Debden, near Saffron Walden, Essex. Starts 1 p.m.
- Bristol M.C. and L.C.C. National Hill-Climb, Dryham Park, near Bath, Somerset. Starts 1 p.m.
- B.A.R.C. (N.W.), Aintree Circuit C. and Bolton-le-Moors C.C. Autocross, Aintree, near Liverpool, Lancs. Starts 2 p.m.
- 22nd-23rd September. Canadian Grand Prix, Mosport, Ontario (S.).
- 432 M.C. Evening Despatch Headlight Rally. Starts Smithfield Garage, Birmingham, at 9 p.m.
- Windsor C.C. and Seven-Fifty M.C. 9th Windsor/750 Night Rally. Starts Merry Meeting Cottage, Pinkney's Green, Maidenhead, Berks.
- Soar Valley M.C., Leicestershire C.C. and Malory Park S.C.C. First Autumn Rally. Starts Cleveland Garage, Loughborough Road, Mountsorrel, Leics, at 11 p.m.
- Hunting A.C. Hunters' Moon Rally. Glossop and D.C.C. Burgess Bowl Rally.
- Mini-Seven Club Midland Seven Hours' Rally. Starts M1 Service Centre, near Newport Pagnell, Bucks.
- 23rd September. Winfield Joint Committee Race Meeting, Charterhall, near Berwick-on-Tweed, near Greenlaw, Berwickshire.
- B.R.S.C.C. Hill-Climb, Wiscombe Park, near Honiton, Devon. Starts 12 noon.
- South Wales A.C. Hill-Climb, Castel Farm, Llangynwydd, near Bridgend, Glam. Starts 2.30 p.m.
- B.A.R.C. Drag Sprint, Church Fenton, near Tadcaster, Yorks. Starts 2.30 p.m.
- Mid-Cheshire M.C. and B.R.S.C.C. Sprint, R.A.F. Wilmslow, Cheshire.
- Austin-Healey C. Sprint, Church Lawford, near Rugby, Warwickshire.
- Thames Estuary A.C. Autocross.
- Morris Commercial Apprentices' M.C. Autocross.
- Southport M.C., West Lancs M.C. and St. Helens and Wigan M.C. Autocross, Legh House Farm, Mere Brow, near Southport, Lancs (M.R. 100/4131893). Starts 2 p.m.
- Haslemere M.C. Merrydown Rally.
- Lancs and Cheshire C.C. Production Car Trial. Starts Rose and Crown Hotel, Allgreave, near Macclesfield, Cheshire, at 11 a.m.
- North Staffs M.C. Driving Tests, R.O.F. Car Park, Swynnerton, Staffs (M.R. 110/855331), at 2 p.m.
- 26th/30th September. German Rally.
- 29th September. Snetterton M.R.C. "Autosport" Three Hours' Race Meeting, Snetterton, near Thetford, Norfolk. Starts 2.30 p.m.
- B.A.R.C. Race Meeting, Oulton Park, near Tarporley, Cheshire. Starts 2 p.m.

- North Staffs M.C. Race Meeting, Silverstone, near Towcester, Northants. Starts 12.30 p.m.
- Burnham-on-Sea M.C. National Speed Trials, Marine Parade, Weston-Super-Mare, Somerset. Starts 10.30 a.m.
- Midlands A.C. Driving Tests.
- Maidstone and Mid-Kent M.C. and Rochester, Chatham and D.M.C. Seventh Windows Rally. Starts Danaway Café (M.R. 863630) at 7.30 p.m.
- 29th-30th September. World's Fair Grand Prix, Washington, U.S.A. (S.).
- Airedale and Fennine M.C.C. 7th White Horse Rally. Starts Senior Smith's Garage, White Cross, Guseley, Yorks (M.R. 96/182423), at 11.30 p.m.
- Newport C.C. Foster Rally. Starts Gwent Service Station, Cardiff Road, Newport (M.R. 155/2993865), at 11.30 p.m.
- Waterloo and D.M.C. Waterloo Cup Rally. Folkestone and East Kent C.C. and Goodwins M.C. Rally.
- Land Rover O.C. National Rally.
- Oxwestry D.M.C. Border Counties 200 Rally.
- Hants and Berks M.C. Experts' Night Trial.
- Eastbourne and D.M.C., Sussex C. and M.C.C. and Redifon C. and M.C.C. "Bonnie Rally".
- 30th September. B.A.R.C. (S.E.) and M.G.C.C. Hill-Climb, Fittle, near Lewes, Sussex. Starts 1.30 p.m.
- Chorley A.C. Hill-Climb, Lancs. Concrete Prod., Ltd., near Chorley, Lancs. Starts 1 p.m.
- Allard O.C., Herts County Ae. and A.C., North London E.C.C. and Triumph S.O.A. Sprint, Eelmore Plain, near Aldershot, Hants. Starts 2.30 p.m.
- Hagley and D.L.C.C. Sprint, Chateau Impney, near Droitwich, Worcestershire. Starts 1.30 p.m.
- Chiltern C.C., Circle C.C. and Harrow C.C. Sprint, Brands Hatch, near Farnham, Kent. Starts 1 p.m.
- B.A.R.C. (Yorks) and Yorkshire S.C.C. Stone Trough Trial. Starts Tennant Arms Hotel, Kilnsey, Yorks (M.R. 90/974678).
- Volkswagen O.C. Driving Tests, R.A.F. Station, Andover, Hants. Starts 1.30 p.m.
- Sporting Owner D.C. Driving Tests, Cranfield Aerodrome.
- M.G.C.C. (N.E.) Driving Tests, Marston Moor.
- 6th October. B.R.S.C.C. International Six-Hours Touring Car Race, Brands Hatch, near Farnham, Kent. Starts 12 noon.
- 7th October. American Grand Prix, Watkins Glen (Ft.).
- Coupes du Salon, Monthléry, France (F.J., S., G.T., T.).
- 7th-21st October. Argentine Touring Car Road
- 13th-14th October. Riverside Grand Prix, U.S.A. (S., F.J.).
- 19th-21st October, Pacific Grand Prix, Laguna Seca, U.S.A. (S.).
- 21st October. Paris 1,000 Kilometres, Monthléry (G.T., E.P.).

THE CRAVEN M.C.'s

HAWTHORN RALLY

BY RON AMBROSE

FOLLOWING the unqualified success of the Hawthorn last year, the Craven Motor Club naturally decided to adopt the same pattern for the 1962 event, held on 8th-9th September, in an endeavour to maintain their earlier high standard. An invitation extended to the Knowldale boys was rewarded by six entries from the North out of a total of sixty-four, a number which would surely have been greater but for the near-clash with the Liège. As it was, Tony Fisher/Brian Melia, Reg McBride/Don Barrow, Vic Elford/Mike Butler, Geoff Allen/Barry Hughes, Brian Hadfield/Geoff Haggie and Phil Simister/Don Ralphs came south and greatly increased the organisers' fear of multiple clean sheets. For although some pretty good territory was sorted out, particularly the area around Stroud and Nailsworth on 156, this was still not quite up to best Welsh standards and there was not enough of it to maintain the pressure all night, so that five clean sheets were handed in at the finish.

The intensity of the plot in the Stroud/Nailsworth vicinity, following a very similar route to the A.D.C. August Moon rally two weeks earlier aroused some pretty violent local reaction, despite every effort by the organisers, who had earlier sent out several hundred advisory postcards to householders likely to be affected along the route and had placed many "Quiet" boards at habitated points.

Despite these precautions a series of incidents involving five cars took place in the neighbourhood of Oakridge in Gloucester, in which a man standing in the road saw fit to express his feelings in a manner which, whilst serious enough, could have had the most ghastly consequences. The first to suffer was the Ambrose/King Allardette, only the tenth car through. A large torch hurled from short range smashed through the windscreen, causing momentary loss of control and inflicting on John King some painful, though fortunately minor, cuts about the eyes. The David Street/Denis Hayes Vitesse, following close behind, had a rock weighing all of six pounds thrown through their screen. Luckily, again, the injuries were slight, since the missile passed between them. A groove an inch deep on the bonnet gave adequate testimony to the personal damage which might easily have been caused. The Dixon/Church Saab fared slightly better in that the rock aimed at them bounced off the bonnet and they were able to continue. Two other cars suffered damage to grilles and spotlights before the carnage was brought to a halt. The police arrived promptly and we understand that the person concerned has admitted to his actions. It remains to be seen what further action may be taken.

It would seem from all this that 156, potentially a fine rallying map, should be given a wide berth for some time at least, which is a great pity, since it

formed the "meat" of the Hawthorn and provided a really excellent route of some twenty-one-time controls in the 44 miles which comprised Road book 2, which followed a straightforward run-in from Oxford and Froxfield. The tricky underpass at 876021½, exposed in AUTOSPORT a few weeks ago, was used again and it followed the only badly sited control encountered all night. This was opposite a row of houses and was also ineffectively manned, so that it was subsequently scrubbed from the results, thus restoring their rightful clean sheets to Hadfield/Haggie and Allen/Hughes. Nine crews took clean sheets on to Road-book 3, which featured a 106 mile tour of the Forest of Dean, interesting enough without being as tight as the earlier stint, and cleaned by ten cars. This led to refreshments and an over-long and pointless Tulip card section which covered in turn the driving tests, the section through the woods just north of Newbury and, finally the finish at the Great Western Hotel in Reading.

There were four driving tests as well

as the off-the-road section. All were well-conceived, favouring no one type of car, and all were of importance as the means of resolving the five clean sheets which remained.

As perhaps expected, the Knowldale visitors were prominent, though mention must be made of the two southern clean sheets returned by the Faure/MacLeod Morris-Cooper, and the Stentiford/Trott Austin Seven.

The 1962 Hawthorn must, to a certain extent, be overshadowed by the unfortunate events at Oakridge, since even those not directly concerned will remember the details after the rest of the rally is forgotten, which is a pity.

Results

1, B. Hadfield/G. Haggie (Ford Anglia), 0/0 road pens.; 2, A. J. Fisher/B. Melia (Austin-Cooper), 0/0; 3, G. Allen/B. Hughes (Austin-Cooper), 0/0; 4, J. J. Stentiford/J. Trott (Austin Seven), 0/0; 5, H. H. Faure/I. G. MacLeod (Morris-Cooper), 0/0; 6, E. Hunt/B. Hughes (Sunbeam Rapier), 0/1; 7, C. Bent-Marshall/R. K. Davies (Austin-Cooper), 0/1; 8, P. M. Church/J. R. C. Brown (Ford Zephyr), 0/2; 9, B. C. Russell/Miss A. Scott (Austin-Healey 3000), 0/4; 10, P. Fillingham/J. R. Lyle-Cameron (M.G.A.), 0/5.

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

ST. ATHAN SPRINT

THE first promotion of a speed event by the B.A.R.C. South Wales Group took the form of a half-mile closed-to-club sprint at St. Athan airfield recently. In use for the first time, the course consisted of a short and slightly uphill straight, and a sharp left-hander followed by a fast curve right to the finishing straight which incorporated an artificial chicane. The entry, some 50 in number, was unusually representative, and B.T.D. came from the class for racing cars over a half-litre, being closely fought between Peter Cottrell's ex-Mike Taylor Lotus Fifteen and Fred Jones's Martin-Ford F.J. Lola, which returned identical times of 32.2 secs. during their first runs, with Jones subsequently finding a little bit more to take the major honours of the day in 32.1 secs. John Williams broke the clutch of his attractive F.J. Kieft in practice and withdrew, while Ken Wilson's Lister-Jaguar, hairy as ever, came into second place in the class with 33.5 secs., challenged only by Ray Palfreyman's F.J. Elva. In the 500 class Colin Priddey withdrew his Kieft and then experienced some difficulties with the clutch of his Mk. 8 Cooper-J.A.P., but nevertheless took the award with a run in 36.1 secs. Ricky Fuchs, driving the same Cooper, was very close behind and got into second place with 36.3 secs. Bob Phillips's Cooper-J.A.P. was not on form on this occasion and never really got underway.

Brian Field's Lotus Super Seven had a convincing win in the sports-racing class with 32.7 secs., which was also third fastest time of the day, while Tony Van Movland's Cooper-Climax was unable to better 34 secs., being beaten into third place by Seward Ashcroft's Lotus Super Seven, which returned 33.6 secs.

However, the major interest of the day was to be found amongst the various production-car classes which tended to dominate the programme. The small saloons opened the proceedings, with Derek Broome having run out of road during practice in his Austin Seven, and

the sub-class for Coopers was dominated absolutely by Nick Porter's Downton Austin-Cooper which, with 37.4 secs., met with no challenge more serious than that offered by Norman Harvey's Cooper in 39.1 secs. Tim Bassett got his 850 Mini round in 40 secs. for the standard sub-class challenged by the indefatigable Downton Mini of Keith Howells which clocked 40.3 secs. Duncan Atkinson's Mini settled for 42.2 secs. and third place. In the larger class Gwyn Evans's remarkable Husky had a runaway win, in 41.6 secs., while the first local competition appearance of a Morris 1100, in standard form and piloted by Tony Knowles, resulted in a commendable 43.5 secs. and second place. Mrs. Kym Pope, permitted for some reason to run her Ford Capri as a touring car, was never in the hunt, while Paul Pope's progress in his 3.4 Jaguar in the larger class was equally stately, the award eventually going to Arthur Bassett's 3.8 with 38 secs., despite something of a moment at the first bend on one run. Emlyn Evans (3.4 Jaguar) with 39.1 secs., snatched second place from Jim Mallite and his Raymond Mays Zephyr, who did it all wrong at the chicane but was later able to complete a run in 39.2 secs.

The small sports car class saw Tom Jones's very pretty Sebring Sprite, with a brisk 38.9 secs., take first place, while Kitsell halted the proceedings for a time when he demolished the chicane in a most spectacular fashion with his super-charged Mk. I Sprite, and in the larger class Bob Phillips indulged in an unscheduled excursion in practice with his TR3, the class finally going to A. Morgan's Austin-Healey 3000 with 35.6 secs.

Finally, came the G.T. cars. Waldo Edwards was, characteristically, unable to keep his Alfa Romeo SV on the course, and revolved with some enthusiasm in practice, but recorded 38.8 secs. for third place in the event proper, which was not quite good enough to catch Tom Pascoe's well-known Porsche, which did 38.1 secs. However, Peter Cottrell's Gilbern, with 36.9 secs., was unapproachable in the class, bringing to a close a day of good and close sport. May this be the forerunner of a successful series. HOWARD BILEY.

LIVERPOOL M.C.

"BURNS" AUTOCROSS

BY FRANCIS PENN

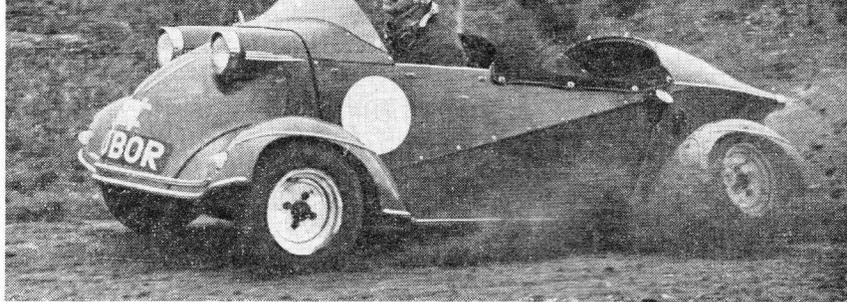
THE Liverpool Motor Club's big Autocross took place at Thurston in the Wirral on 9th September. Counting towards the B.T.R.D.A. Championship, it drew an entry of some 60 competitors, including the cream of the autocross world.

The course was some 800 yards on a rough thistle-clad field high up and overlooking the Dee Estuary from whence came a cold and howling wind. The track, some 20 ft. wide and carefully marked with flags, started downhill, to sweep left in a large semi-circle complete with adverse camber, to climb up alongside a tree-guarded fence, then on to a left- and right-hand turn culminating in an esse. The latter end of this again semi-circled down, by-passing a weed-covered lake to rush up the hill to the finish.

**AUSTIN-HEALEY C.
HARROW C.C.****FINMERE SPRINT**

JOINTLY promoted by the Austin-Healey Club and the Harrow Car Club, this event was held on a fine but windy day and comprised two consecutive laps of the 1.3-mile circuit at Finmere, which consists of a long straight followed by a tight left turn, a chicane, another tight left, a short straight and finally two slow left turns to the start-finish line.

An interesting feature of the event was the way in which the organizers arranged the 61 competitors as fairly as could be managed into nine classes. By permutating details of car specification and driver experience it was possible to divide the large Sprite entry into three of these classes, and although none of the competitors were told what their opposition would be, there were no complaints on the day. Final confirmation of classification was delayed until after practice times were known, so as to further ensure fair do's for all. Incidentally, secretary of the meeting, Peter Browning, mentioned to me that he has on record some 250 "dossiers" covering Sprite drivers and their past achievements, so he certainly must be a hard man to deceive.



KEN PIPER on his way to recording B.T.D.

The circuit was interesting, rough and bumpy and contained all the ingredients of a first-class autocross, which indeed it was. However, it did bring some howls of dismay from those specialists who delight in smooth field grass-track racing!

Incidents were few: only one "roll over" by Dr. R. H. Moore in a Mini, when he misjudged the entry speed to the first bend. B.T.D. rather easily went to expert K. Piper whose Messerschmitt Special recorded an astonishing 1 min. 17.1 secs. The next best was D. Martland (Lotus Super 7) with a run of 1 min. 19.5 secs. The Ladies' award went to Mrs. Charles Pollard in

"Aberties", in a time of 1 min. 32.5 secs.

Results

Open Cars—Up to 1,200 c.c. 1. K. Piper (Messerschmitt), 1 m. 17.1 s.; 2. C. W. Pollard (Aberties), 1 m. 23.5 s. **1,201-1,600 c.c.:** 1. D. Martland (Lotus Super 7), 1 m. 19 s.; 2. R. G. M. Hunt (Lotus Super 7), 1 m. 25.5 s. **Over 1,600 c.c.:** 1. W. W. Waller (M.G.A.), 1 m. 26 s.; 2. R. A. Craig (Mousetrap Spl.), 1 m. 29.9 s. **Unmodified Minis:** 1. I. Hall (Mini), 1 m. 25.8 s.; 2. B. G. Williams (Mini), 1 m. 28.2 s. **Modified and Cooper-Minis:** 1. V. Crocker (Morris-Cooper), 1 m. 24.7 s.; 2. G. S. Kelly (Mini-Brake), 1 m. 24.8 s. **Rear-engined Saloons:** 1. B. Woods (Volkswagen), 1 m. 26.6 s.; 2. P. H. Crummack (Volkswagen), 1 m. 28.7 s. **Saloon Cars—up to 1,200 c.c.:** 1. G. Snow (A40), 1 m. 29.5 s.; 2. P. R. Ashcroft (Herald), 1 m. 31.6 s. **Over 1,200 c.c.:** 1. J. K. K. Barlow (Hillman Husky), 1 m. 34.8 s.; 2. J. Howarth (Ford Zodiac), 1 m. 36.8 s.

After practice and lunch, Class A for unmodified Sprites commenced the first of two timed runs, best time to count. Three drivers in this class were quite a way ahead of the rest and in fact faster than many of the entrants in the modified class. Laura Wilson-Spratt drove the car her father has often been seen in but which is now in road tune, well enough to take third place in class, with David Fincham and Tony Benbow first and second respectively. However, it should be said that all three of these cars are a good deal quicker than when they left Warwick. Class B was for modified Sprites and consisted of 15 cars in the sort of tune you might expect to find on a rally. David Edginton was just fast enough to beat Robert Clerk and Geoff Broome.

Some hot machinery contested Class C, composed of seven racing-type Sprites and Midgets, conducted by seven racing-type drivers. In fact, the competition was strong enough to defeat so well-fancied a contender as Douglas Wilson-Spratt, who was unable in another Sprite to emulate his daughter and take home a trophy. Mark Fielden took the Austin-Healey Club award, leaving Mike Garton in first place in the class and Gerald Day in second spot.

A fast Silverstone Healey driven well enough by Richard Drewitt to challenge strongly for B.T.D. took the next class

from four opponents, two of whom also drove Silverstones. Best time of the day actually came from the next class in the shape of a Lotus Super Seven, the only one entered. David McEwen drove it six seconds better on his second run than on his first, and this was fast enough!

In the heavy-metal brigade we had John Gott with his Austin-Healey 3000, two Healey 100Ms driven by John Paley and John Chatham, and Peter Butt with a Jaguar XK 120. The Jag made best time in this class and took the best Harrow member award, while John Gott, who for a time held B.T.D., took the class award.

Of the eight saloon cars entered in classes H and I, none could be considered really fast except for Ken Ayres whose Mini-Cooper was considerably in advance of many of the sports cars present, and in fact would have given a good account of itself in the racing Sprite class.

SAM ACTMAN.

Results

Class Winners: D. Fincham (Sprite), 3 m. 1.4 s.; D. P. Edginton (Sprite), 2 m. 55 s.; M. Garton (Sprite), 2 m. 43.7 s.; R. Drewitt (Healey Silverstone), 2 m. 44.7 s.; J. G. Walker (G.S.M.-Delta), 2 m. 45.8 s.; J. Gott (Austin-Healey 3000), 2 m. 42.5 s.; J. Mears (Austin 7), 3 m. 5.6 s.; K. E. Ayers (Mini-Cooper), 2 m. 51 s.

B.T.D.: D. M. McEwen (Lotus Super 7), 2 m. 40.6 s. **Best Harrow Member:** P. Butt (Jaguar XK 120), 2 m. 41.2 s. **Best Austin-Healey Member:** M. Fielden (Sprite), 2 m. 42.5 s. **Team Award:** Midlands (J. Gott, J. C. Paley and M. Garton).

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(Continued overleaf)

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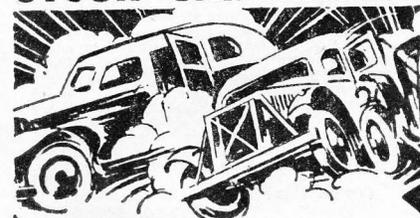
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- (a) Cars in action
- (b) Cars at Montagu Museums, Beaulieu and Brighton
- (c) Under 18 (Junior section)
- (d) Colour transparencies

I, the undersigned, enter the above competition on the understanding that the decision of the Competition Panel and the Editor of "Autosport" will be accepted as final. All photographs submitted were taken between 23rd April and 30th September, 1962.

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

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

Address all entries to:
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S.A.E. must accompany all submitted prints which entrants wish returned.

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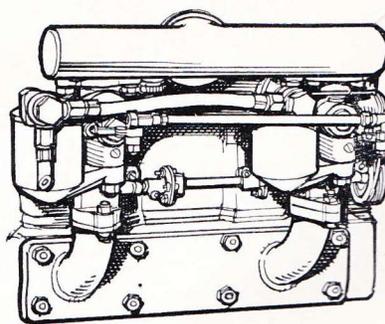
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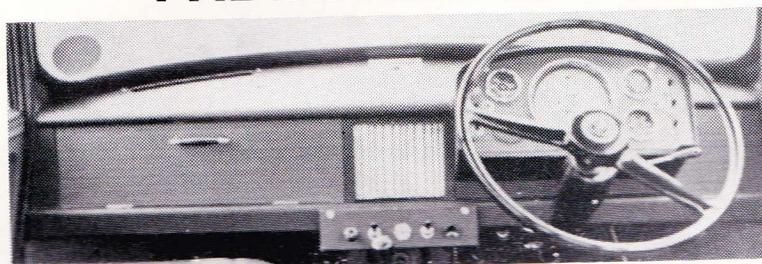
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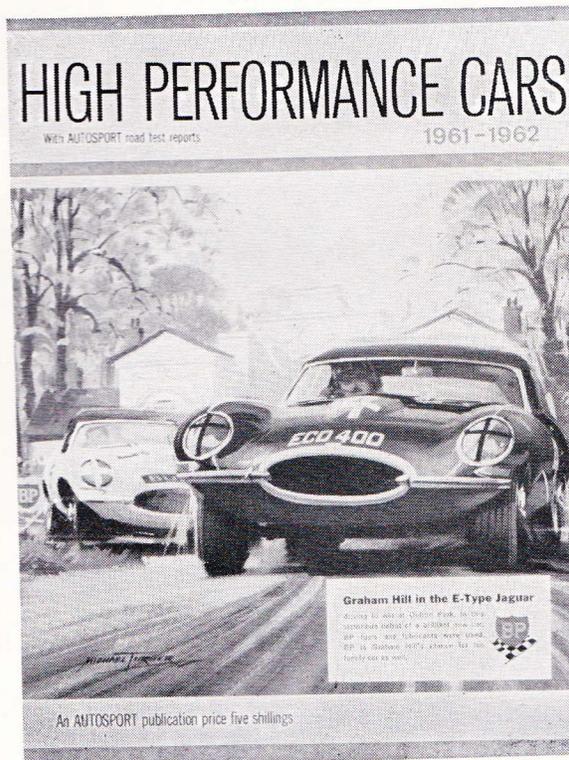
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