

AMERICAN GRAND PRIX

AUTOSPORT

OCTOBER 11, 1963

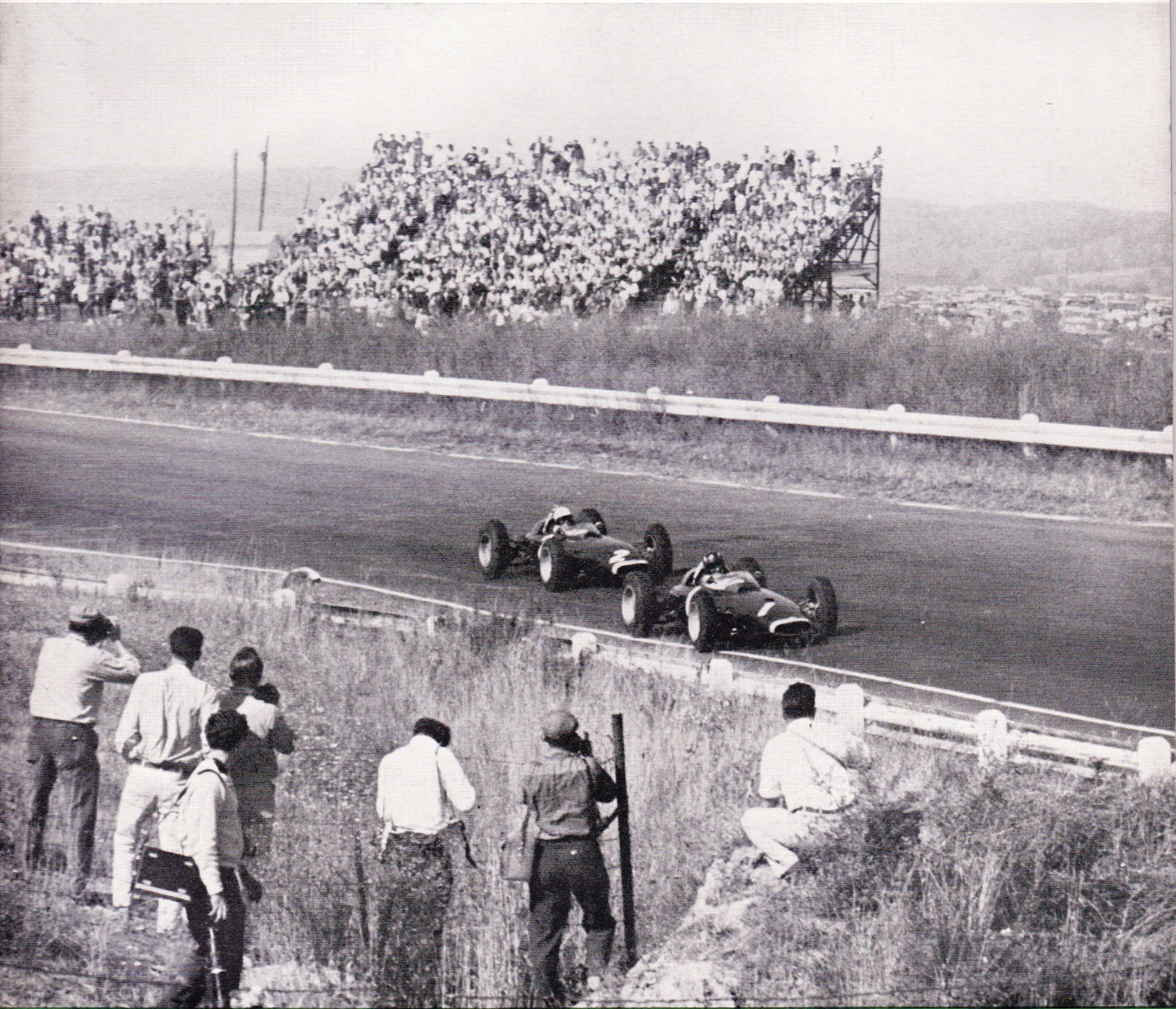
AUTOSPORT

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EVERY FRIDAY
Vol. 27 No. 15

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

COUPE DU SALON—FULL REPORT AND PICTURES : THE GENEVA RALLY : RACING AT BRANDS HATCH
ROVER 2000 AND MORGAN PLUS FOUR PLUS : PARIS SALON : CANADIAN AND NORTHWEST GRANDS PRIX



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Published every Friday by **Autosport**
 159 Praed Street, London, W.2

Editorial and General Office Telephone Paddington 7673
 Advertising Department Telephone Paddington 7671-2
 Advertisement Director **Norman H. Bigsby**
 Business Manager **W. R. Blackmore, M.Inst.MSM**

Annual subscription: U.K. £5 15s
 Overseas £6 1s 6d
 U.S.A. and Canada \$17.00

Direct from the Publishers or all newsagents

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EDITORIAL

WATKINS GLEN

WITH 60,000 spectators present at Watkins Glen last Sunday, it is obvious that Grand Prix racing has come to stay in U.S.A. This was a splendid race in a delightful setting, and it is to be hoped that many more G.P.s will be staged there. Graham Hill scored a popular victory for B.R.M., never giving up even when John Surtees (Ferrari) was pulling away. The Italian car was "kaput" after 81 laps, when leading by about 15 seconds. Jim Clark (Lotus-Climax) staged a fine recovery to take third place behind Richie Ginther (B.R.M.), after losing over a lap at the start. Mechanical casualties were extremely high, for of the 21 starters, only eight were running at the end. The wild scenes of enthusiasm during and after the race proved conclusively that Formula 1 racing with "name" drivers, has immense spectator appeal in U.S.A., not to mention Canada, which country was said to have contributed about 25 per cent of the gate.

A CURIOUS DECISION

THE announcement by U.S.A.C. that the minimum wheel size for American championship events will be 15 ins. seems rather odd—especially when the reason given is that small wheels constitute a danger on circuits. As any size of tyre can be fitted to wheels, the restriction must surely apply to the *total* diameter, and not merely the rim. It would be very interesting to learn whether or not U.S.A.C. officials can point to any specific accident having been caused by small-diameter wheels!

FROM FIVE HUNDREDS

IT is not every motor club that organizes race meetings for its members on a Grand Prix circuit, but this is exactly what the British Racing and Sports Car Club did last Sunday at Brands Hatch, scene of next year's European Grand Prix. Surely one of Britain's most go-ahead motor clubs and run in a modern manner by secretary Nick Syrett, the B.R.S.C.C. organizes race meetings at Brands Hatch, Cadwell Park, Crystal Palace, Elvington, Mallory Park, Oulton Park, Rufforth and Snetterton. It all started in 1946 when a group of enthusiasts embarking on a new cheap form of motor racing—500 c.c. racing—formed the 500 Club. This was later changed to the Half-Litre Car Club and then, in 1954, having gone from strength to strength and now catering for all sorts of cars, it was renamed the British Racing and Sports Car Club. The old 500 c.c. cars—affectionately known as "bangers"—were still catered for up until 1961, when other clubs had forgotten these motor-cycle-engined cars still existed, but through lack of entries even the B.R.S.C.C. had to abandon separate races for them. How nice, then, to see one surviving "banger" competing in the *Formule Libre* race around the 2.65-mile Grand Prix circuit last Sunday; although it didn't last the distance, it brought back memories of the days when Brands Hatch was a "stadium" and the B.R.S.C.C. was the 500 Club.

OUR COVER PICTURE

WATCHED by thousands of spectators on the outside of the track and several photographers on the inside, the two B.R.M.s of Graham Hill and Richie Ginther are seen in the early stages of the race. As at Monza last year and Monte Carlo this year, the pair scored a magnificent "one-two" win for B.R.M.

Photo: Ozzie Lyons

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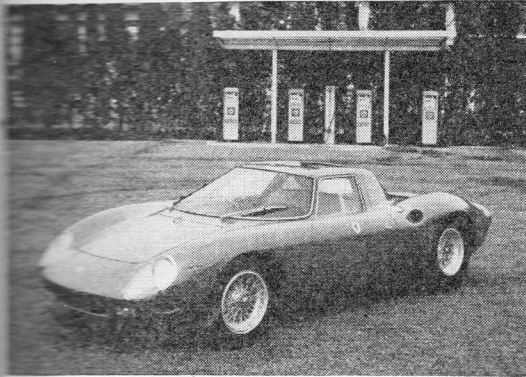
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See Firestone on Stand 169 at the Motor Show Oct: 16-26

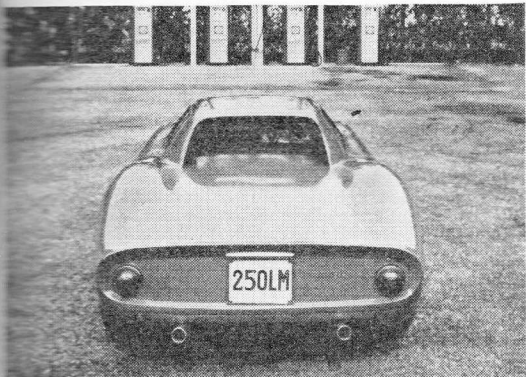
RUMORS persist that John Willment Automobiles are constructing a sports-racing car around a Ford Galaxie engine for 1964. We also hear that Chris Summers is building a device that will make his 1963 Cooper-Chevrolet look tame in comparison.

It is said that the promising young South African driver Neville Lederle will be given a drive by Team Lotus in the South African Grand Prix this December.

EX-MOTOR-CYCLE sidecar world champion Eric Oliver made his motor racing debut at Brands Hatch last Sunday; driving a red Lotus Elan, he finished eleventh in the last race.



DEVELOPED from the Le Mans-winning 250P, is the 1964 Ferrari Berlinetta competition model. The bodywork of the 2,953 c.c. V-12-engined car was designed by Pininfarina. A top speed of 178 m.p.h. (with the suitable gear ratio) is claimed for what must be the fastest Grand Touring car yet produced, the Ferrari Berlinetta 250 Le Mans.



A GLASGOW housewife, Mrs. Peggy Youngs, was the overall winner in the national finals of the W. D. & H. O. Wills "Better Driving" Contest, which took place at Brighton on 29th September. Her winning score was 76.05 penalty points and she beat Mrs. Dilys Frampton and Raymond Miles, who had scores of 98.28 and 104.17 respectively.

CLARK—DRIVER OF THE YEAR

BY an overwhelming majority, the Guild of Motoring Writers have elected world champion Jim Clark as their "Driver of the Year" for 1963. The announcement was made at the Paris Motor Show dinner of the Guild. Past winners include ex-champions Juan Manuel Fangio, Mike Hawthorn, Jack Brabham and Graham Hill.

JAN WALKER racing team cars, a Brabham and a Lotus 23 for Graham Hill and Frank Gardner, will be competing in Sunday's Riverside Grand Prix in California. So far this season Walker's Ford-powered cars have scored 15 wins, 7 seconds, 5 thirds, 3 fourths, 5 fifths, 1 sixth and 1 seventh; there have been 14 retirements and 7 crashes.

PIT and PADDOCK

"AUTOSPORT" NATIONAL SPRINT TROPHY

Final Positions After Weston-super-Mare

- 1. Mike Eyre (Cooper-Buick) 25
- 2. Ken Wilson (B.R.M.) 13
- 3. Sydney Allard (Allard Dragster) 9
- Tony Marsh (Marsh-Climax and B.R.M.) 9
- Chris Summers (Cooper-Chevrolet) 9
- 6. Patsy Burt (Cooper-Climax) 8
- 7. Austen May (Cooper-Ford) 6
- M. F. Braby (Cooper-Ford) 6
- Tony Griffiths (B.R.M.) 6
- 10. Ken Baker (Jaguar E) 4
- George Keylock (Cooper-Buick) 4
- T. B. Gibson (Jaguar C) 4
- 13. Bill Camp (Cooper-Ford) 3
- Phil Chapman (Chapman-Cadillac) 3
- Mrs. Pat Coundley (Jaguar D) 3
- G. Balls (Cooper-Chevrolet) 3
- 17. Peter Gaskell (Kieft-Ford) 2
- E. A. Worswick (Lotus-Climax 7) 2
- David Beckett (Lister-Jaguar) 2
- 20. Anthony Phelps (Alvis) 1
- Charles Sgonina (Aston Martin DBR1) 1
- Brian Waddilove (Jaguar E) 1
- David Piper (Ferrari GTO) 1

EIFELPOLAKRENNEN TO AHRENS

AFTER the demise of Peter Arundell (Ron Harris Lotus 27) and Jacques Maglia (Lotus 22), German driver Kurt Ahrens, Jr. won the Wolfgang von Trips Memorial Cup Formula Junior race, also known as the Eifelpolakrennen, on 29th September. His Cooper-Ford beat Spence's Lotus-Ford and Bardi-Barry's Cooper-Ford over 20 laps of the 7.747 km. South Circuit of the Nürburgring.

RESULTS

- 1, Kurt Ahrens, Jr. (Cooper-Ford Mk. 3A), 1 h. 5 m. 0.7 s., 143.0 k.p.h.; 2, Mike Spence (Lotus-Ford 27); 3, Kurt Bardi-Barry (Cooper-Ford Mk. 3A); 4, John Taylor (Cooper-Ford Mk. 3A); 5, John Hine (Lotus-Ford 27); 6, John Ampt (Alexis-Ford Mk. 5).

JOHAN ROWE, who has been Technical Press Officer of the Rootes Group for the past seven years, has joined the Rootes Competition Department as Team Manager. He will be working in conjunction with Norman Garrad, the Group's Competition Manager, in the expansion of activities in this sphere.

LAST race meeting of the 1963 season takes place at Mallory Park on Sunday, organized by the B.R.S.C.C. Main event of the day is a *Formule Libre* race over 20 laps for which there is a first prize of £100 and entries include Jack Pearce, John Taylor and Graham Eden. The eight-race meeting starts at 1.45.

THIS year's Mexican Grand Prix, the last but one qualifying round of the 1963 World Championship, is to be held over 65 laps (203 miles) of the Mexico City Autodrome.

VIC ELFORD is to marry Mary Suddick at Dulwich College Chapel on 19th November. They will live at Kew.

PETER WESTBURY will be demonstrating the Ferguson racing car over several runs at Wiscombe during the Seven-Fifty Motor Club's national meeting this Sunday.

FINAL round of the European Touring Car Challenge took place at Budapest on 22nd September. Carlo Facetti and Luigi Cabella, driving a Lancia Flaminia, narrowly beat the Volvo 122S driven effectively by Jochen Neerpasch. Peter Nöcker's Jaguar 3.8 was third ahead of Ernst Furtmayr (Alfa Romeo Giulia) and Rob Slotemaker (Austin-Cooper S).

RESULTS

- 1, Facetti/Cabella (Lancia Flaminia), 424.8 km.; 2, Neerpasch (Volvo 122S), 423.1 km.; 3, Nöcker (Jaguar 3.8), 416.8 km.; 4, Furtmayr (Alfa Romeo Giulia), 414.57 km.; 5, Slotemaker (Austin-Cooper S), 413.98 km.; 6, Frujtb (Saab 96), 397.19 km.; 7, Schadrack (Jaguar 3.8), 390.4 km.; 8, Blydenstein (Vauxhall VX4/90), 376.44 km.; 9, Mantzel (D.K.W. F12), 375.75 km.; 10, Rothstein (Saab 96), 370.56 km.

TWELVE years of service to "the hurdle bashers" at Goodwood by the Bognor Regis Motor Club is to be rewarded in an unusual manner. The Duke of Richmond and Gordon, owner of Goodwood, is to present the club with a suitably mounted miniature wattle hurdle, their members having acted as marshals at the chicane section of the track, where the hurdles were recently replaced by a kerb.

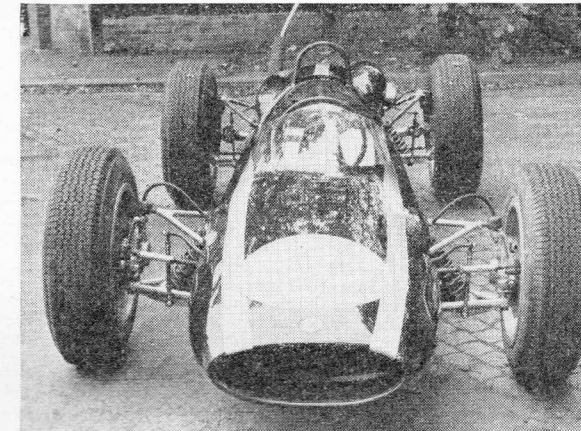
AN impressive list of successes sent to us by Dick Jacobs shows that his remarkable Midgets have scored six wins, seven seconds, three thirds, three fourths and one fifth in racing this year, often competing in classes above their weight (fifth in 2-litre class at T.T. and second and third in the 1,300 c.c. class at the Nürburgring). Alan Foster, of course, won the 1,150 c.c. G.T. Class in the AUTOSPORT Championship.

FEATURE of the B.R.S.C.C.'s Boxing Day Brands Hatch meeting this year will be a *Formule Libre* race. There will also be a Historic and Vintage car event.

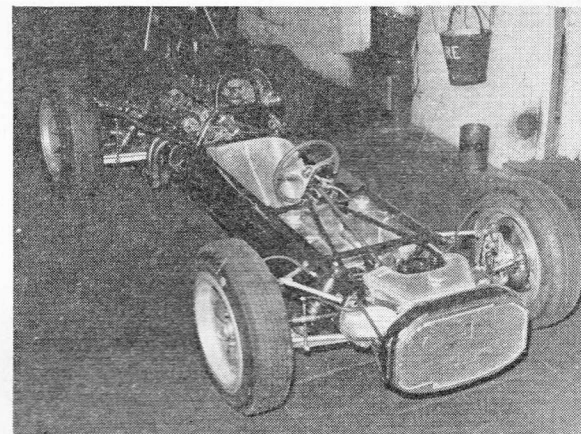
THE organizers of the South African Grand Prix—final world championship event of the season, to be run at East London on 28th December—have decided to increase the race from 82 laps (199.7 miles) to 85 laps (207.4 miles).

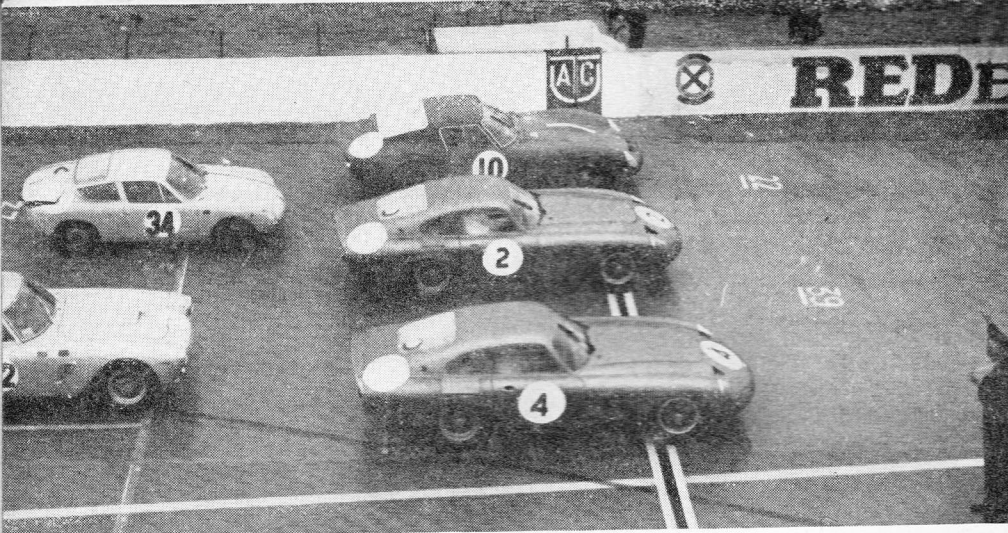
ROY PIERPOINT plans to drive an American-powered sports-racing Attila next season.

FOLLOWING a protest, the Team Red Rose Mini-Coopers were given sixth place in the Oulton Park Relay Race, thereby displacing the Broadspeed Minis.



DESIGNED for the forthcoming "Down-Under" season is the latest single-seater Cooper to emerge from Surbiton. Slimly built and of tubular and semi-stressed steel construction, two works cars are to be driven by Bruce McLaren and the successful American Junior driver Tim Mayer. 2½-litre four-cylinder Coventry Climax engines are used and a five-speed gearbox is fitted.





GRID for the big G.T. race with the two works Aston Martins of Claude le Guezec and Jo Schlessler on the front row with Jean Guichet's GTO Ferrari.

TWO WINS FOR SCHLESSER

Aston Martin Have Their Second Win at Coupe du Salon Meeting

BY PAUL WATSON

THE International European motor racing season came to a close last Sunday with the annual Coupe du Salon races, run in conjunction with the Paris Motor Show. As usual they were held at Montlhéry, and this year catered for Touring, Grand Touring and Formula Junior. With the long 11.359-km. circuit now banned owing to Paul Armagnac's fatal crash there in the Paris 1,000-km. race last autumn, the organizers, the Union Sportive Automobile, used the short 3.341-km. track which, instead of continuing out into the country, turns sharp right about 300 yards after the tribunes and then after two more interesting corners leads back onto the famous banking.

RACING started in the early hours of the morning with six rather uninteresting races for motor-cycles. Racing proper commenced with an 18-lap race for small touring cars, run in three separate classes. With the absence of any Saabs the Fiat-Abarth 850TCs had it all their own way, Michel Finquel and Georges Houel dicing hard the entire 60 kilometres, to finish in that order.

Race 2 catered for the bigger touring cars, together with the baby G.T.s. Barbier's 3.8 Jaguar took pole position on the grid with the beautiful 2.6 Alfas of Rosinski and Crastre flanking him; in the second row were Annie Soisbault's Jaguar and the sister car of Claude Bobrowski.

This was a terrific race right from the word "go" and was probably the best event of the day. Although José Rosinski led the entire distance he could not relax for one single moment with Crastre, Soisbault and Bobrowski never more than a hundred yards behind. For the first couple of laps Bobrowski took up the chase, but then grabbing brakes forced him back and it was Jean Crastre who took over. It soon appeared that Crastre needed all the road and more to stay ahead of Annie Soisbault's Jaguar and on several occasions the Frenchman nearly rammed the wall at the hairpin; these antics were bound to have their effect and on the 15th lap Annie was quick to see an opening into second place. Meanwhile Bobrowski had made a visit to the pits and lost his place to the incredible Mini-Cooper S-types of Carl Smet and Jean-Louis Marnat, whose antics would have done credit to Sir John Whitmore himself!

And so the race ran out with Rosinski a worthy winner, Soisbault second and Crastre third, then Smet who managed to stay ahead of the brake-troubled Bobrowski who, in turn, only just got home in front of the sole G.T. survivor, Ballot-Lena's Renault-Alpine.

Practice for the Formula Junior race saw one or two surprises; for once Jo Schlessler's Brabham was not fastest amongst the Continentals and it was Eric Offenstadt who made best time in 1 min. 28.9 secs. Schlessler was second in 0.3 sec. behind, and to complete the front row we had Philippe Martel, also Brabham mounted, who recorded 1 min. 30.1 secs. Fourth fastest and the only British driver in the field was David Hitches who did 1 min. 30.4 secs. in his 1962 Lola-Ford, an ex-Ron Harris machine.

At the start both Brabhams in the front row snaked a bit and it was Offenstadt who took the lead, closely followed by the two Brabhams and David Hitches. The cars then disappeared from sight before bursting into view again up on the banking. As they streamed past it could be seen that Schlessler

STARTING GRID		
P. Martel (Brabham-F.) 1 m. 30.1 s.	J. Schlessler (Brabham-F.) 1 m. 29.2 s.	E. Offenstadt (Lola-F.) 1 m. 28.9 s.
G. Periat (Cooper-F.) 1 m. 30.7 s.	D. Hitches (Lola-F.) 1 m. 30.4 s.	
F. Francis (Lotus-F.) 1 m. 32.7 s.	J. Bernusset (Lola-F.) 1 m. 32.5 s.	J. Vinatier (Lotus-F.) 1 m. 31.1 s.
A. le Guellec (Lotus-F.) 1 m. 33.5 s.	A. Pilette (Merlyn-F.) 1 m. 33.0 s.	
P. Deetens (Cooper-B.M.C.) 1 m. 36.2 s.	F. Dauwe (Lotus-F.) 1 m. 35.3s.	R. Bouharde (Cooper-B.M.C.) 1 m. 35.1 s.
J.-C. Franck (Cooper-F.) 2 m. 25.5 s.	M. Dagnone (Lotus-F.) 1 m. 37.7 s.	

from the back row already), Periat, Bernusset, le Guellec, Pilette, Vinatier, Bouharde, Francis, Dauwe, Deetens and Dagnone. Second time round and the clouds that had been threatening all morning suddenly made themselves felt and down came the rain. Several cars were already in trouble and Paul Deetens roared past at the back of the field with the tail of his Cooper hanging off.

Second lap and the first six places were still the same but between the left-hander after the hairpin and the next right-hander Dagnone had run into engine trouble and was stopped on the side of the road, busily tinkering with the car. Paul Deetens had given up—more because of the conditions than the loose tail, and Vinatier soon dropped back, which was a shame as he had just disposed of Periat and Franck, who in turn had swapped places. André Pilette was the next to go, with engine trouble and unsuitable gear-ratios, and very shortly afterwards Jean-Claude Franck went too quickly into the chicane and pranged it gently, but enough to put him out of the race. Firmin Dauwe now went missing and Vinatier finally came into the pits for lengthy repairs, finally getting going again.

With all these retirements the field was very quickly whittling itself down and by the ninth lap there were only eight cars left in. Schlessler still led but Eric Offenstadt was doing all he knew and had closed right up on the more experienced Frenchman. Philippe Martel was comfortably third and Hitches had fallen back behind Periat but was now beginning to catch him once more. The remaining positions were in the order le Guellec, Bouharde and Vinatier, but the latter was soon in the pits once more. A lap later le Guellec was out so now there were just six wet drivers and cars left circulating.

Spins were becoming rather frequent and already Bernusset had retired owing to damage sustained by an excursion. Offenstadt was also

in spite of this he actually managed to snatch the lead away from Schlessler for two brief but glorious laps. Then he nearly hit the wall at Passerelle corner so eased up and fell back behind Schlessler again. Vinatier rejoined the race, presumably in view of the high mortality rate and the chance of a place.

The remaining 10 laps went off with only two incidents; Offenstadt turned round at Passerelle and David Hitches just caught Guy Periat on the last lap. Although Offenstadt held on to his second place his antics had allowed Martel to draw closer and if the race had gone on much longer we might well have seen a new face in second place. Jo Schlessler came home the winner, Offenstadt was second, Martel third, Hitches fourth, and then followed Periat, Bouharde and Vinatier. Fastest lap went not surprisingly to the winner in 1 min. 30.3 secs., a speed of just over 133 k.p.h.

The G.T. race was a complete story of Aston Martin domination; although the rain was now coming down in torrents the two big Feltham cars boomed round the banking to finish first and fifth after 18 laps. Although it was wonderful to see Astons winning again it must be admitted that at Montlhéry there was very little opposition of any note, the only car that could possibly offer any opposition being Jean Guichet's red GTO Ferrari.

In practice the Astons were both comfortably fastest with Claude le Guezec, who is the French Aston Martin agent, surprisingly quickest in 1 min. 27.7 secs. as against Schlessler's 1 min. 29.7 secs. The front row was naturally completed by Guichet, who got the Ferrari round in 1 min. 31.5 secs. Sylvain Garant was next with a beautifully turned out 250GT and to complete the second row was René Richard's amazing blue Abarth-Simca. In all 13 cars started the race.

By the time the starter's flag dropped conditions had become extremely poor, but Schlessler made a good start and took the lead from Guichet, Richard and Guy Ligier's 2-litre Porsche Carrera. On the other hand, le Guezec's start was not so good and at the end of the first lap he was fifth. The story of the first five places is one of absolutely no-change. Schlessler just scooped at the rain and lap by lap pulled steadily away from the Ferrari. Third place was always in doubt, but it was Richard who actually came home ahead of Ligier. Kinny Lall's Lotus Elite (the famous ex-Leston "Dadio" now painted white with thin red and green stripes) had a good race and after Marcel Balsa's Porsche Carrera 1600 and Joffre Lobry's Abarth-Simca had retired he came up through the field to finish seventh behind Raymond's Abarth-Simca.

Jo Schlessler made fastest lap at nearly 121 k.p.h., a very brave effort under such appalling conditions. Throughout the race he was noticeably braking later for the hairpin, which speaks extremely well for his handling of what is generally accepted as a very "hairy" motor car indeed.

RESULTS

Touring Cars up to 1,000 c.c. (18 laps—60.138 km.): 1, M. Finquel (Fiat-Abarth 850TC), 34 m. 12.1 s.; 2, J. J. Eisenbach (Renault-Alpine); 3, J. J. Eisenbach (Renault-Alpine); 4, C. Dubut (D.K.W. Junior); 5, J. E. Lacoste (D.K.W. Junior); 6, A. von Falkenhausen (B.M.W. 700). Fastest lap: Houel, 1 m. 49.3 s., 110.110 k.p.h. Class Winners: von Falkenhausen, 36 m. 06.9 s., 99.910 k.p.h.; Finquel; Eisenbach, 34 m. 05.2 s., 103.183 k.p.h.

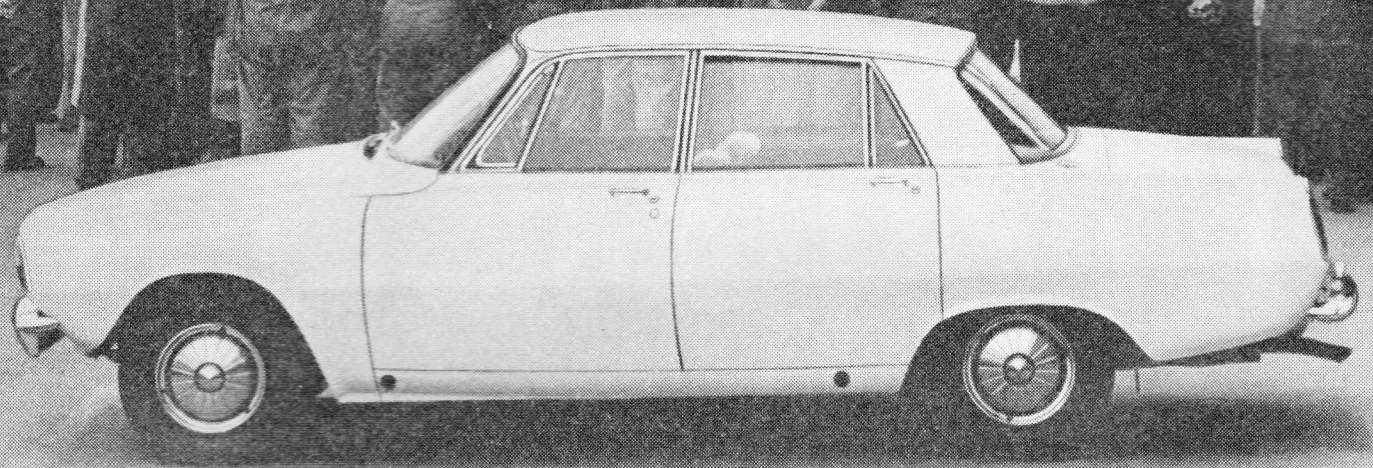
Touring Cars 1,001 to 5,000 c.c. and G.T. Cars 850 to 1,000 c.c. (18 laps—60.138 km.): 1, J. Rosinski (Alfa Romeo 2.6), 31 m. 24.6 s., 114.876 k.p.h.; 2, Mlle A. Soisbault (Jaguar 3.8); 3, J. Crastre (Alfa Romeo 2.6); 4, C. Smet (Austin-Cooper S); 5, C. Bobrowski (Jaguar 3.8); 6, C. Ballot-Lena (Renault-Alpine). Fastest lap: Crastre, 1 m. 43.7 s., 116.063 k.p.h. Class Winners: Smet, 32 m. 35.4 s., 110.717 k.p.h.; J. J. Issermann (Alfa Romeo Giulia TI), 17 laps, 103.476 k.p.h.; R. Trautmann (Citroën DS), 16 laps, 99.808 k.p.h.; Rosinski; Soisbault, 31 m. 26.9 s., 114.736 k.p.h.; Ballot-Lena, 17 laps, 105.827 k.p.h.

Formula Junior (24 laps—80.184 km.): 1, J. Schlessler (Brabham-Ford), 39 m. 19.5 s., 122.340 k.p.h.; 2, E. Offenstadt (Lola-Ford Mk. 5A), 39 m. 38.6 s.; 3, P. Martel (Brabham-Ford), 39 m. 45.2 s.; 4, D. Hitches (Lola-Ford Mk. 5), 23 laps; 5, G. Periat (Cooper-Ford Mk. 3A), 23; 6, R. Bouharde (Cooper-B.M.C. Mk. 2), 23; 7, J. Vinatier (Lotus-Ford 27), 12 laps. Fastest lap: Offenstadt, 1 m. 30.3 s., 133.304 k.p.h.

Grand Touring over 1,000 c.c. (18 laps—60.138 km.): 1, J. Schlessler (Aston Martin DB4GT), 30 m. 37.5 s., 117.821 k.p.h.; 2, J. Guichet (Ferrari GTO); 3, R. Richard (Abarth-Simca); 4, G. Ligier (Porsche Carrera 2); 5, C. le Guezec (Aston Martin DB4GT); 6, A. Raymond (Abarth-Simca). Fastest lap: Schlessler 1 m. 39.6 s., 120.723 k.p.h. Class Winners: Richard, 31 m. 57.0 s., 112.935 k.p.h.; Ligier, 32 m. 11.4 s., 112.093 k.p.h.; Guichet, 31 m.

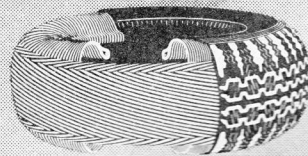


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The Rover 2000 is an entirely new car. It has all the usual Rover qualities of exceptional comfort and de luxe finish, but it also possesses the responsive handling and tenacious roadholding that have been regarded until recently as a Continental monopoly.

Not just another new model, the 2000 has necessitated the building of new factories and has cost £10,600,000 to put into production. The body consists of a steel base unit with detachable panels. Assembly begins with the base unit upside down and in the later stages it is placed upon its wheels, being started, run and put through preliminary tests with no vulnerable outer body skin in place.

The body panels are hand-finished, in contrast to the semi-automation of the rest of the assembly. They are, of course, replaceable in the unfortunate event of accident damage. The whole basic structure is built round the scuttle assembly, the front suspension transferring its loads back to the "shoulders" of the car.

(99 b.h.p. gross) at 5,000 r.p.m., with high torque in the important accelerating range. The piston speed is only 2,810 ft./min. at maximum b.h.p. and the compression ratio is 9 to 1.

The four-speed all-synchromesh gearbox has pleasantly close ratios, which are 3.54, 4.924, 7.55 and 12.832 to 1. The Dunlop disc brakes, inboard at the rear, have a new hand brake design which will actually lock the rear wheels. The tyres are Pirelli Cintura 165 x 14 or Dunlop SP 6.50 x 14.

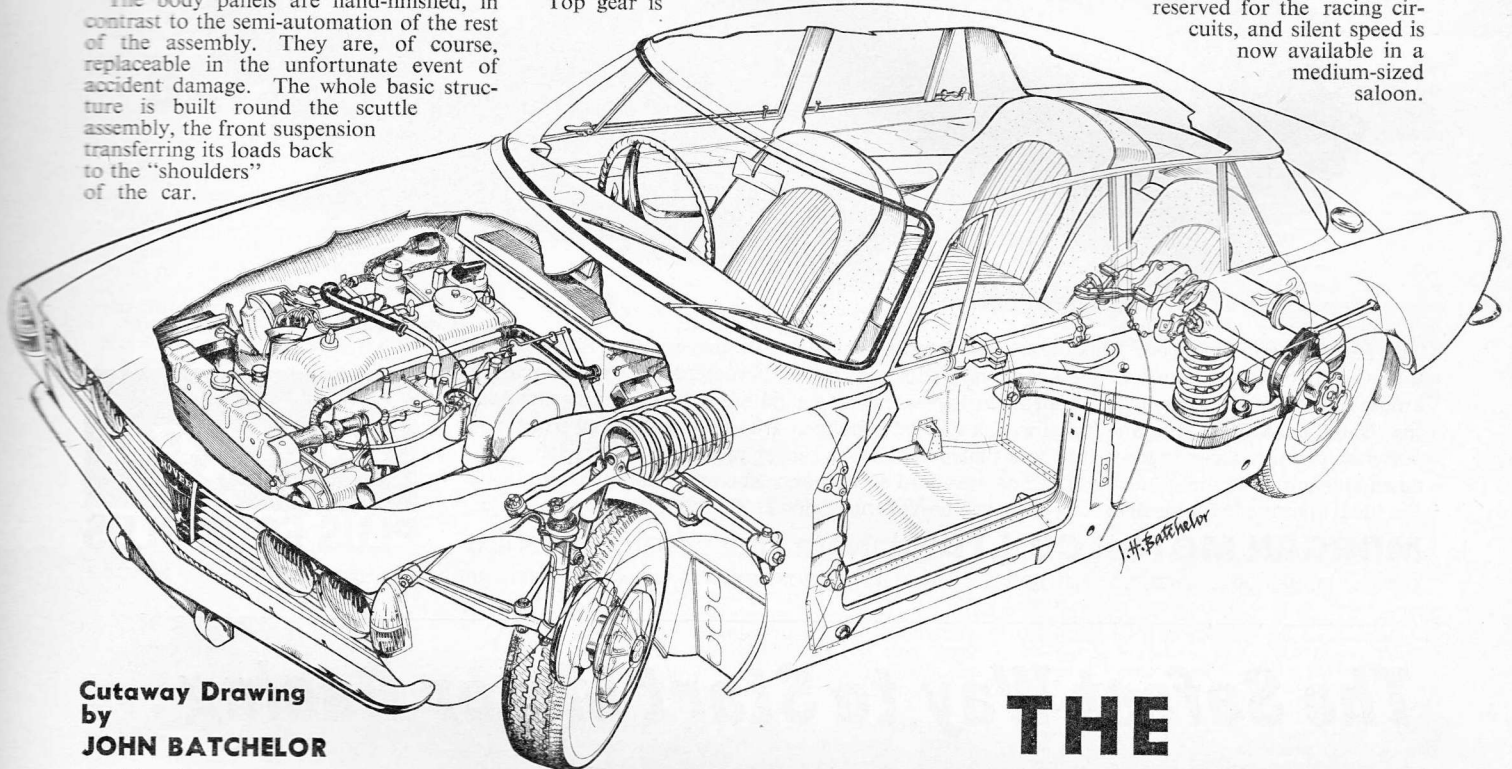
I was able to drive the new Rover, and opportunities were given to take performance figures, though rain fell on the test day. The maximum speed appears to be in the region of 104 m.p.h.

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giving results that no conventional rear end could equal.

The cornering power is unusually high and no sudden breakaway can be promoted. The roadholding gives great confidence and the brakes, though not tested to destruction, appear to be progressive and powerful.

Very smooth, the engine can be taken up to 6,000 r.p.m. without distress. Perhaps a little road noise can be heard on poor surfaces, but the car is certainly remarkably quiet, even when driven to its limit. The seats are very comfortable, all four occupants, both front and rear, having individual location in their own chairs. Any Rover is a practical family car but this one is blessed with the sort of roadholding that is usually reserved for the racing circuits, and silent speed is now available in a medium-sized saloon.



**Cutaway Drawing
by
JOHN BATCHELOR**

With wide-based lower wishbones, the front suspension has long king pins which extend above the tops of the wheels. To these are attached bell-cranks which pivot on the scuttle, articulating in a fore and aft direction and coupled by a laminated anti-roll bar. They are attached to horizontal helical springs, which also seat against the scuttle of the car. The worm and roller steering is by Marles.

At the rear a de Dion axle is employed with inboard disc brakes. The axle tube is telescopic, so that slip joints need not mar the solidity of the articulated driving shafts. Lateral location therefore takes place through the differential unit, which is rubber mounted but has a Panhard rod to pin it to the chassis. Radius arms beneath the axle, and upper members pivoting behind it, form in effect a Watts linkage on either side of the car. The helical springs are set upon the rugged lower arms.

The engine is a "square" four-cylinder 2-litre. It has an iron block with five lead-bronze main bearings, plated with lead indium. The cylinder head is of aluminium, carrying an overhead camshaft with chain drive. The valves are in line with inverted piston tappets, on the Hispano-Suiza system. A flat head is employed, the combustion chambers being formed in the heads of the pistons. A single SU carburettor is bolted to a split induction tract which is assembled after accurate machining.

This sturdy engine develops 90 b.h.p.

high enough to keep the revs well down, and so cruising at over 90 m.p.h. is normal. 27 to 28 m.p.g. is claimed at 80 to 90 m.p.h. cruising speeds.

The gearbox is very good indeed, with a high third speed for overtaking. A standing quarter-mile was covered in 19.7 secs. in pouring rain and with three people in the car. This speaks volumes for the traction of the rear tyres, the de Dion axle certainly

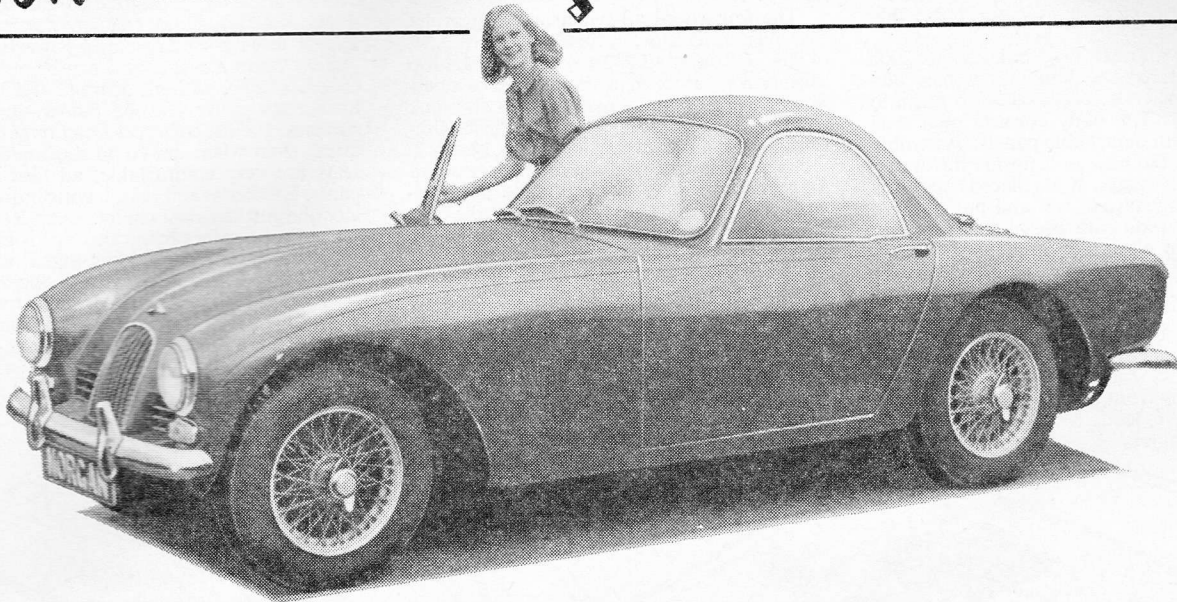
Dimensions: Wheelbase 8 ft. 7½ ins. Track (front) 4 ft. 5½ ins., (rear) 4 ft. 4½ ins. Overall length 14 ft. 10½ ins. Width 5 ft. 6½ ins. Turning circle 31 ft. 6 ins. Weight 2,767 lbs. (with 5 gallons of petrol). Price: £1,264 9s. 7d. including P.T.

THE ROVER 2000

BY JOHN BOLSTER



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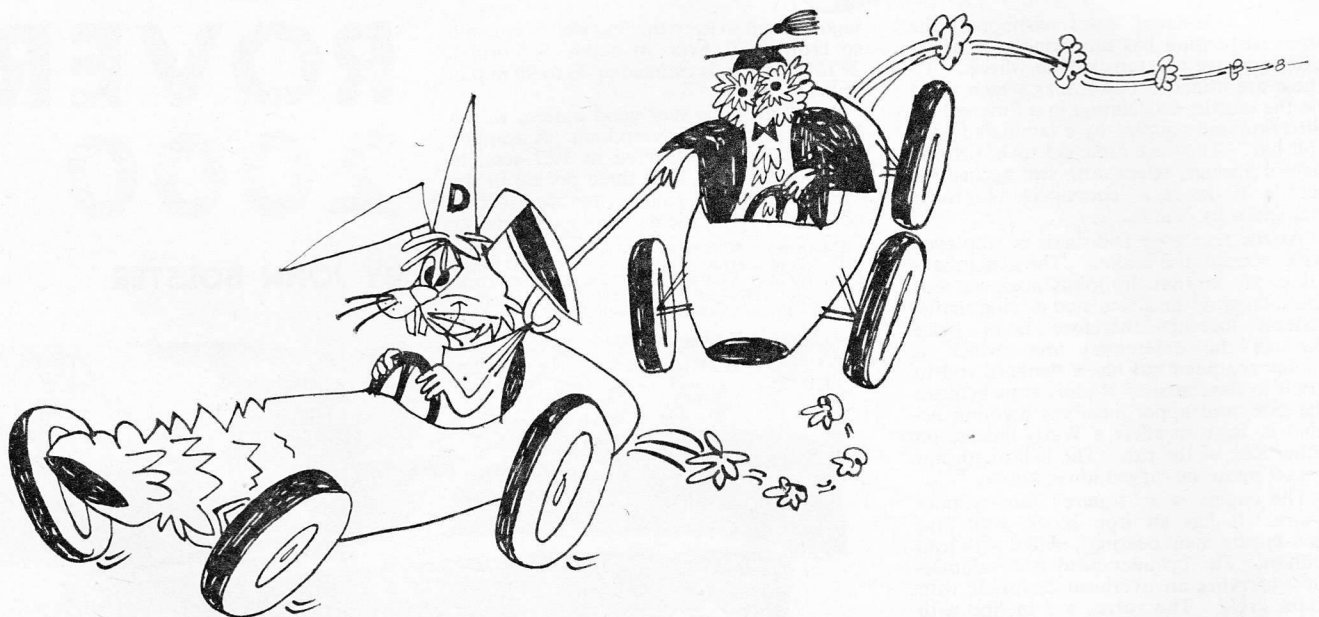
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For their final Brands Hatch meeting of the 1963 "season", instead of the proposed national promotion, the B.R.S.C.C. staged a members' meeting with a difference, the difference being that it was run on the 2.65-mile Grand Prix circuit. And a very good experiment it was, too, a reasonable crowd coming to witness the eight-race programme. Despite the weather man's best efforts, the rain held off, although some of Saturday's practising was run in the wet, resulting in many spins and even cars involuntarily embracing the bank; such lurid activities captured by the television newsreel men perhaps helped to swell the ranks of spectators on race day. On Sunday itself there were one or two incidents on the dry surface and fortunately no one was seriously hurt.

Event one, the Fawkham Trophy for 1-litre sports and G.T. cars, saw Chris Irwin (Merlyn) and David Porter (Lotus 7) disputing the issue, with Clive Lacey (Merlyn) ready to pounce should anything occur. Porter's i.r.s.

BATTEN DOWN THE HATCH

B.R.S.C.C.'s Members' Meeting on the Grand Prix Circuit

BY MICHAEL KETTLEWELL

Lotus 7 eventually got the better of Irwin's Merlyn for good with three of the ten laps to go and the pair finished 0.4 sec. apart. Some way back Tony Kilburn's 1963 Marcos held off Mike Brandon's 1962 example for the G.T. category although the situation was the reverse earlier on.

Next we had the 10-lap Kingsdown Trophy race for Formula Junior cars, it being a well-supported contest unlike some other club Junior races this season. Mike Costin, in the experimentally Cosworth-Ford-engined Lotus 22 usually pedalled by Brian Hart, swept into an immediate lead, which he never lost. Sid Fox in one of George Henrotte's Geminis did close the gap to almost nil, but then it seemed that gearbox trouble hampered Fox and he fell back slightly. Jack Pearce (M.R.P. Lola),

Craft's leading Anglia went sick and Norman Abbott inherited the lead in his red Anglia, well ahead of Adams' Jaguar, which had the Superspeed Anglias of the Young brothers hot on its tail.

The 10-lap Guards Trophy for sports-racing cars was marred as the flag was given after nine laps, but no doubt this pleased Roy Pierpoint, whose 2-litre Attila-Climax was cutting out along the straights; by the end of nine laps he had already fallen to second place behind Bill Bradley (Lotus 23B). A keen struggle amongst the 1,200 c.c. class, enlivened by Steve Minoprio's spin at Paddock, resulted in a win for Ray Parsons (Lotus 23).

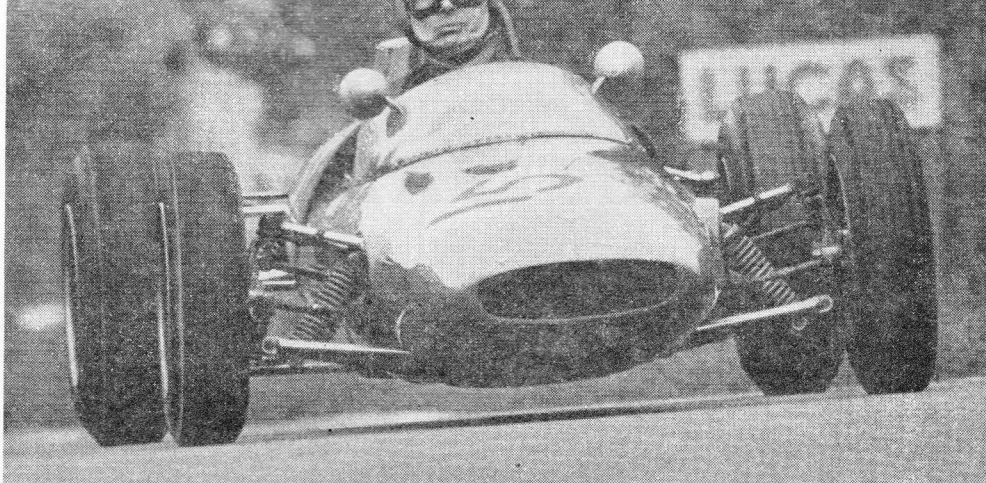
John Fitzpatrick's progress in the 1,000 c.c. saloon car race was fantastic. Lapping his Broadspeed Mini-Cooper in times only a little over a second outside John Whitmore's record with a works S-type, Fitzpatrick gained no fewer than 10 seconds a lap over his rivals, to finish 99.2 secs. ahead after a faultless drive.

Big G.T. cars always provide a thrill at Brands and first time round in the John Davy Trophy race for over 1,600 c.c. cars Peter Sargent's lightweight E-type had opened a gap to the duelling E-types of Ken Baker and young Roger Mac, making his first trip down south. Baker lost it going up to Druids, however, and his race terminated against the bank. Nevertheless, David Skales's ex-Coombs Zagato Aston Martin now challenged Mac, but the E-type kept its advantage till the end, with the Aston 0.8 sec. back. John Miles kept his 1,650 c.c. Turner-Ford fourth overall, thereby winning the 2,500 c.c. class and soundly trouncing the Marcos opposition, headed by Peter Brayshaw.

Feature of the B.R.S.C.C.'s menu was the 20-lap Farningham Trophy race for *Formule Libre* cars, divided into classes for single-seaters and otherwise. Bill Bradley took the initiative in his Lotus 23B, but Brian Hart's Lotus 22 went ahead after two laps and both Jack Pearce (1.6 Lotus 22) and Roy Pierpoint (Attila) displaced Bradley to fourth after a further tour. The leading eight were travelling at an energetic rate of knots, the position on lap seven, when David Baker's M.R.P. Lola also passed Bradley, being Hart, Pearce, Pierpoint, Baker, Bradley, John Mew (Lotus-Climax 20), Ray Parsons (Lotus 23) and Bryan Berrow-Johnson (Lola Junior). However, Mew retired with a misfiring motor, Pierpoint abandoned when his steering wheel broke and then Pearce, bent on catching the leader, crashed coming down from Druids on lap 18.

And so they finished in the order Hart, Baker, Bradley, Parsons and Berrow-Johnson, while Dennis O'Sullivan, whose Brabham was *hors de combat*, was sixth in Charles Crichton-Stuart's Cooper-Ford, which he had never driven until the race. Bradley won the sports car section from Parsons and John Butt's temporarily bodied Orchard, a FWE Climax-propelled device featuring Lotus and Emeryson suspension parts.

Last race of the day was for 1,001-1,600 c.c. G.T. cars, the second of the 10-lap John Davy Trophy events, and into the lead went Charles



SUCCESSFUL day out was had by the "Cosworth" Lotus 22, being driven to victory in the Junior race by Mike Costin. Brian Hart later won the Formule Libre race.

Hodgson's Lotus Elan. After cornering side-by-side with Roger Nathan's Elite on the second lap, Jack Oliver pushed his 1,340 c.c. Marcos-Ford into second position, but, after acquiring the lead on the fifth tour, Jack lost control at Bottom Bend on the sixth, bounced along the grass and then continued third. He soon caught up with Hodgson again, but on the seventh lap the Marcos trickled into the pits with a broken distributor lead. Hodgson spun his Elan at Clearways, so AUTOSPORT Champion Roger Nathan went on to win, closely followed by Norman Surtees (Lotus Elite) and Barry Wood (Lotus Elan). Doug Mockford easily won the 1,150 c.c. class, although his Diva team-mate Keith Holland lost it at Clearways early on.

RESULTS

Sports and G.T. Cars up to 1,000 c.c. (10 laps). Overall Winner: D. B. Porter (Lotus-Ford 7). G.T. Cars: 1, A. Kilburn (Marcos-Ford), 77.50 m.p.h.; 2, M. Brandon (Marcos-Ford); 3, J. Bransfield (G.S.M. Delta). Fastest lap: Kilburn, 2 m. 0.8 s., 78.97 m.p.h. Sports Cars: 1, D. B. Porter (Lotus-Ford 7), 82.02 m.p.h.; 2, C. F. S. Irwin (Merlyn-Ford Mk. 4); 3, C. L. Lacey (Merlyn-Ford Mk. 4). Fastest lap: Porter, 1 m. 54.2 s., 83.53 m.p.h. Formula Junior (10 laps): 1, M. C. Costin (Lotus-Ford 22), 87.59 m.p.h.; 2, S. A. Fox (Geminis-Ford Mk. 3A); 3, J. R. Pearce (Lola-Ford Mk. 5A). Fastest lap: Costin, 1 m. 47.0 s., 89.15 m.p.h. Saloon Cars (10 laps). Overall Winner: N. Abbott (Ford Anglia). Up to 1,200 c.c.: 1, M. A. Young (Ford Anglia), 78.52 m.p.h.; 2, M. H. Cave (Austin A40); 3, J. D. Lewis (Austin Mini-Cooper S). Fastest lap: Young, 1 m. 59.0 s., 80.16 m.p.h. Over 1,200 c.c.: 1, N. Abbott (Ford Anglia), 79.18 m.p.h.; 2, J. H. Adams (Jaguar 3.8); 3, J. M. Young (Ford Anglia). Fastest lap: C. Craft (Ford Anglia) and Abbott, 1 m. 58.8 s., 80.30 m.p.h. Sports-Racing Cars over 1,000 c.c. (9 laps). Overall Winner: W. Bradley (Lotus-Ford 23B), 84.49 m.p.h.; 2, P. Gethin (Lotus-Ford 23); 3, B. R. Hart (Ferrier-Ford Mk. 5). Fastest lap: Gethin, 1 m. 55.94 m.p.h. Over 1,200 c.c.: 1, W. Bradley (Lotus-Ford 23B), 85.09 m.p.h.; 2, R. F. Pierpoint (Attila-Climax Mk. 2); 3, M. Pendleton (Lotus-Climax 19). Fastest lap: Bradley, 1 m. 49.8 s., 86.88 m.p.h. Saloon Cars up to 1,000 c.c. (10 laps): 1, J. Fitzpatrick (Austin Mini-Cooper), 77.81 m.p.h.; 2, P. H. S. Martin (Austin Mini-Cooper); 3, D. W. Spice (Austin A40). Fastest lap: Fitzpatrick, 2 m. 1.6 s., 78.45 m.p.h. G.T. Cars over 1,600 c.c. (10 laps). Overall Winner: P. J. Sargent (Jaguar E), 1,601-2,500 c.c.: 1, J. E. Miles (Turner-Ford), 79.10 m.p.h.; 2, P. Brayshaw (Marcos-Ford); 3, J. G. W. Marsh (Marcos-Ford). Fastest lap: Miles, 1 m. 58.4 s., 80.56 m.p.h. Over 2,500 c.c.: 1, P. J. Sargent (Jaguar E), 82.33 m.p.h.; 2, R. S. Mac (Jaguar E); 3, D. Skales (Aston Martin DB4GT Zagato). Fastest lap: Sargent, 1 m. 52.4 s., 84.87 m.p.h. Formule Libre (20 laps). Overall Winner: B. R. Hart (Lotus-Ford 22). Sports-Racing Cars: 1, W. Bradley (Lotus-Ford 23B), 86.16 m.p.h.; 2, R. K. Parsons (Lotus-Ford 23); 3, J. O. Butt (Orchard-Climax). Fastest lap: R. F. Pierpoint (Attila-Climax Mk. 2), 1 m. 48.6 s., 87.84 m.p.h. Single-Seater Cars: 1, B. R. Hart (Lotus-Ford 22), 89.20 m.p.h.; 2, D. P. Baker (Lola-Ford Mk. 5A); 3, B. E. Berrow-Johnson (Lola-Ford Mk. 5A). Fastest lap: Hart, 1 m. 44.2 s., 91.56 m.p.h. G.T. Cars 1,001-1,600 c.c. (10 laps). Overall Winner: R. D. Nathan (Lotus Elite), 1,001-1,150 c.c.: 1, D. Mockford (Diva-Ford), 75.80 m.p.h.; 2, R. Bunting (Speedwell G.T.); 3, B. W. R. Hart (Godiva-Climax). Fastest lap: Mockford, 2 m. 2.4 s., 77.94 m.p.h. 1,151-1,600 c.c.: 1, R. D. Nathan (Lotus Elite), 79.62 m.p.h.; 2, N. Surtees (Lotus Elite); 3, B. A. Wood (Lotus Elan). Fastest lap: Nathan, 1 m. 56.8 s., 81.67 m.p.h.



WARMING UP! Doc Merfield rolled his borrowed Ford Cortina G.T. on the warming-up lap at South Bank Bend when a brake locked; the genial Australian emerged unharmed.

Adam Wyllie (Lotus 27) and Louis Jacobsz (Cooper) occupied third, fourth and fifth positions.

Excitement in the 10-lap Slip Molyslip Trophy race for saloon cars unexpectedly commenced on the warming-up lap when, a brake locking at South Bank Bend, Doc Merfield rolled his borrowed Willmet Ford Cortina G.T. Chris Craft soon took command of the race, his "Orange Peel Special"—borrowed back from its new owner—being chased relentlessly by John Adams (Jaguar 3.8) and a veritable host of multi-coloured Anglias. Rod Embley's Mini-Ford was well-placed, too.

On the fourth lap AUTOSPORT's Paddy McNally (Janspeed Mini-Cooper S) tried to get by Simon Scrimgeour, driving Chris McLaren's Jaguar 3.8, at South Bank Bend; the cars touched, the Jaguar spun and the Mini rolled, without injury to the driver. Soon afterwards

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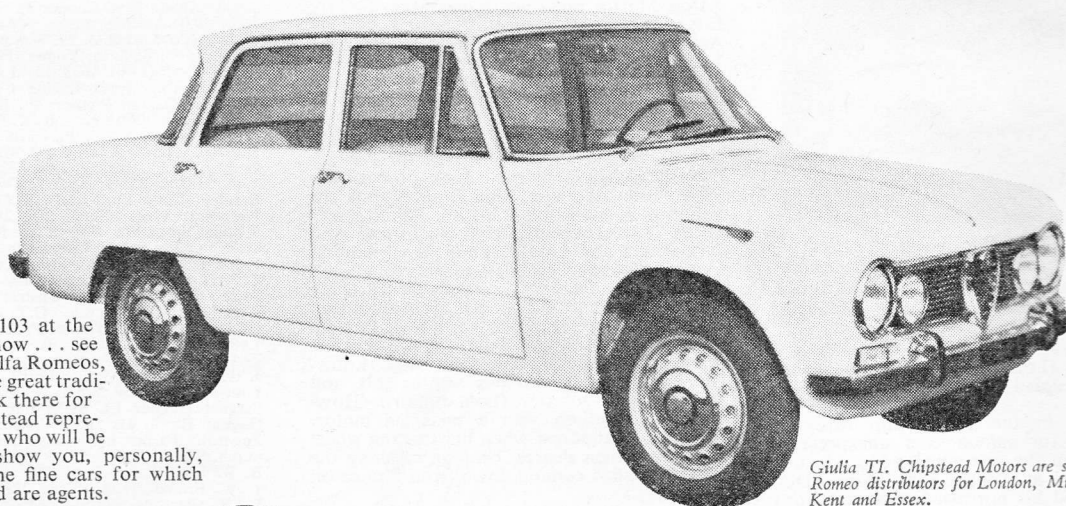
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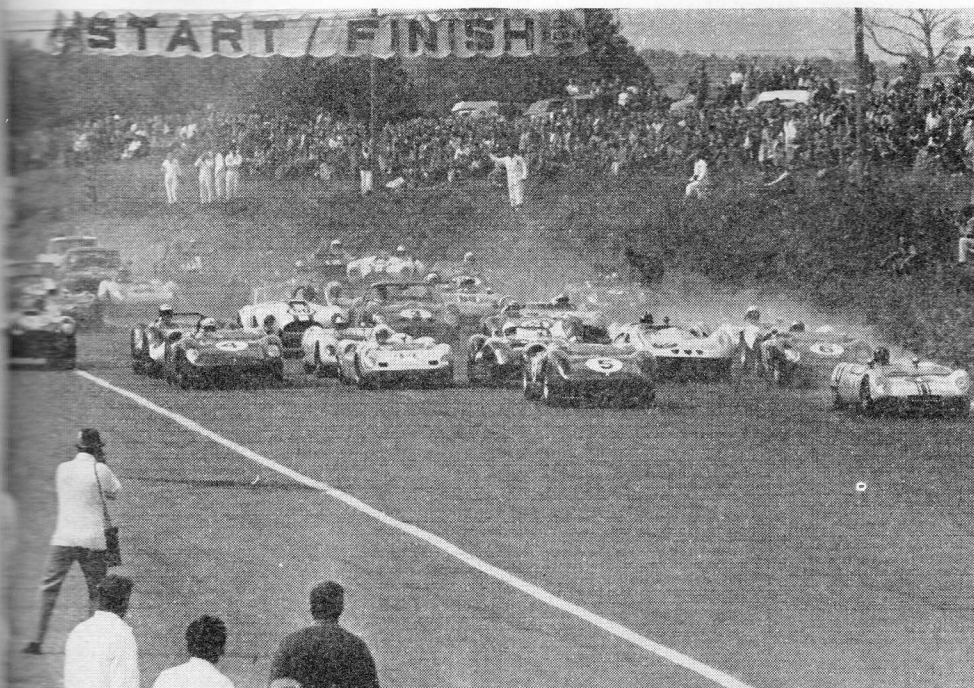
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Rodriguez Wins Canadian G.P.

Pedro Rodriguez (Ferrari 250P) Beats Graham Hill (Lotus 23B) at Mosport

By BOB MacGREGOR



START of the third Canadian Grand Prix at Mosport Park. Graham Hill (1) and Pedro Rodriguez (5) jump into the lead.

THE streak of Lotus 19 victories at the 2½-mile Mosport circuit, near Toronto, Canada, came to an end on 28th September when the Mexican Pedro Rodriguez won the third Canadian Grand Prix after lapping the entire field except the Lotus 23 of Graham Hill, who finished second and won the up to 2-litre class. There was only one Lotus 19 in this year's Grand Prix and it was driven to third overall by Dennis Coad, of Toronto, to win the Canadian Sports Car Drivers' Championship. The crowd of 25,000 were thrilled to see the young Mexican win the race, since he is a very popular driver in Canada. On his two previous races at the Mosport circuit he finished second. Rodriguez said that his rear-engined V12 Ferrari 250P was almost out of fuel at the end of the 100 laps of the 2.45-mile circuit. He was not hard pressed by anyone except John Surtees who had set the fastest practice time, but went out of the race shortly after the half-way mark with what the Ferrari team chose to call clutch trouble. Clouds of steam were coming out of Surtees' 250P Ferrari when he pulled into the pits.

JOHN SURTEES was fastest on practice day with a lap of 1 min. 33.5 secs., two seconds slower than the record set by Dan Gurney in a Lotus 19. Rodriguez was second with a 1 min. 34.2 secs. and Graham Hill was third with a 1 min. 36.6 secs. Other fast cars in the line-up were the Elva-Porsche of the American driver Bill Wuesthoff, 1 min. 37.2 sec.; the Canadian-built Chevrolet-powered Dallu of Peter Lerch, 1 min. 36.3 secs.; the Chaparral of Harry Heuer, 1 min. 37.4 sec.; the Lotus 19 of Dennis Coad, 1 min. 38.1 secs.; and the V8 Ferrari of Lorenzo Bandini, who took eighth place on the grid with a 1 min. 38.2 secs.

During practice day Graham Hill and Frank Gardner alternated in trying out the Brabham-Ford, which had been wrecked a week earlier at Oulton Park, and the other car on the Ian Walker racing team, a Lotus 23. Gardner said that the Brabham, although completely rebuilt, was not handling properly, so Hill drove the Lotus 23.

Two local cars were eliminated on practice day. The huge Ford engine of the Comstock EXP blew up near Moss Corner, leaving a trail of oil that caused the Speedwell Astur of John Cox to slide off the road and overturn. The car was demolished but the driver suffered only slight cuts and bruises. Ross de St. Coix broke a camshaft in his Lola 1100 and could not replace it in time for race day. Many British car parts are difficult to obtain in Canada.

Race day threatened rain, but the sun came through the grey overcast by starting time to show up the colourful fall scenery magnificently. After the drivers were paraded around the track in huge new Ford convertibles, they were given one lap to have a look at the circuit, and the race was underway. Two cars dropped out on the first lap. Charles Kolb

out and Rodriguez was more than a minute ahead of the rest of the field. Heuer's threat ended when the big Chaparral hit a small oil spot on the pit straight. When the wheel spun on the oil, then grabbed on the dry pavement, a half shaft broke, sending the Chaparral into a brief slide. Heuer recovered and went into the pits where mechanics replaced the broken shaft, but not until the race was almost finished.

Rodriguez kept passing the field until he had lapped everyone except Hill, then on the 86th lap he passed Hill briefly as Ian Walker was hanging out a pit stop sign that read "Fuel". Everyone along the pit area wondered why the Lotus needed fuel and worried that Wuesthoff might get past Hill to take over the lead in the up to 2-litre class since the Elva-Porsche had made only a brief stop to repair a damaged bonnet. Walker explained later, however, that the sign was put out only to remind Hill to keep changing his petrol supply, and so the ex-champion kept on going. With the tank outlets on the front of the tanks, Hill had to keep switching from tank to tank because of Mosport's steep hills and his very short supply of fuel.

Lorenzo Bandini had a close scrape when his wheel came off on the corner leading into the pit straight. The car spun violently into an embankment but was not seriously damaged. Bandini leaped out quickly and ran across the track chasing the loose wheel which was threatening to be a hazard for oncoming cars. Graham Hill re-passed Rodriguez in the closing laps of the race and the young Mexican seemed content to stay behind the 1962 world champion with his lead of almost a full lap.

The battle for G.T. class honours was largely among the V8 Ford-powered A.C. Cobras, two of them entered by the Comstock-Ford team driven by Ken Miles and Canadian Eppie Wietzes and another driven by Bob Johnson. The three cars stuck right with each other all through the race, with the Ferrari GTO of David Piper not far behind. Johnson lost a wheel, and Miles had trouble trying to keep away from the young Canadian driver who was driving the Cobra in his first major race. When the cars were hauled into the pits for fuelling, Miles had a slight edge, but his pit stop took 42 secs. because oil had to be added. Miles, the 44-year-old competition manager for Shelby American, drove the Cobra very quickly, even though he said earlier "the car doesn't fit the Mosport course," and managed to catch Wietzes within 12 laps.

Wietzes made his fuelling stop in 30 secs. and shortly after he left the pits Miles had to come back in for water. To the delight of the



THE WINNER, Pedro Rodriguez, and second man Graham Hill pass the damaged Ferrari of Lorenzo Bandini, which lost a wheel.

had a cracked gearbox on his Lotus 23, and the Chaparral of John Cannon caught on fire. At the end of the first lap Rodriguez held a slight lead with Graham Hill second and John Surtees third. Surtees and Rodriguez stayed up in front for the first 50 laps with Graham Hill and Wuesthoff not far behind. Harry Heuer visited the pits briefly for a check of his suspension system, then went very fast to start catching the leaders. He passed Wuesthoff, and shortly after the half-way mark moved ahead of Graham Hill to take over second, but by this time Surtees had dropped

spectators Miles was unable to catch Wietzes before the chequered flag fell.

Rodriguez crossed the finish line in 2 hrs. 41 mins. 12.8 secs. to collect the Pepsi-Cola Trophy and \$3,500 in prize money. Graham Hill was 1 min. and 39 secs. behind. Two laps later came the Canadian Coad in his Lotus 19 and the American driver, Don Devine, in a Scarab. Devine's crew immediately lodged a protest claiming they were actually in third place, but officials disallowed the protest after checking five official lap charts in the timing stand that showed Coad

came in third. The protest was appealed, leaving the Canadian Championship in doubt, since Coad had to finish third in order to collect more points than his nearest competitor, Ludwig Heimrath, who finished the race in 12th place.

Rodriguez's average speed for the race was 91.55 m.p.h., and the fastest lap was set on lap 27 when both Rodriguez and Surtees turned a 1 min. 34.3 secs. Although there were no record laps set, Rodriguez finished the race almost five minutes sooner than Masten Gregory did last year in his Lotus 19.

RESULTS

1, Pedro Rodriguez (Ferrari 250P), 100 laps in 2 h. 41 m. 12.8s., 91.55 m.p.h.; 2, Graham Hill (Lotus-Ford 23), 2 h. 42 m. 51.8 s.; 3, Dennis Coad (Lotus-Climax 19), 98 laps; 4, Don Devine (Scarab), 97; 5, Bill Wuesthoff (Elva-Porsche), 97; 6, Eppie Wietzes (A.C. Cobra), 96; 7, Ken Miles (A.C. Cobra), 96; 8, Al Pease (Lotus-Ford 23), 95; 9, Herb Swan (Porsche), 95; 10, David Piper (Ferrari GTO), 95; 11, Michael Gammino (Ferrari GTO), 94; 12, Ludwig Heimrath (Porsche), 93; 13, Wayne Kelly (Bata Spl.), 93; 14, Bob Grossman (Ferrari GTO), 90; 15, Wayne Burnett (Ferrari TR), 89; 16, Jack Moore (Corvette SR), 86; 17, Bob Johnson (A.C. Cobra), 42; 18, Nat Adams (Veedol Spl.), 10.

Fastest lap: Surtees and Rodriguez, 1 m. 23.3 s.
Retired: John Surtees (Ferrari 250P), clutch overheating; Lorenzo Bandini (Ferrari V8), lost wheel; Don Kirby (Corvette SR), engine; Frank Gardner

(Brabham), stone in carburetter; John Cannon (Chaparral), fire in engine; Grant Clark (Ferrari GTO), transmission; Don Kindree (Buick Spl.), engine; Alan Wylie (Corvette SR), engine; Harry Heuer (Chaparral), broken half shaft; Peter Lerch (Dailu), blown engine; Gordon Brown (Lola 1500) engine; Joe Buzzetta (Porsche), engine; Jacques Couture (Witton Spl.), broken crank.

MOSPORT MISCELLANY

IN the supplementary races, Jerry Polivka took the sedan event in a Ford Falcon Sprint with Gordon Brown's Austin-Cooper second and Francis Bradley's Hillman Minx third. . . The Production Sports Car Race was won by Eppie Wietzes's Comstock Cobra in production trim with the Corvette of David Billes second and the M.G.B. of Al Pease third. . . The Formula Junior race was won easily by Ernest De Vos in a Brabham, with Charles Kelsey second in a Lola and Reed Rollo third in a Cooper. . . Immediately after the Grand Prix, Graham Hill took a helicopter to the airport and left for the Pacific Grand Prix at Kent, Washington, 3,000 miles away, on the following day. . . John Surtees, who was reporting to the F.I.M. on the suitability of the Mosport circuit for a major international motor-cycle race, said "I think that with one or two slight modifications it would even be better for motor-cycles than it is for

cars". . . Ian Walker, commenting on the practice of allowing sponsors a reasonable amount of advertising on their cars in Canada, said: "We should do that in England—the firms would be more interested in sponsoring cars. I notice you have a Lotus 23 here with the name of a discount house operator painted on its side. I don't think anyone at home would object to seeing a car with 'Honest Ed' written on it". . . Ed Cantrell's three cars almost didn't make the race. A Lotus 23, a Chaparral and a Ferrari GTO loaded on a van disappeared somewhere between Grand Rapids, Michigan, and Mosport. It finally arrived just before race time and the three cars were allowed to start at the back of the grid after some heated discussion with the organizers. The Lotus broke down on the parade lap, the Chaparral caught fire on the first lap of the race, and the Ferrari ran out of fuel on the 14th lap and had transmission trouble that eliminated it before the half-way mark in the race. Cantrell said later: "I guess we just weren't prepared". . . Foreign drivers wondered about the letter "FLQ" painted in huge letters on the circuit near Moss Corner. "FLQ" (Front Liberation Québec) is the name of a political organization that is seeking independence for the Canadian province of Quebec.

BY
JOHN
BOLSTER

THE MORGAN PLUS FOUR PLUS

Important Departure in Body Style for the Latest Car from Malvern

improve the rigidity of the front end. The glass fibre body is attached to these extensions. A smooth front end and a curved screen blend into a short roof section, with a conventional boot. For the first time, the spare wheel is enclosed.

This practical and roomy closed body is actually a few pounds lighter than the traditional open two-seater. It is easy to enter and the separate front seats are of the usual Morgan pattern. The instrument panel naturally carries a rev counter, ammeter, and oil pressure gauge, in addition to the normal dials.

The usual Morgan driving position is retained, the gear lever on the top of the box being very convenient though the fly-off hand brake is rather far away. Some luggage can be carried inside the car, behind the seats, the remainder sharing the boot with the spare wheel, as the fuel tank is beneath the floor.

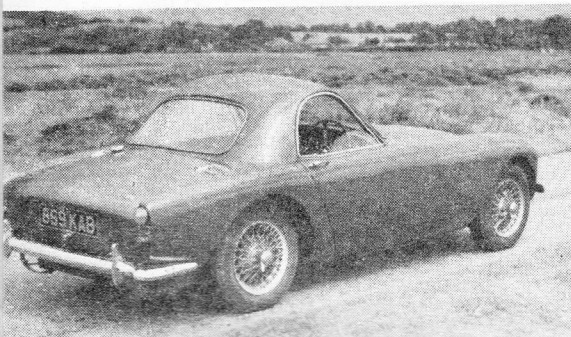
I made a trip to the delightful county of Worcestershire to sample the new Morgan. The car rides better than previous examples of the *marque* because the rigid chassis ensures that the springs do more work. It still makes a sort of prancing movement over really bad roads, but the sharp jerks that were typical of earlier Morgans have completely gone.

The new body shape pays dividends, both in maximum speed and fuel economy.

With an untuned "cooking" engine, the Plus 4 Plus has a maximum speed around 110 m.p.h. and returns about 29 m.p.g. during fast touring. In a veritable cloud-burst, I drove along the Ross Spur in sheets of spray, reaching 105 m.p.h. The famous controllability of the Morgan was fully in evidence, fast curves being taken at speed with complete confidence. Later, when wandering along country lanes, I found that the top gear flexibility of the TR4 engine, coupled with the light weight of the car, allowed hills to be climbed at 20 m.p.h. with the power unit merely idling.

Unfortunately, wet roads prevented my taking accurate acceleration figures, but they would certainly be as good as those of the open Morgans at low speeds, and better at the top end. Many people, especially Americans, like a Morgan to look like a Morgan, and for them the familiar models are retained. For those who covet closed car comfort, however, or who value the advantages of a clean aerodynamic shape, the Plus 4 Plus will prove a useful addition to the range.

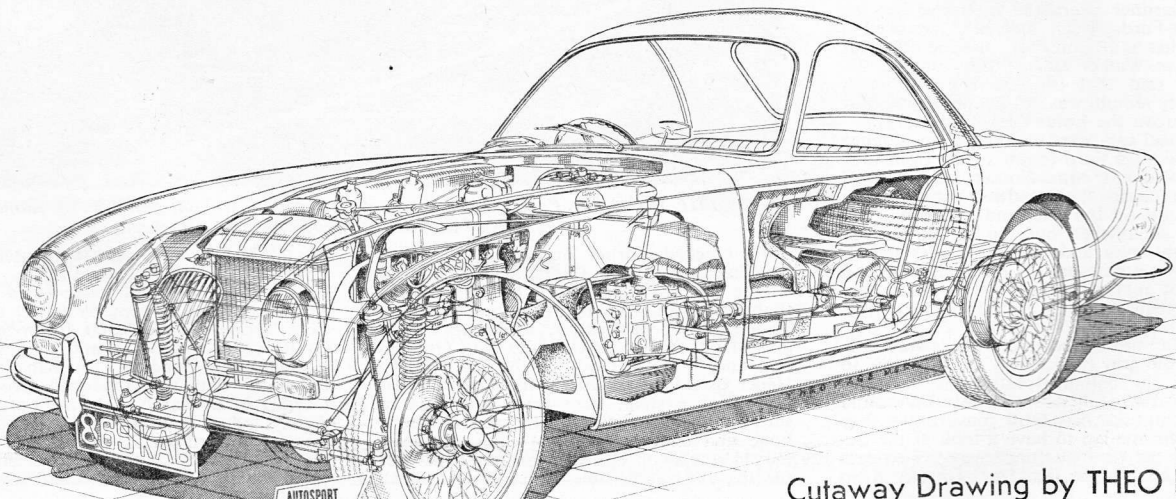
The wheelbase is 8 ft., track (front) 3 ft. 11½ ins., (rear) 4 ft. 1 in. The overall length is 12 ft. 8 ins., width 5 ft. 1 in., and weight 16¼ cwt. The tyre size is 5.60-15 ins. on wire wheels, and the fuel tank holds 10 gallons. The price is £1,275 7s. 1d. including P.T.



Most traditional of all sports cars, an extra model of the Morgan now makes the new look available to admirers of the cars from Malvern.

The new car employs the Plus 4 chassis, which is still of Z section with a flat wooden floor. Pillar-type front suspension, with sliding stub axles and helical springs, is naturally used. The rear axle is on semi-elliptic springs which are shackled inside the frame members. Disc front brakes and wire wheels are fitted. The engine is a Triumph TR4 of 2.2 litres which develops 105 b.h.p. at 4,750 r.p.m., and the Moss four-speed gearbox is separated from the bell-housing by a tubular distance piece.

In order to accommodate the two-seater coupé body, two sheet steel extensions are bolted to the chassis on each side of the engine. These unite the front suspension with a hefty new bulkhead and notably



Cutaway Drawing by THEO PAGE

Ford Falcon Wins Geneva Rally

Class Wins for Austin-Healey 3000, Austin-Cooper and Ford Cortina G.T.

By JOHN BROWN

HENRI GREDER, sharing with Martial Delalande the Ford France-entered Ford Falcon Futura Sprint with which he has had so much success this year, rounded off his season of European Rally Trophy events with an outright win in last week's 31st Geneva Rally. Second place (and the G.T. category) was taken by 1961 Champion Hans-Joachim Walter, in a 2-litre Porsche Carrera said to be Huschke von Hanstein's personal car borrowed for the event. Walter was co-driven by the Swiss Werner Lier. Only other car unpenalized on a demanding road section was the works Volvo 122 of Gunnar Andersson and Gunnar Haggbom, which finished third. In the absence of a proper championship this year, British works teams eschewed the event completely, so it was left to two British private crews and Continental-entered British cars to show our flag. This they did with credit: the ex-works, ex-Donald Morley Austin-Healey 3000 of Sir Peter Moon and John Davenport won the big G.T. class, while Swiss-crewed Austin-Cooper and Cortina G.T. won the 1,000 and 1,600 c.c. Touring classes respectively, the Cortina G.T. of Dan Margulies/John Brown giving Ford a 1-2 in the latter class. Ford also took the Marque prize with the performance of the Falcon and the two Cortinas.

SCRUTINEERING took place on the Lake Geneva waterfront on Thursday afternoon, and was a very friendly business. One noted the absence of works teams: Citroën had entered three cars, but only that of Lucette Pointet turned up, it being rumoured that René Trautmann and Claudine Bouchet had both crashed on the way to the start; otherwise, the only real professionals other than those mentioned were Sylvia Österberg/Inga-Lill Edering in the second Volvo, Jean-Jacques Thuner/John Greter in the former's private TR4 fitted with engine and gearbox from works car 3 VC, and a lone works 1093 Dauphine for Hervé Laurent and Michel Billard. An interesting entry was that of a Lotus Cortina entered by Ford Switzerland for Arthur Blank and Federico Karer, while four Cooper-Minis and two S-types also figured on the entry list.

After a night in *parc fermé*, the cars were dispatched from Geneva into a sunny, bright Friday morning from 7.30 a.m. onwards. The first leg was an easy run northwards into the Jura to the first of eight eliminating *épreuves*, the 5.4-km. climb of the Col du Marchairuz. In each of these tests a time-allowance was given, varying according to class. These allowances were set so as to be impossible; but on the first test, the organizers had not reckoned with the combination of Lotus and Blank, who already held the class record for this fast, smooth hill in a Cortina G.T. The local lad upset the odds by putting up best time of the entire entry and being the only car to clean the test, his time of 3 min. 28.2 secs. being 11.8 secs. inside the 3 min. 40 secs. allowance for a Group 1 1,600 c.c. saloon! Times were as follows, in scratch order:

1, Blank (Lotus Cortina), 3 m. 28.2 s.; 2, Walter (Porsche Carrera 2), 3 m. 29.5 s.; 3, Greder (Falcon Futura Sprint), 3 m. 35.3 s.; 4, Thuner (TR4), 3 m. 37.2 s.; 5, Ramu (Alfa Romeo Giulia TI), 3 m. 41.8 s.; 6, Gass (Porsche), 3 m. 42.6 s.; 7, Andersson (Volvo 122), 3 m. 43.0 s.; 8, Froidevaux (Porsche) and Österberg (Volvo 122), 3 m. 47.0 s.; 10, Herrling (Porsche Carrera 2), 3 m. 48.8 s.

More fairly easy road section of Jura back roads looped the route into France and south through St. Claude towards an early afternoon control at Hauteville. The next section from here was one of about half a dozen really tight road sections that were to make the rally so worthwhile, for it was 55 kilometres of narrow, Welsh-type lanes twisting via two passage controls and only short stretches of faster road to Contrevoz, just north of Belley. The first stretch was further enlivened by seas of euphemistic mud in the several farmyards-cum-hamlets that were traversed. Most crews, however, made the control on time. Sir Peter Moon and John Davenport had an interesting time, though; for one thing, they started the section seven minutes late through changing a wheel; and then they met no fewer than four distinct herds of cows on one stretch of half a mile on a short cut that figured on Davenport's large-scale French Government OS-type map and which no other crew took!

A quick loop round the Lac du Bourget brought the rally to the second test, the well-known Mont Revard hill-climb, 10.3 km. long. Here five cars, Walter, Greder, Andersson, Ramu and Blank, all beat their set times, Blank of course remaining in the lead in the rally. The best ten scratch times were thus:

1, Walter, 6 m. 45.0 s.; 2, Thuner, 7 m. 12.2 s.; 3, Herrling, 7 m. 18.3 s.; 4, Greder, 7 m. 19.8 s.;

5, Ramu, 7 m. 22.1 s.; 6, Andersson and Pache (Mercedes-Benz 300SL), 7 m. 26.0 s.; 8, Gass, 7 m. 28.6 s.; 9, Moon (A.-H. 3000), 7 m. 30.4 s.; 10, Blank, 7 m. 32.2 s.

Almost immediately after Revard was the Challes-les-Eaux control, start of the second of the sorting sections, which headed south towards Grenoble over the famous Monte section of the Cols Granier, Cucheron and Porte only to turn off west at the last minute down the road through Quaix. This was a sorter on this year's Alpine, and includes a classic tricky slot which has cost many penalties being overshot in the past and which again probably accounted for many of the lost marks. Just to round the section off, there was the ascent and descent of the Col de la Charmette, final control being in St. Laurent-du-Pont. Time allowed for this lot was 1 hr. 24 min., the organizers' distance being 87 km. Road works at the top of the Cucheron, lorries, steamrollers and dusk added to competitors' worries, many only just making the section and some not. The very fast Giulia TI of Charlie Ramu went off the road just before St. Laurent and dropped about 15 ft. into a ravine, fortunately without injury to the crew.

After this the rally moved south into darkness and the St. Jean-en-Royans circuit, which is not a circuit at all but a special test of in fact 24 km. and in theory 21 km. Time allowances were ridiculous, and at last there were no clean sheets, Greder's 50-secs. penalty putting him in the lead in general from the Lotus, with 135 down. Best ten scratch times were:

1, Walter, 20 m. 22 s.; 2, Greder, 20 m. 50 s.; 3, Thuner, 21 m. 06 s.; 4, Andersson, 21 m. 28 s.; 5, Lucette Pointet (Citroën), 22 m. 07 s.; 6, Österberg, 22 m. 16 s.; 7, Blank, 22 m. 45 s.; 8, Gass, 23 m. 01 s.; 9, Lelong (Mini-Cooper S) 23 m. 11 s.; 10, Moon and Macchi (Saab 96 Sport), 23 m. 18 s.

More southwards liaison motoring brought a depleting convoy to Bedoin and the foot of Mont Ventoux; Pache's 300SL fell out, leaving the Healey unopposed in its class. Bedoin saw the start of a test up the first 14.5 km. of the Ventoux hill-climb course, to Chalet Reynard. Again, time allowances were beatable, Thuner, Walter, Gass, Greder, Andersson, Österberg, Pointet, Blank, Lelong and Macchi all scoring clean runs. Best ten scratch times were:

1, Walter, 9 m. 27.9 s.; 2, Greder, 10 m. 03.0 s.; 3, Thuner, 10 m. 03.3 s.; 4, Andersson, 10 m. 14.7 s.; 5, Moon, 10 m. 42.1 s.; 6, Herrling, 10 m. 43.1 s.; 7, Gass, 10 m. 43.2 s.; 8, Österberg, 10 m. 50.0 s.; 9, Blank, 11 m. 02.8 s.; 10, Pointet, 11 m. 10.7 s.

The second half of the night took competitors back northwards over a toughish route including such cols as the St. Jean, the Perty, the Soubeyrand and the Fromagère, the last-named still gravel-surfaced up its south face, towards Lavalands and the control at the beginning of the truly toughest section of the event.

This was a 40-minute liberally pruned section over the Col de la Morte, down into Séchilienne and up the Luitel to Chamrousse. The section was difficult anyway, but the real fly in the ointment was thick fog on the descent from the Morte which held up people enough that only the first three cars in the final classification cleaned it. Sylvia Österberg lost one minute. Your correspondent must confess to having lost his way in the maze of roads at the top of the Chamrousse while looking for the control, thus costing Dan Margulies's

Cortina G.T. 11 min. and its class win. The effect of this section was to limit the sorting-out on classification tests to between those few losing similar penalties on the road, which is as it should be.

An easy run north again to Ugine brought crews into a gloomy and damp Saturday morning and another testing section on a little loop round through Queige, Hauteule and Crest-Volland to Flumet. This is a local classic, but is not much used by the bigger rallies; it was indeed tight, most of the hard core still running managing to clean it but not with much time to spare.

Just up the road from Flumet came the next test, a loop of tiny mountain roads up behind St. Gervais and back down. The distance was 9.5 km., and an indication of its tightness is the time of the fastest car. Best ten were:

1, Walter, 10 m. 11.0 s.; 2, Thuner, 10 m. 28.0 s.; 3, Greder, 10 m. 32.1 s.; 4, Andersson, 10 m. 33.4 s.; 5, Gass, 10 m. 48.5 s.; 6, Herrling, 10 m. 50.2 s.; 7, Österberg, 11 m. 0 s.; 8, Moon, 11 m. 14.0 s.; 9, Mauris (Cortina G.T.) 11 m. 20.0 s.; 10, Lelong, 11 m. 20.4 s.

It was now well into morning, and the rally crossed via Chamonix and the Col de la Forclaz into Switzerland again for yet another test, this time part of what was also a very tight road section. The test was up the one-way *route règlementée* from Les Valettes to Champex, while the road section continued down into Orsières, down the main road to Vollèges, then over some incredible unsurfaced and muddy mountain tracks into Martigny. The test itself was loose-surfaced, while the many, very narrow, steep hairpins were very slippery and badly torn up, particularly for later numbers. Times for this 8 km. were:

1, Walter, 8 m. 34.5 s.; 2, Gass, 8 m. 57.0 s.; 3, Thuner, 9 m. 0 s.; 4, Andersson, 9 m. 04.7 s.; 5, Herrling, 9 m. 19.0 s.; 6, Greder, 9 m. 19.2 s.; 7, Moon, 9 m. 22.3 s.; 8, Österberg, 9 m. 28.2 s.; 9, Lelong, 9 m. 42.8 s.; 10, Macchi, 9 m. 48.2 s.

Most of the crews that mattered managed the road section clean, but Moon lost two minutes through not realizing early enough how tight it would be and incurring too much delay before the test.

After this short incursion into its theoretically native country, the rally returned to France. The really demanding road sections were over, but four to five hours' fairly difficult motoring remained to trap the unwary, as well as the last of the road tests, the tricky and narrow ascent and descent of the Col de la Joux Verte, very twisting and with somewhat ropery tarmac, but with time allowances for the 19 km. generous enough that no fewer than 11 crews were clean. Actual scratch times were:

1, Walter, 17 m. 57.0 s.; 2, Thuner, 18 m. 35.2 s.; 3, Greder, 18 m. 51.9 s.; 4, Gass, 19 m. 03.8 s.; 5, Andersson, 19 m. 09.1 s.; 6, Herrling, 19 m. 09.3 s.; 7, Moon, 19 m. 41.0 s.; 8, Moon, 19 m. 59.1 s.; 9, Larrousse (Renault 1093) 20 m. 37.8 s.; 10, Mauris, 20 m. 38.0 s.

The rest of the day's road section included one press-on bit over the Colombière and the Croix-Fry, but by and large it was just a question of guarding oneself against careless errors of tired minds; and so ultimately the rally came to the 1 km. circuit at Monthoux, in France but just outside Geneva, where there was a final speed test over five laps. Here are the best ten times:

1, Walter, 3 m. 52.8 s.; 2, Thuner, 3 m. 56.0 s.; 3, Greder, 4 m. 00.6 s.; 4, Herrling, 4 m. 05.4 s.; 5, Andersson, 4 m. 10.1 s.; 6, Österberg, 4 m. 11.5 s.; 7, Moon, 4 m. 12.2 s.; 8, Scaramiglia (Alfa Romeo G.S.V.) 4 m. 12.8 s.; 9, Macchi, 4 m. 12.9 s.; 10, Cavallari (Alfa Giulietta TI), 4 m. 14.2 s.

And so this excellent 36-hour event drew to its close with the 23 finishers out of 55 starters returning in convoy to the Geneva waterfront *parc fermé*.

RESULTS

1, Henri Greder/Martial Delalande (Ford Falcon Futura Sprint), 386.6; 2, Hans-Joachim Walter/Werner Lier (Porsche Carrera 2), 410.8; 3, Gunnar Andersson/Gunnar Haggbom (Volvo 122), 428.1; 4, Sylvia Österberg/Inga-Lill Edering (Volvo 122), 640.5; 5, Paul Macchi/Aldo Macchi (Saab 96 Sport), 721.9; 6, Jean-Jacques Thuner/John Greter (Triumph TR4), 731.0; 7, Gerard Larrousse/Jean-Claude Peray (Renault 1093) 1,071.0; 8, Hervé Laurent/Michel Billard (Renault 1093) 1,533.8; 9, Henri Ziegler/Malou Racle (Austin-Cooper) 1,622.8; 10, Bernard Mauris/Guy Grassin (Ford Cortina G.T.) 1,726.2; 11, Sir Peter Moon/John Davenport (Austin-Healey 3000), 1,770.2; 12, Christoph Herrling/Gerhard Wolany (Porsche Carrera 2), 1,778.5.

PARIS SALON

The 50th Paris Motor Show has no Novelties or New Fashions but Several New Cars are Displayed, Including Three Big British Marques

BY JOHN BOLSTER

Photography by GEORGE PHILLIPS



SIMCA 1000 with the very handsome Bertone sports coupé bodywork (above). This version of the successful Simca 1000, which is fitted with disc brakes, has yet to be marketed in this country.

PURPOSEFUL looking A.T.S., a rear-engined Grand Touring car powered by a 2½-litre V8 engine (left). The body was designed by Allemano, having very fierce lines.



THE Paris Salon is by far the oldest motor show in the world. It was first mounted in 1898, but as there have been interruptions, principally of Teutonic origin, the 1963 exhibition is in fact the 50th of the series.

France is very prosperous and the Salon must be regarded, first and foremost, as a display of her thriving motor industry. In this respect, it is certainly of considerable interest. Nevertheless, it is difficult to forget that Paris traditionally revealed the latest novelties and started new fashions. From these points of view, the Salon of 1963 is the dullest of the whole series. Certainly, new models, including three important British makes, are shown, but the prototypes, which were once a Parisian speciality, have gone, and the brilliant French coachbuilders no longer exist. It must be admitted that the Paris Salon is now merely a commercial exhibition, like Earls Court, and that the centre of gravity of the automobile art is situated at Turin.

After examining the French cars, and also driving most of them, it is apparent that a steady evolution is taking place. For tax reasons, very large cars are not built, but the four-cylinder engine, irrespective of size, tends to have five main bearings. The flat-twin engine—unknown in England—is still very popular in France, principally because it is less fussy than a small “four” when driven fast on long, straight roads. Conversely, it is less smooth when accelerating from low speeds and lacks refinement in town traffic. Irrespective of the number of cylinders, French cars, which used to be noisy, are now notably quiet, especially at high cruising speeds.

Front drive, rear engines, and the old “conventional” design are all to be found. Britain is still renowned for the finish of

her cars, but the French are catching up. On the average, the seats of the popular French cars are more comfortable for long journeys than those of equivalent British machines.

Perhaps no car has a more solid reputation than the Peugeot. It is therefore of great interest that this famous old firm has followed Simca and Renault in adopting the five-bearing engine. The unit is available with petrol injection, and it is likely that the full possibilities of this system will be realized, now that a “bottom end” has been designed which is virtually unbreakable. The Farina-designed coupé and cabriolet are attractive but cost nearly twice as much as the standard 404 saloon.

Renault have new engineering features which do not appear in the photographs. Notable among these are the 1,108 c.c. engine and a synchronized first speed for the Floride and Caravelle. It is extremely

MAKING its début at the Paris Show was a convertible example of the 4-litre Aston Martin DB5. A steel hardtop is available for the car, while it is claimed that the hood remains taut, wind and weatherproof.



interesting that the Régie are selling the Rambler under an agreement with American Motors. The saloon is being built at the Belgian Renault works, but the convertible is imported.

The Rambler is a conventional six-cylinder car of 3,205 c.c. with front engine, rear drive, and a back axle on helical springs. Small by American standards, it is both large and relatively expensive compared with typical French machines. The demand for such a car, in spite of the great cost of petrol, emphasizes the increasing wealth of many businessmen.

There are only detail refinements in the Citroën range, but Panhard show their brand new 24 model. This is a two-door 2+2 coupé of most attractive appearance. With extremely luxurious seats and numerous well-conceived details for the comfort of the occupants, the 24 must revive the fortunes of one of the world's oldest makes. A neat central gear lever at last replaces the device on the steering column, and the car is not expensive for a spectacular sports coupé. The CD model, based on the Le Mans Panhard, is an even more spectacular sports coupé. The racing light alloy brake drums, projecting through the wheels, are now a standard fitting.

Quite remarkable has been the recent growth of Simca, and the rear-engined 1000 has amazed even its manufacturers by its success on the export market. The very beautiful Bertone sports coupé, with disc brakes, has yet to be imported into England. The 1300 and 1500 models

have created a furore. Entirely conventional, they give a combination of performance and roadholding which is remarkable, the acceleration in particular being rather surprising. For their size, these substantial four to five seaters represent about the best value on the French market.

Though Britain's lead in moderately priced sports cars is not contested, France is slowly returning to this market. The Facel III now has the well-proved Volvo engine in place of the former twin-cam unit, which was perhaps somewhat fragile. Of patrician appearance, it is cheaper than the Austin-Healey 3000 in Paris, but costs about the same price as the equivalent Alfa Romeo model.

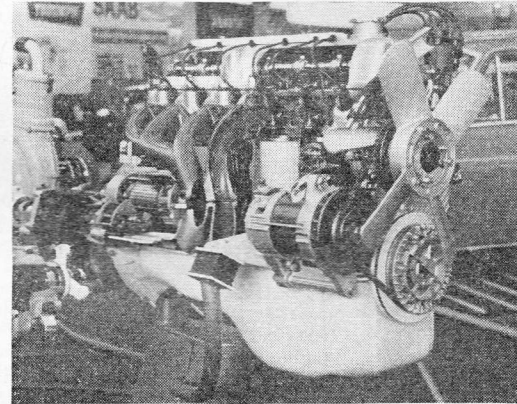
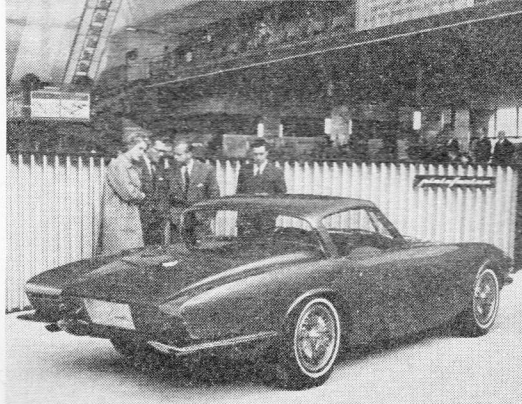
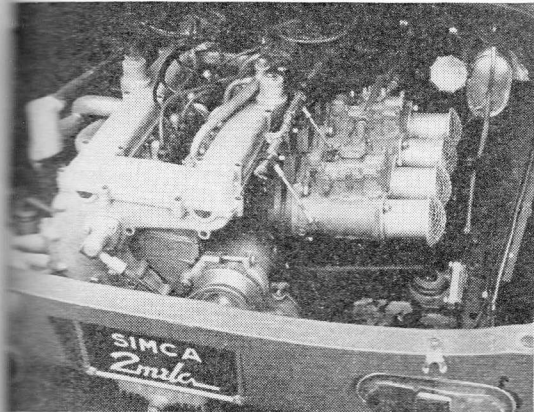
René Bonnet has forsaken Panhard and

Paris. However, there are two rare birds, which have been seen previously at Turin. One of these is the A.T.S., with coupé body by Allemano. This has the power unit in the central, Grand Prix position, the compact V8 being of 2½-litre capacity. The two seats are very far forward, the wire wheels have three-eared knock-on caps, and there are enormous air inlets in the body panels ahead of the rear wheels. This car is fierce rather than beautiful.

The other rare Italian car is the A.S.A., commonly called the baby Ferrari. This machine is shown with both open and closed two-seater bodies by Bertone, and it is difficult to decide which is the better looking. The wheels are knock-on Borrani light-alloy discs and the instrument panels, upholstery and external finish of these

engine. With five main bearings and an overhead camshaft, this is a very fine design and typical of modern advanced thinking. N.S.U. show both their transverse "four" and the Wankel, for which orders can now actually be accepted, one hears. The six-cylinder Porsche can be examined but not bought, though Huschke von Hanstein expects manufacture to start in the late spring. The Glas—previously Goggomobil—is called the Isard in France, and the little coupé looks as beautiful as it did in Frankfurt. Unfortunately, it is rather expensive on this market.

Supporting the exhibition of new cars is a display of historic vehicles. In general, the fabulous collection shown last year has not been equalled, but a description



ABARTH twin-cam engine for the new 2-litre G.T. car, featuring dual ignition and two Weber carburetters (left). PININFARINA-bodied Chevrolet Corvette Sting-Ray has more beautiful lines than the original car (middle). Pininfarina Junior can be seen on the right. FIAT 2300S engine is shown to advantage (right). This four-cylinder power unit propels one of the most delectable coupés produced in Italy.

makes sports cars with Renault power units. Although these machines are obviously out-and-out speed models, they unfortunately lack the artistic lines which are so desired by many prospective buyers. The "Le Mans" and the "Missile" are competitively priced front-drive small cars, and the "Djet" has the engine in the Grand Prix position. All the René Bonnet models have glass-fibre bodies and the Missile is based on the Renault R4 of 850 c.c. The Le Mans has a five-bearing 1,100 c.c. engine and four synchronized speeds, while the Djet has power unit options including the hemispherical head designs of Gordini. The body is elaborately streamlined.

The Alpine has a most attractive appearance and, as always, is quite remarkably well finished. Components of the rear-engined Renaults are used, which means that a range of engines and gearboxes is available. The two-seater coupé is very small and neat, while the GT4 is a 2+2 with practicable four-seater accommodation. Reasonably priced and with spares in every Renault garage, the Alpine is a very sensible sports car. The actual Le Mans and Tour de France cars are on display.

British cars which are to be released at Earls Court sometimes have a preliminary canter at the Salon. Among these, the new S-type Jaguar is being well received, for the independent rear suspension should be ideal for French roads. The Jaguar is highly regarded in France, and this type should gain a considerable following. The small Vauxhall, sold in Paris as the "Epic", is attracting considerable attention. Resembling the Taunus greatly, the Ford Corsair appeals by virtue of its very capacious body.

The Italian industry, which usually makes such a spectacular contribution to motor shows, is rather below strength in

cars are of the highest quality.

There is an impressive stand for the Abarth-Simcas, of which the 2-Mila, with its 2-litre, twin-cam, eight-plug engine, looks a veritable bomb. Abarth engines, with dual ignition and twin-choke Weber carburetters, are being supplied to various Formula 2 constructors. The big Iso-Rivolta coupé, American engine, is another Italian car which must have a very high performance. Not new, but of delectable appearance, the Fiat 2300 S coupé makes one long to get behind the wheel and set off for the other end of Europe.

Mercedes-Benz repeat the display which we saw at Frankfurt. It is most instructive to examine the sectioned B.M.W. 1800 T.I.

will appear in AUTOSPORT. A contingent of early cars arrived from England on the opening day. This mobile show was arranged in conjunction with the Veteran Car Club of Great Britain.

Perhaps the Paris Salon has less "atmosphere" than in days gone by. One misses the futuristic designs which seldom came to fruition and only Pininfarina keeps up the coachwork tradition, a long-tailed Chevrolet Corvette being something new, which has not appeared at previous shows. If Paris is less dramatic for the connoisseur, it is obviously a great success from a commercial standpoint. The Salon is very well presented, the stands are spacious, and the lighting shows up all the details of the exhibits.

CLEAN LINES of the A.S.A. G.T. car, which is shown here in open form. The very well finished Italian cars have Bertone-designed bodies.



LLOYD RUBY, veteran of seven years at Indianapolis, hard at work in his modified Ford-powered Lotus 19. He refused to admit that his win was revenge for "Lotus 29 treatment" recently received by the oval-track drivers!

Ward were off again driving their steady, non-wearing pace. Hill stalled his Lotus on the second row of the grid and everyone was out of sight before he finally got under way. Gurney starting from the fourth row of the seven-row grid, threaded his Genie-Ford around, through, and all but under and over every car in front of him to grab the lead by the second turn. Equally sensational, MacDonald had started from the last row with his repaired Cooper-Ford and was dicing with Gurney for first place by the third lap. Grant moved up to join the fray, leaving Ruby, Ward and Ridenour—his car now repaired—motoring serenely and confidently in the rear. On lap four MacDonald had the lead, two laps later Gurney was back in the pits, and Grant was in second. MacDonald dashed on, extending his lead to 30 secs. and then it was his turn to pit stop.

Grant, every bit the charger that Gurney and MacDonald are, saw the futility of such a frantic pace and eased off to conserve his car. He led from the 26th to the 41st lap, only four laps from the end, gradually building up a 45 secs. lead on Ruby, Ward and Ridenour. Then, for all his discretion, fate dealt him a cruel blow. There was probably no more than one nail on the entire 2.25-mile circuit—and he found it! As he limped into the pits with a flat tyre, Ruby, Ward, and Ridenour thundered by and with them went Grant's \$2,000.

Meanwhile Hill's Lotus had gone out with transmission troubles on lap 12, and Gurney had rejoined the race to finish in ninth spot. Grant got some new rubber and salvaged sixth place and \$300. Ruby took the chequered flag 17 secs. ahead of Ward, averaging 86.3 m.p.h. for the race, and Ridenour finished on the same lap with the leaders. Stan Burnett was fourth in a Ferrari Testa Rossa and Wester was fifth and first in the under 2-litre class, both of them one lap down on the leaders.

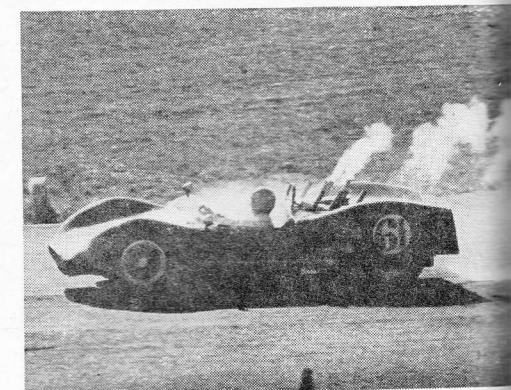
RESULTS

Heat One (45 laps, 101.25 miles): 1, Lloyd Ruby (Lotus-Ford 19), 45 laps in 1 h. 10 m. 12.0 s., 86.2 m.p.h.; 2, Rodger Ward (Cooper-Chevrolet), 1 h. 10 m. 20 s.; 3, Graham Hill (Lotus-Climax 23), 44 laps (1st up to 2-litres); 4, Don Wester (Porsche RS61), 44; 5, Stan Burnett (Ferrari TR), 44; 6, Paul Scott (Lotus-Climax 15), 41; 7, Lyle Forsgren (Forsgrin-Veloc), 40; 8, Jerry Matthews (Lotus-Climax 11), 39; 9, John Razzelle (A.C. Cobra-Ford), 38; 10, Dan Gurney (Genie-Ford), 37; 11, Don Jensen (Mariah), 37; 12, Jerry Grant (Lotus-Buick 19), 34; 13, Paul Reinhart (Genie-Chevrolet), 28.

Heat Two (45 laps, 101.25 miles): 1, Lloyd Ruby (Lotus-Ford 19), 45 laps in 1 h. 10 m. 11.5 s., 86.3 m.p.h.; 2, Rodger Ward (Cooper-Chevrolet), 1 h. 10 m. 28.5 s.; 3, Dave Ridenour (Genie-Buick), 45 laps; 4, Stan Burnett (Ferrari TR), 44; 5, Don Wester (Porsche RS61), 44 (1st up to 2-litres); 6, Jerry Grant (Lotus-Buick 19), 43; 7, Lyle Forsgren (Forsgrin Veloc), 39; 8, Jerry Matthews (Lotus-Climax 11), 38; 9, Dan Gurney (Genie-Ford), 35; 10, Paul Scott (Lotus-Climax 15), 35; 11, Don Jensen (Mariah), 31.

Fastest lap (In Qualifying, a new record): Bob Holbert (Cooper-Ford), 1 m. 26.5 s., 93.6 m.p.h. (During Race, a new race lap record) Dan Gurney (Genie-Ford), 1 m. 27.0 s., 93.1 m.p.h.

LOOKING more like a weapon of war, the Genie-Chevrolet of Paul Reinhart comes in to retire with broken piston rings.



Lloyd Ruby Wins Northwest G.P.

Indy Veteran Outlasts a Hot Field to Win the First of Three U.S. Pacific Coast Professional Car Races Near Seattle, Washington

BY GORDON H. MARTIN

SOME 33,000 fans watched successively faster cars drop by the wayside in both heats of the Northwest Grand Prix for sports cars on 27th September at Pacific Raceways in Kent, Washington, allowing Indy "500" and sports car racing veteran Lloyd Ruby to win both heats in a remodelled Lotus 19 powered by a V8 Ford engine. Ruby pocketed \$7,450 plus accessory money for a very steady drive in each of the 101.25-mile heats, averaging 86.2 m.p.h. for the first, and 86.3 m.p.h. for the second. Rather getting even for what Jimmy Clark has been doing to them on U.S. oval tracks, Rodger Ward, another "Indy driver", came in second in both heats, upsetting the road-racing contingent even more. Third behind Ward and his V8 Chevrolet-powered Cooper was 1962 World Champion Graham Hill in the first heat, aboard a borrowed 2.0 Climax-powered Lotus 23, and third in the second heat was Dave Ridenour of San Francisco in a V8 Buick-powered rear-engined Genie. While Hill's first in the up to 2-litre class in the first heat and fifth in the second heat was good for \$1,600 in prize money, best placed up to 2-litre winner in the second heat was California's Don Wester in a Porsche RS61, who took second in class in the first heat, for a total prize money of \$2,200. Among the race leaders who failed to go the distance were Dan Gurney, Bob Holbert (1963 U.S. Road Racing Champion), Dave MacDonald, and Jerry Grant. Attrition removed 12 of the 25 starters in the first heat and five out of 16 in the second heat.

Most of the excitement in pre-race qualifying and practice sessions was caused by 1963 Indianapolis winner Parnelli Jones and Innes Ireland. Jones, happy as a boy with a new kite, was about to enter his first sports car road race, but all through Thursday's practice and Friday's first qualifying session his Lotus 23 with its 2.5 Climax engine failed to arrive. He stood on one foot and then the other, and finally several of the other drivers let him get the feel of the track with their cars. Without getting a wheel out of line he cut some very hot laps and was even more anxious to get going in his own car.

Finally, two days late, Frank Arciero, a Los Angeles construction contractor, arrived with a car for Jones and one for Chuck Daigh. He'd been delayed by mechanical troubles with one of the tow cars, Daigh's Lotus 19 had been damaged by a piece of lumber that fell off a passing truck, and the nose of the Lotus 23 blew off in a wind storm. On top of that Jones got only 10 laps of practice when the Lotus 23 developed incurable engine noises and the oil pressure dropped to zero, leaving him a spectator for the weekend. He has high hopes of making the action at Riverside on 13th October, and Laguna Seca the week after.

Ireland's troubles were worse. He was entered in a Rosebud Team Lotus 19 from Texas, which was incredibly fast, thanks to a V12 3.0 Ferrari power unit. On his first lap of qualifying he broke the lap record and then for reasons yet to be determined, lost it on a 100 m.p.h. bend, spun off the course and crashed into a course marshal's Mercedes saloon. At first he was reported unconscious, but by the time he was pried loose from the totally demolished Lotus, he was talking to his rescuers. Reports from the hospital indicate that his most serious injury is a dislocated hip, but apparently it's still too early to tell when Ireland will be back in action.

Qualifying provided few surprises other than the fact that cars get faster each year. Holbert finally wrapped up the best time in one of Carroll Shelby's new "King Cobras", a remodelled Cooper with an Indy-type V8 Ford power plant. Holbert turned a 1 min. 26.5 secs. compared with 1962's fastest qualifier, Masten Gregory, in a Lotus 19 at 1 min. 29.2 secs., and Gurney's record lap of last year, also in a Lotus 19, at 1 min. 28.9 secs. Gurney got the

Genie-Ford down to 1 min. 27.2 secs., for a spot on the first row between Holbert and Jerry Grant who got his Lotus-Buick 19 around in 1 min. 27.9 secs.

Ruby showed his style by making the second row with a 1 min. 28.2 secs., as did Dave MacDonald, Shelby's other team driver along with Holbert, who got the Cooper-Ford onto the clocks at 1 min. 28.3 secs. Chuck Daigh (1 min. 29.4 secs.) shared row three with two other California boys, Paul Reinhart (1 min. 29.8 secs.) in a Genie-Corvette and Dave Ridenour (1 min. 30.2 secs.) in a Genie-Buick. Graham Hill, who had raced the previous day at Mosport in Eastern Canada, started from the sixth row in the 2.0 Lotus-Climax 23 qualified by its owner Roy Winkelmann.

First Heat

WHEN the thundering herd of 30 cars had been unleashed and disappeared from view all eyes were on the distant turn and first glimpse of the race leader. With the lead changing three times on the first lap, the public address description was utter chaos. Finally Gurney screamed into view with Holbert four lengths back, followed by MacDonald and Ruby. Gurney had the bit between his teeth and lengthened his lead further, recording laps at around 1 min. 27 secs. Then Holbert drove into the pits on the fourth round, where he stayed for the rest of the day, except for a few fitful laps that simply proved Shelby's new cars had teething troubles.

When MacDonald pitted on the sixth lap with the same water pump problems as Holbert, Shelby's bolt had been shot and Gurney had 30 seconds in hand over Ruby and Grant. Ward was having a go with Ridenour, which he finally won just as Grant pitted for oil. On the next lap Gurney limped into the pits and the first three were now Ruby, Ward and Ridenour. Ward tried to do something about Ruby, but could get no closer than three seconds and crossed the finish line some eight seconds back. Ridenour retired with a broken half-shaft 10 laps from the end and Graham Hill moved up to third place and first in the under 2-litre class, although a lap down on the leaders. Wester was fourth overall and second to Hill in class.

Second Heat

ATTRITION was the story again in the second heat. When the flag dropped Ruby and



ANOTHER "ONE-TWO" FOR B.R.M.

**Graham Hill Wins Grand Prix of U.S.A. at Watkins Glen—Richie Ginther Runner-up
Jim Clark's Handicap—Only Eight Cars Running at the End—Bad Luck of John Surtees**

By GREGOR GRANT

Photography by OZZIE LYONS

BEFORE a record crowd of about 60,000, Graham Hill (B.R.M.) won the Grand Prix of the U.S.A. at Watkins Glen on 6th October, at an average speed of 109.91 m.p.h. Into second place came his teammate Richie Ginther, followed by Jim Clark (Lotus-Climax) and Jack Brabham (Brabham-Climax).

Jim Clark's Lotus-Climax stalled on the line, and the field had completed the first lap before he managed to start. A tremendous tussle for the lead developed, featuring Hill, Surtees, Ginther, Gurney and McLaren. Surtees went in front on lap 6, and the race became a duel between him and Hill. Graham fell back (after taking the lead twice) due to a broken anti-roll bar.

It looked to be Surtees's race, but the Ferrari was abandoned after 81 laps with a broken valve spring. Hill went on to victory, followed by team-mate Richie Ginther, who, like Hill, drove a superb race.

Clark made a come-back, despite his handicap, to finish in third place ahead of Jack Brabham, who lost over a lap when his car slid into a ditch. Fifth place went to Bandini (Ferrari), and the inevitable de Beaufort took a championship point with his veteran Porsche. Also running at the

CROSSING the line after his magnificent win in the American Grand Prix is Graham Hill in his B.R.M. (above). Starter Tex Hopkins, complete with lavender-coloured suit, is in mid-air in his enthusiasm to flag the winner. A helicopter hovers overhead.

★

WHAT'S he thinking about? Graham Hill after his victory is surrounded by cameramen in the press box, where he had gone for shelter!





tised on the spare interim car. He and Clark were the only drivers to get under 1 min. 14 secs., with 1 min. 13.7 secs. and 1 min. 13.9 secs. respectively.

A fine gesture on the part of B.R.M., was to lend a spare engine to Reg Parnell, so that Rodger Ward could get a drive. The "Indy" driver had only had a few laps; although he had never seen the circuit before, nor even sat in a Lotus-B.R.M., he got down to 1 min. 19.2 secs. Masten Gregory in the Lola-Climax returned 1 min. 15.6 secs. and de Beaufort, with a

THE START (left) with Graham Hill away first (Clark's Lotus wouldn't start and had to be pushed to the pits for treatment). On the second row are John Surtees and Richie Ginther.

IN THE MIDDLE of their tremendous struggle for supremacy, John Surtees leads Graham Hill (below), although the situation was probably different seconds after.

end was Peter Broeker in the Canadian, Ford-powered Stebro.

Fastest lap, and a new record, was made by Jim Clark. Of the 21 starters, only eight were running at the finish.

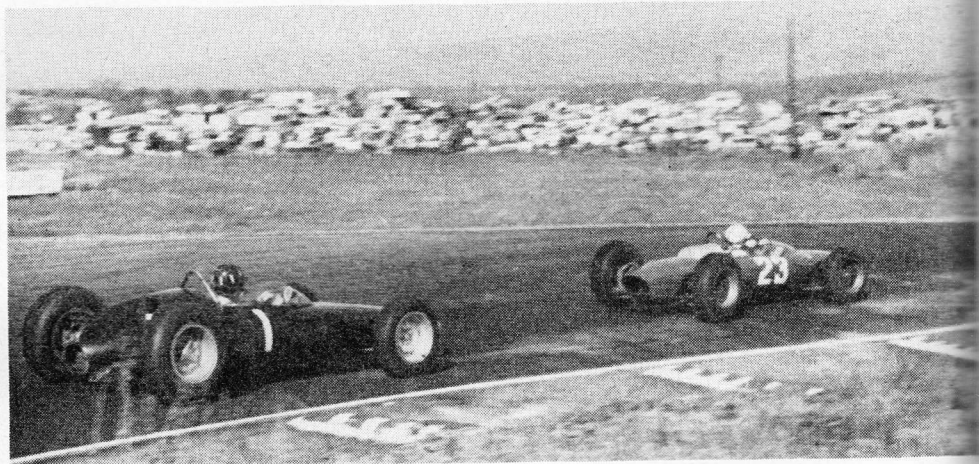
AFTER a morning of heavy black clouds and a threat of rain, the weather cleared for Friday's practice. Out came the sun, and all the glorious tints of autumn were revealed, predominantly russet red.

There was a full turn-out, Phil Hill had Lucas fuel injection on his A.T.S.; John Surtees produced the Ferrari "Aero"; the B.R.M.s of Graham Hill and Richie Ginther were the older-type cars, the monocoque having been left at Bourne.

In the first session, Jim Clark's 1 min. 15 secs. lap record remained unbroken, but the "Flying Scotsman" managed to equal it. Next best were Dan Gurney (Brabham-Climax) with 1 min. 15.5 secs., John Surtees (Ferrari), 1 min. 15.7 secs., Richie Ginther (B.R.M.), 1 min. 17 secs. and Tony Maggs (Cooper-Climax), 1 min. 17.5 secs.

However, the record soon took a considerable beating with Graham Hill (B.R.M.) doing 1 min. 13.7 secs., Jim Clark, 1 min. 13.6 secs., John Surtees, 1 min. 14.4 secs. and Richie Ginther, 1 min. 14.6 secs.

Surtees brought his time down to 1 min. 13.6 secs., Ginther did 1 min. 14 secs., and Phil Hill recorded 1 min. 17.3 secs. with the A.T.S. Baghetti's car developed serious engine bothers, Rodger Ward's



Lotus-B.R.M. fractured a camshaft and de Beaufort's Porsche broke the crankshaft.

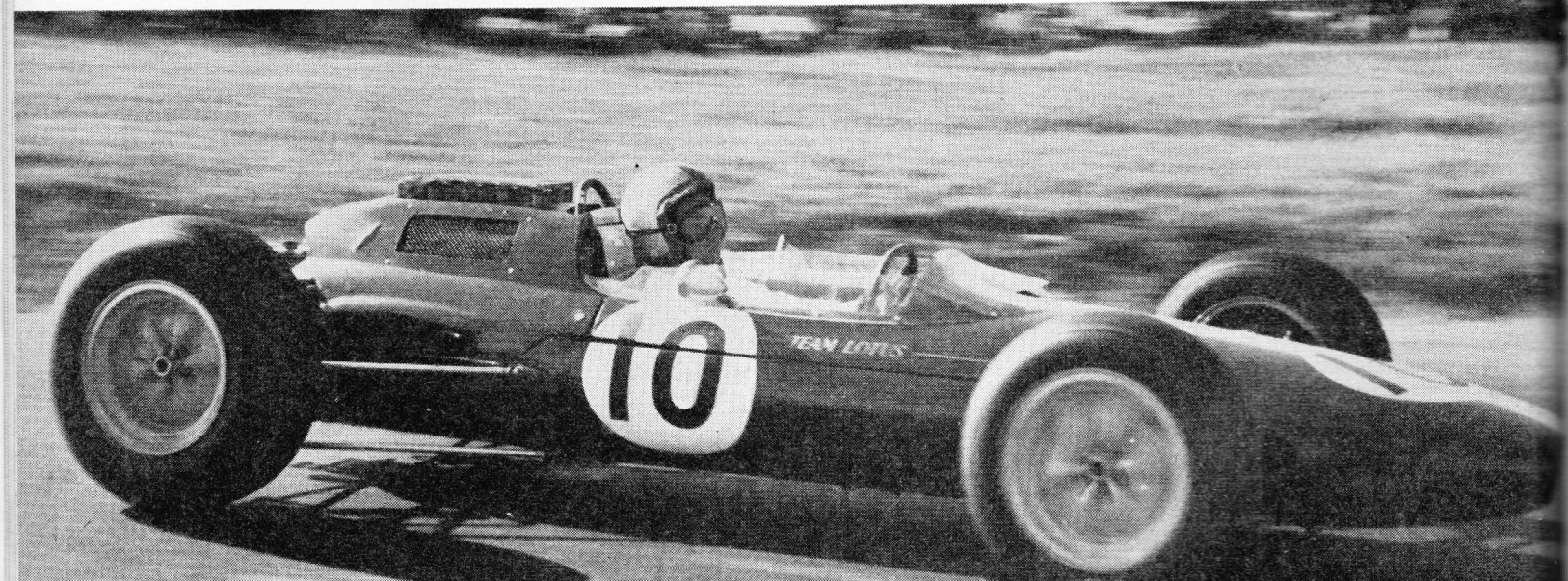
Saturday was a day of brilliant sunshine, with the temperature up in the middle seventies. After Peter Broeker in the Canadian-built, Cosworth-powered Stebro had deposited oil on various parts of the circuit, there was a considerable delay. In consequence training was extended 30 mins., to the delight of the exceptionally large crowd.

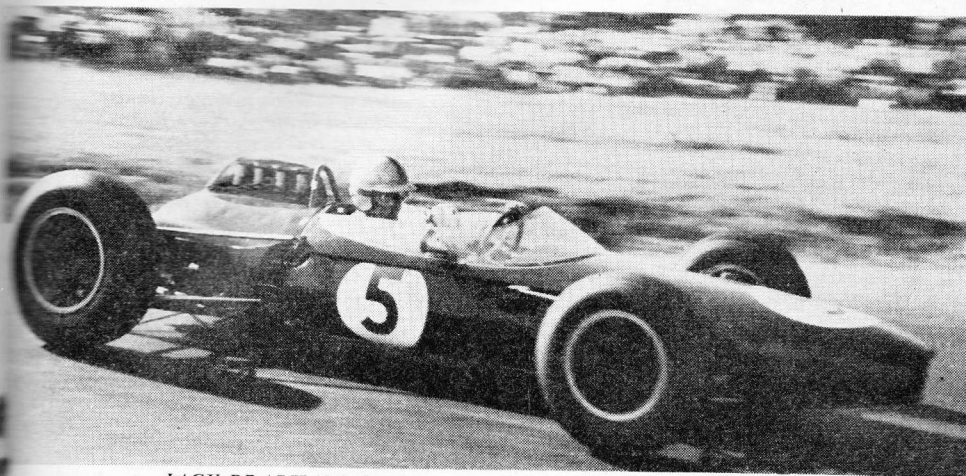
Surtees had the radius rods anchorage come adrift on the new Ferrari, and prac-

new engine installed, appeared towards the end of practice. Phil Hill's A.T.S. suffered from continual misfiring.

Trevor Taylor's Lotus popped back through the air-intakes and caught fire. This was quickly extinguished, but over-eager onlookers who crowded round the car did not seem to realize the danger of a fuel tank possibly exploding. They were dispersed by police with the aid of fierce, snarling alsatian dogs. The latter obviously hadn't read F.I.A. regulations relating to the banning of animals on race circuits!

FIRST GRANDE EPREUVE for Pedro Rodriguez, winner of the Canadian Grand Prix only a week earlier. The young Mexican certainly got to grips with his works Lotus and was well up until his engine gave up the unequal struggle.





JACK BRABHAM, despite a somewhat troublesome ride in his Brabham-Climax, secured fourth position and three points towards the World Championship.

STARTING GRID

8 Jim Clark (Lotus-Climax) 1 m. 13.5s.	1 Graham Hill (B.R.M.) 1 m. 13.4s.
2 Richie Ginther (B.R.M.) 1 m. 14.0 s.	23 John Surtees (Ferrari) 1 m. 13.7 s.
6 Dan Gurney (Brabham-Climax) 1 m. 14.5 s.	5 Jack Brabham (Brabham-Climax) 1 m. 14.2 s.
17 Masten Gregory (Lola-Climax) 1 m. 15.6 s.	9 Trevor Taylor (Lotus-Climax) 1 m. 15.6 s.
4 Tony Maggs (Cooper-Climax) 1 m. 15.8 s.	24 Lorenzo Bandini (Ferrari) 1 m. 15.8 s.
11 Jo Bonnier (Cooper-Climax) 1 m. 16.3 s.	3 Bruce McLaren (Cooper-Climax) 1 m. 15.9 s.
14 Joseph Siffert (Lotus-B.R.M.) 1 m. 16.5 s.	10 Pedro Rodriguez (Lotus-Climax) 1 m. 16.5 s.
26 Jim Hall (Lotus-B.R.M.) 1 m. 17.7 s.	25 Phil Hill (A.T.S.) 1 m. 17.1 s.
22 Hap Sharp (Lotus-B.R.M.) 1 m. 20.0 s.	18 Rodger Ward (Lotus-B.R.M.) 1 m. 19.2 s.
26 Giancarlo Baghetti (A.T.S.) 1 m. 25.2 s.	12 Carel Godin de Beaufort (Porsche) 1 m. 22.3 s.
21 Peter Broeker (Stebro-Ford) 1 m. 28.6 s.	

ON race day vast crowds were at the circuit many hours before the start, basking in glorious sunshine, and thousands of cars crammed every available parking space. From all over U.S.A. they came, and there was a huge influx of enthusiasts from Canada.

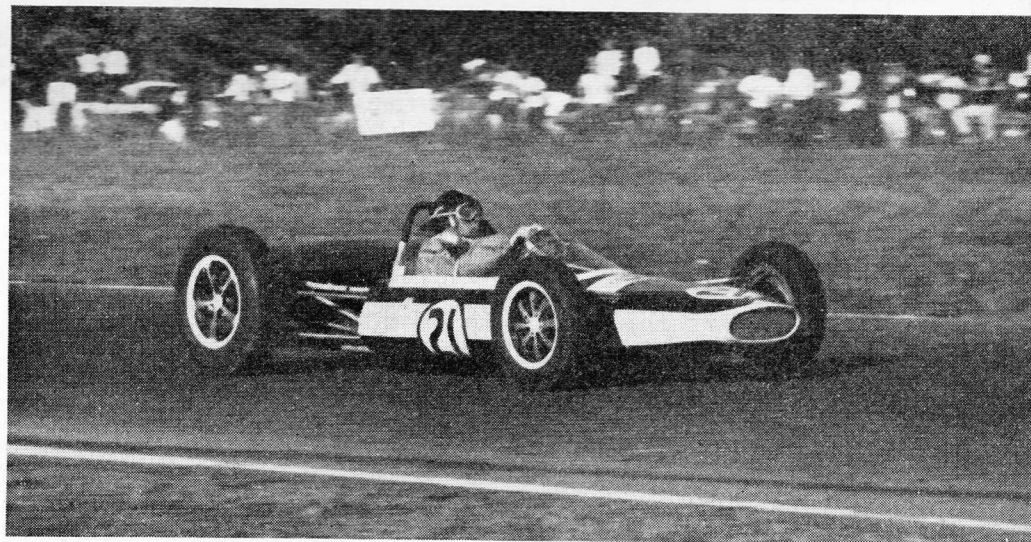
Drivers were paraded round the circuit in 1964 Ford convertibles, with Stirling Moss in a Shelby A.C. Cobra. Fords had gone in deep, giving away thousands of sun-hats bearing the "Lively Ones" slogan, adopted for the current range. A few minutes before the start, Baghetti's A.T.S. was being pushed up and down the paddock. Eventually the engine fired, and the Italian joined the rest of the field in the assembly area.

Engines were started, and with one minute to go, the cars were pushed to their places on the grid. Tex Hopkins got his flag ready, but before the "Lavender Hill Mobman" did his spectacular leap, the unfortunate Clark's engine died, and the Lotus was wheeled to the pits as the pack screamed off with Hill and Ginther taking the lead. Mechanics worked desperately on the high-pressure fuel pump, and also changed the battery.

Then round came the leaders to complete lap 1, in the order Hill, Ginther, Surtees, Gurney, Brabham, Maggs, McLaren. Tail-enders de Beaufort and Broeker had already passed when Clark darted off. Baghetti's A.T.S. failed to complete a lap.

In front the boys were really mixing it, with only one second separating the first four. On lap 5, Surtees ripped past Ginther for second place, and next time round, the red Ferrari was in the lead, with Gurney in third place, ahead of Ginther. Next came Brabham and Maggs, then a dicing quartet comprising Gregory, Rodriguez, Taylor and McLaren.

Rodger Ward, in trouble with his gears, spun out at the pits turn, but managed to restart. With eight laps gone, Hap Sharp



INTERESTING ENTRY was the Canadian-built and Ford-powered Stebro driven by Peter Broeker. After a consistent run the outclassed car finished seventh, 22 laps behind the winner.

abandoned his Lotus-B.R.M. with a broken tappet. Phil Hill walked back to the pits when an oil pipe split out on the circuit—so A.T.S. were already *hors course!*

Jack Brabham joined the leading group, and Maggs had Rodriguez on the tail of his Cooper. Clark was tearing round in a great hurry, having already overtaken several of the tail-enders, but he was not gaining an inch of road on Surtees and company. The leading quintet had got well away from the second group, and at 12 laps, Gregory's Lola was 18 secs. behind Brabham.

The battle in front had the huge crowd tense with excitement. This was real Grand Prix racing, and already the race average was over 108 m.p.h. It was not

Reg Parnell's day, for Masten Gregory's engine developed a horrid-sounding rattle, and the Lola was retired with shot bearings.

Graham Hill put on the pressure, and swept past Gurney for second place, and challenged Surtees for the lead. At 20 laps, Colin Chapman hung out a sign to Jim Clark "— 107 Surtees", meaning that the Ferrari was 1 m. 47 secs. ahead. The race order read:

- 1, Surtees (Ferrari), 25 m. 29.0 s., 108.32 m.p.h.
- 2, Hill (B.R.M.), 25 m. 30.9 s.
- 3, Gurney (Brabham), 25 m. 32.4 s.
- 4, Brabham (Brabham); 5, Ginther (B.R.M.); 6, Rodriguez (Lotus); 7, McLaren (Cooper); 8, Maggs (Cooper); 9, Taylor (Lotus); 10, Bonnier (Cooper); 11, Bandini (Ferrari); 12, Siffert (Lotus); 13, Hall (Lotus), 19 laps; 14, Clark (Lotus), 19; 15, Ward (Lotus), 18; 16, de Beaufort (Porsche), 18; 17, Broeker (Stebro), 16.

McLaren took Rodriguez on lap 22, and Bonnier, Bandini and Taylor were locked in combat. In front, the Surtees-Hill duel became even more intense, whilst Ginther re-passed Brabham. Dan Gurney was still a definite threat, holding third position.

Clark was 100 secs. behind Surtees on lap 27, and five laps later he set up fastest lap of the race, and a new circuit record with 1 min. 14.5 secs., 111.14 m.p.h.

Meanwhile, on lap 31, Hill snatched the lead back from Surtees, and in so doing, Bandini was doubled. Surtees was back in first place next time round, but on lap 34, the B.R.M. was again in front, only to cede the leadership once more on the following tour.

Trevor Taylor walked back to the pits, having abandoned out on the circuit with ignition failure. Behind the first five, Rodriguez, McLaren and Maggs were fighting it out in front of Bonnier. Only nine cars were still on the same lap.

Next casualty was Rodriguez, who came

into the pits in a cloud of steam. Water was added, but immediately vanished. Piston breakage was diagnosed, so the Mexican was out.

Bonnier was doubled on lap 37, and Clark had moved up to 10th place behind Bandini. At 40 laps the order was:

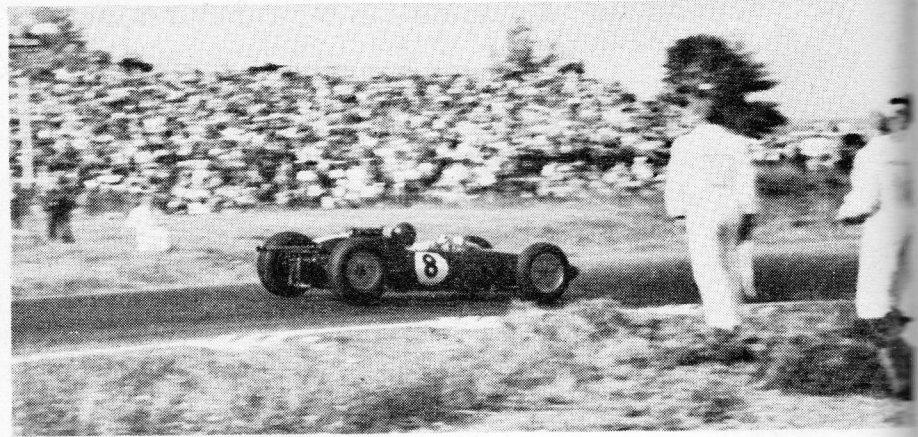
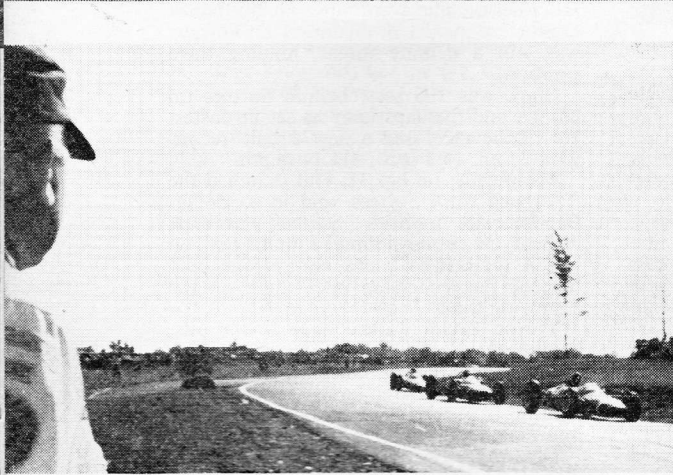
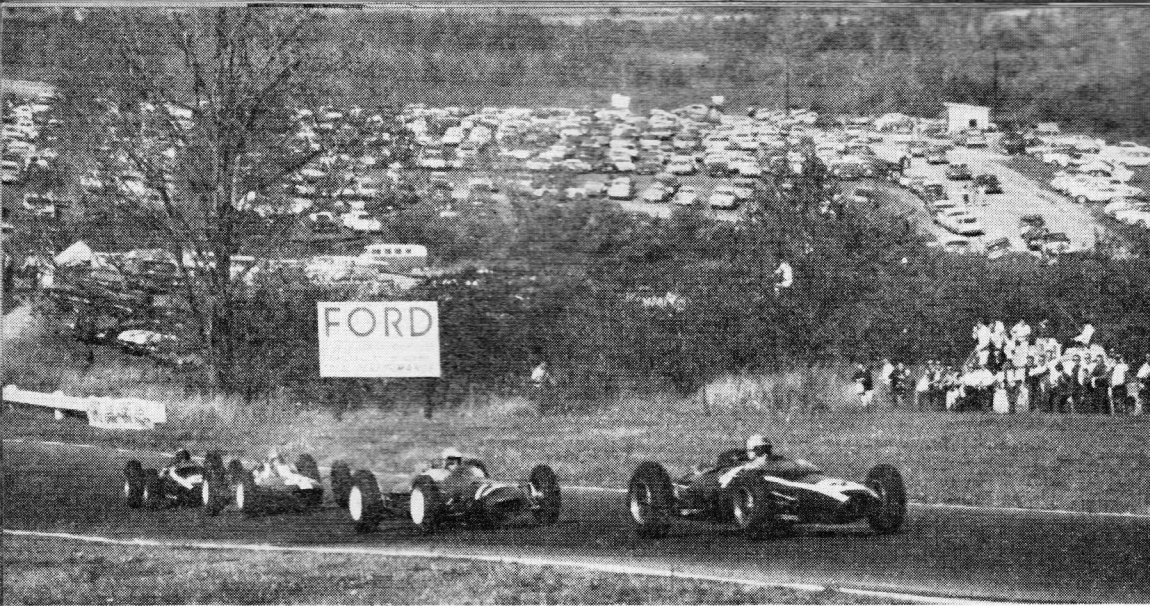
- 1, Surtees, 50 m. 39.8 s., 109.01 m.p.h.
- 2, Hill, 50 m. 40.8 s.
- 3, Gurney, 50 m. 47.4 s.
- 4, Ginther; 5, Brabham; 6, McLaren; 7, Maggs; 8, Bonnier, 39 laps; 9, Bandini, 39; 10, Clark, 39; 11, Siffert, 39; 12, Hall, 38; 13, Ward, 37; 14, de Beaufort, 37; 15, Broeker, 32.

Gurney had been pointing to his front suspension for several laps. He came in with a wishbone broken away from the frame, and no fuel pressure. Next retire-

STRING of Formula 1 cars in close quarters provided a thrill for the spectators, whose cars can be seen in the background (left). Tony Maggs leads Masten Gregory, Pedro Rodriguez and Bruce McLaren.

OFFICIAL watches the Surtees/G. Hill partnership about to lap Bonnier (below, left).

JIMMY CLARK at speed but, for once, not in the lead (below, right). His Lotus lost a lap at the start but the 1963 World Champion pressed on to great effect and, after setting a new circuit record, finished third.



ment was Maggs, with something wrong with the engine timing. The valiant Ward, struggling with seized gear selectors, also abandoned.

Hill was also in trouble with immense under-steer due to an anti-roll bar coming adrift, so Surtees gradually pulled away. Ginther was leaving Brabham behind, and on lap 46, fifth man McLaren was doubled by Surtees, and Clark had taken Bonnier for sixth position—a remarkable comeback!

Brabham's engine was fluffing badly, but he was still lapping around 1 min. 16 secs. With 57 laps gone, Clark took McLaren for fifth place, and three tours later Surtees doubled Bandini for the second time. At 60 laps the order was:

- 1, Surtees, 1 h. 15 m., 47.9 s., 109.24 m.p.h.
- 2, Hill, 1 h. 15 m. 52.0 s.
- 3, Ginther, 1 h. 16 m. 24.0 s.
- 4, Brabham; 5, Clark, 59; 6, McLaren, 59; 7, Bonnier, 59; 8, Bandini, 58; 9, Hall, 57; 10, de Beaufort, 53; 11, Broeker, 48.

The Canadian Broeker was circulating with only top gear in operation, and with no clutch. Ward rejoined the race, but soon gave up the struggle to find gears. Surtees continued to increase his lead over Hill, so chief interest centred on the efforts of Clark to catch Brabham.

McLaren came in with a loose fuel connection, then stopped again with a clutch hydraulic pipe broken. A battery was replaced, but the Cooper was not firing on all eight, and was finally retired. The 80 laps order was:

- 1, Surtees, 1 h. 40 m. 49.9 s., 109.49 m.p.h.
- 2, Hill, 1 h. 41 m. 04.3 s.
- 3, Ginther, 1 hr. 41 m. 45.1 s.
- 4, Clark, 79; 5, Brabham, 79; 6, Bandini, 77; 7, Hall, 76; 8, de Beaufort, 71; 9, McLaren, 70; 10, Broeker, 64.

Bonnier was in the pits having a broken rear damper replaced. Surtees and Hill

had doubled Bandini for the third time, and Hall for the fourth. Jack Brabham lost a lap when he slid into a ditch, so Jim Clark was even more firmly in third spot.

With Surtees driving a masterly race, followed by the imperturbable Hill, Ferrari hopes were high. Alas, they were soon to be dashed, for at the end of 81 laps, the red car was stationary and silent in the pits. It was thought to be a broken valve spring, but may have been a fractured injector-nozzle which dropped into the engine. John was terribly disappointed, particularly after having held the lead for so long.

So B.R.M.s were one-two, with Graham Hill easing off a trifle, having over 40 secs. in hand over his team-mate Ginther. The latter was doing a splendid job, and some rapid calculations showed that, barring accidents, he could not be caught by Clark.

The race drew to its close. Jim Hall had vanished from the fray, and Bonnier reappeared. Brabham, despite a fluffing engine, closed up on Jim Clark, then passed him. Most people believed that the Australian had taken third place, but the Brabham was a lap in arrears.

Graham Hill went on to victory in the fastest race ever run at Watkins Glen. In Victory Lane, he was mobbed by scores of photographers, and later sought refuge in the Kendall press-box. With a jubilant Ginther runner-up, it was certainly a joy-day for the men of Bourne.

RESULTS

- 1, Graham Hill (B.R.M.), 2 h. 19 m. 22.1 s., 109.91 m.p.h.
- 2, Richie Ginther (B.R.M.), 2 h. 19 m. 56.4 s., 108.41 m.p.h.
- 3, Jim Clark (Lotus-Climax), 109 laps, 107.39 m.p.h.
- 4, Jack Brabham (Brabham-Climax), 108, 106.48 m.p.h.
- 5, Lorenzo Bandini (Ferrari), 106, 105.01 m.p.h.
- 6, Carel Godin de Beaufort (Porsche), 99, 97.34 m.p.h.
- 7, Peter Broeker (Stebro-Ford), 88, 86.42 m.p.h.

- 8, Jo Bonnier (Cooper-Climax), 85, 83.51 m.p.h.
 - 9, John Surtees (Ferrari)*, 82.
 - 10, Jim Hall (Lotus-B.R.M.)*, 76.
 - 11, Bruce McLaren (Cooper-Climax)*, 74.
- * Retired but classified.
Fastest lap: Jim Clark (Lotus-Climax), 1 m. 14.5 s., 111.14 m.p.h. (circuit record).

Retirements

- Baghetti (A.T.S.), Engine, 0 laps.
P. Hill (A.T.S.), Broken oil pipe, 4.
Sharp (Lotus-B.R.M.), Broken tappet, 6.
Gregory (Lola-Climax), Engine bearings, 14.
Taylor (Lotus-Climax), Ignition, 24.
Rodriguez (Lotus-Climax), Loss of water, 36.
Gurney (Brabham-Climax), Suspension and fuel pump, 42.
Ward (Lotus-B.R.M.), Gearbox, 44.
Maggs (Cooper-Climax), Engine-timing, 44.
Siffert (Lotus-B.R.M.), Engine, 56.
McLaren (Cooper-Climax), Fuel pump, 74.
Hall (Lotus-B.R.M.), Engine, 76.
Surtees (Ferrari), Engine, 82.

WORLD CHAMPIONSHIP OF DRIVERS

1. Jim Clark	.. .. .	51*
2. Richie Ginther	.. .. .	28*
3. John Surtees	.. .. .	22
Graham Hill	.. .. .	22
5. Bruce McLaren	.. .. .	14
6. Dan Gurney	.. .. .	12
7. Tony Maggs	.. .. .	9
Jack Brabham	.. .. .	9
9. Innes Ireland	.. .. .	6
10. Lorenzo Bandini	.. .. .	4
11. Jo Bonnier	.. .. .	3
Jim Hall	.. .. .	3
Gerhard Mitter	.. .. .	3
14. Carel Godin de Beaufort	.. .. .	2
15. Trevor Taylor	.. .. .	1
Lodovico Scarfiotti	.. .. .	1
Joseph Siffert	.. .. .	1

WORLD CHAMPIONSHIP OF CONSTRUCTORS

1. Lotus-Climax	.. .. .	51*
2. B.R.M.	.. .. .	36*
3. Ferrari	.. .. .	24
4. Cooper-Climax	.. .. .	21
5. Brabham-Climax	.. .. .	18
6. B.R.P.-B.R.M.	.. .. .	6
7. Porsche	.. .. .	5
8. Lotus-B.R.M.	.. .. .	4

* Six best performances.

CLUB NEWS

By ROBERT GRANT

THE Maidstone and Mid-Kent M.C. are promoting the Harold Sharp Rally on 2nd November. The rally will be modelled on a national rally and in 100 and 120 miles of terrain in S.E. England. All controls will be located by map references which will be handed out a quarter-of-an-hour before the start. Timing will be by sealed watches and time cards will be used and given to competitors at each control. It is hoped to have a marshal for every mile of the route, so those who make a mistake will suffer accordingly. Eligible clubs for the event are the London M.C., Ashford (Kent) M.C., B.A.R.C., Bexley L.C.C., Rochester, Chatham and D.M.C., Sevenoaks and D.M.C., Folkestone and East Kent C.C. and the Tunbridge Wells M.C. All entries should be sent to R. A. Abery, Yonder, 85 Dargets Road, Walderslade, Chatham, Kent, not later than 26th October. . . . The Maidstone and Mid-Kent M.C. are also promoting a restricted driving tests meeting at Maidstone on 27th October. Invited clubs are the Kentish Border C.C., Tunbridge Wells M.C., Rochester, Chatham and D.M.C., Margate and D.M.C., Folkestone and East Kent C.C., Bexley L.C.C., Seven-Fifty M.C., Sevenoaks and D.M.C., Eastbourne and D.M.C. and the B.A.R.C. (S.E. Centre). Both specials and trials cars are eligible for this event. Last date for entries is 21st October and regs. are obtainable from Mrs. E. Waugh, The Glen, College Avenue, Maidstone, Kent. . . . The Craven M.C., A.W.R. E.M.C. and the Bracknell and D.M.C. are co-promoting the President's Cup Rally on 9th-10th November. This is a closed event and entries should be sent to Mrs. Yvonne Warren, 105 London Road, Reading, Berks, not later than 2nd November. . . . The

Lancashire and Cheshire C.C. in conjunction with the B.R.S.C.C. (N.W. Centre) and the Mid-Cheshire M.C. are co-promoting their annual Economy Run at Oulton Park on 2nd November. The event is closed and there are six classes including one for those vehicles powered by diesel engines. All competitors will be required to carry a passenger who will act as an observer to check that no additional fuel will be added during the course of the run. All entries should be sent, before 28th October, to T. H. Rowe, 11 Fairview Road, Timperley, Cheshire. . . . The Jaguar D.C. are organizing the seventh annual Autumn Rally on 23rd-24th November. The route will be over some 225 miles of Derbyshire countryside and it is a closed event. The event is said to cater both for experts and novices. All entries should be

sent to Mrs. Paddy Hyde, 75 Baker Street, London, W.1. . . . The Vintage S.C.C. are promoting, first, the Ulster Night Rally on 25th October, which will start near Belfast and is open to Edwardian, Vintage and P.V.T. cars. (details from B. R. Nelson, 31 Glenhugh Park, Saintfield Road, Belfast) and, second, the Eastern Rally on 10th November. This event, as the previous one, is a closed event and is open to Vintage and P.V.T. cars and will be a purely navigational rally. Regs. may be obtained from Tim Carson, 3 Kingsclere House Stables, Kingsclere, Newbury, Berks. . . . The Ulster A.C.'s Go-As-You-Please Rally will be held on 26th October and it is a closed event. Entries close on 18th October and are available from Ulster A.C., 16 Bedford Street, Belfast 2.

COMING ATTRACTIONS

FOREIGN EVENTS

- 13th October. *RIVERSIDE GRAND PRIX*, California, U.S.A. (S.).
20th October. *PACIFIC GRAND PRIX*, Laguna Seca, California, U.S.A. (S.).

BRITISH EVENTS

- 12th October. *Bugatti O.C. Sprint*, Wellesbourne, near Stratford-upon-Avon, Warwickshire. Starts 11 a.m.
12th-13th October. *West Hants and Dorset C.C. National Bournemouth Rally*. Starts Taunton, Somerset.
Atomic Energy Research Establishment M.C. Rallye Atomique. Starts Aldermaston, Berks, at 10 p.m.
Shenstone and D.C.C. Buxton Trophy Rally. Starts Bull's Head Inn, Shenstone, near Lichfield, Staffs, at 8 p.m.
Tunbridge Wells M.C. 13th Wells Night Rally. Starts Southern Counties Car Auction Centre, Tunbridge Wells, Kent, at 9 p.m.
R.A.F.A.M.C. (N.W. Centre), Metrovick M.C. and Urmoston A.C. Inter-Club Rally. Starts Hutton Service Station, Hutton, Derbyshire, at 12.30 a.m.
Kemet M.C. Towcester Cup Rally. Starts M. W. Groom and Sons, Central Garage, Towcester, Northants, at 10.30 p.m.
Pembrokeshire M.C. Harrison-Allen Rally. Starts Whitland, Carmarthenshire, at 10.30 p.m.

- Cavendish C.C. Fiona Ellison Trophy Trial*. Starts Phil Simister's Service Station, Tytherington, Macclesfield, Cheshire, at 12 midnight.
Eastern Counties M.C. Miniature Rally. Starts Coe's Garage, Crown Street, Ipswich, Suffolk, at 12 midnight.
Dudley and D.C.C., Coltec M.C. and C.C., Birmingham University M.C., Owen Organization M.C., Walsall C.C. and Dudley Police C.C. Moonlight Flit Rally. Starts Warstones Service Station, Penn, Wolverhampton, Staffs, at 10.30 p.m.
13th October. *B.R.S.C.C. (Midland Centre) Race Meeting*, Mallory Park, near Hinckley, Leics. Starts 1.45 p.m.
Seven-Fifty M.C. National Hill-Climb, Wiscombe Park, Southleigh, near Colyton, Devon.
B.A.R.C. (Yorkshire Centre), East Yorkshire C.C. and Jaguar D.C. Hill-Climb, Oliver's Mount, Scarborough, Yorks. Starts 1.30 p.m.
Maidstone and Mid-Kent M.C. Bossom Trophy Trial. Starts Mote Park, near Maidstone, Kent, at 10.30 a.m.
Sussex C.C., Southsea M.C., Sporting VW O.C., Sevenoaks and D.M.C., Winchester and D.C.C. and Eastbourne and D.M.C. Production Car Trial. Starts W.D. Land, Weavers Down, M.R. 169/804313, at 10.30 a.m.
Lothian C.C. Autocross. Starts Callands House, Romannobridge, at 1 p.m.

Circle C.C. and B.A.R.C. (S.E. Centre) BRANDS HATCH SPRINT

FINE weather and good times characterized the jointly promoted Circle Car Club and B.A.R.C. (S.E. Centre) Brands Hatch Sprint on 29th September. B.T.D. went to Mike Crabtree, once again pursued closely by Clive Lacey.

The 850 c.c. Mini class was dominated by R. V. Mason driving the Mini that holds the class record in the hands of Ken Costello. Mason recorded 2 mins. 23.4 secs., over 9 secs. faster than Clive Trickey's similar car. Class 2, 851-1,000 c.c., was a walk-away win for Gerry Marshall in his Group 2 Austin-Cooper with a time of 2 mins. 22.2 secs. from

were C. J. Parkinson and Tony Larkin, both similarly mounted; however, Phil Morris's Mk. 1 Jaguar with modified E-type engine would have been a strong contender, but for difficulty with Druids on both runs, finishing up by revolving twice.

Nick Ramus in his pretty Sprite managed the excellent time of 2 mins. 18.4 secs. from R. W. Byrne's latest Ginetta in the up to 1,000 c.c. class for G.T. cars. Norman Surtees, driving Harry Epps's Elite, won the 1,001-1,300 c.c. G.T. class by 0.2 sec. from Adrian Chambers's similar car. Mike White was particularly fast in a pretty special-bodied Sprite, recording 2 mins. 12.4 secs. The largest and widest selection of entries and models was the 1,301-2,500 c.c. class for G.T. cars. The victor was Dr. R. A. Crawford driving his once new Elan in 2 mins. 15.4 secs. Unfortunately, a nasty prang put paid to his second run; luckily the driver was unhurt, but the car looked very secondhand when retrieved from the trees at Druids. Second fastest was the Elva of M. Collins, followed by Litchfield's Morgan. Anne Pearce had the distinction of being the only female driver, recording 2 mins. 43.4 secs. in a very neat, well-judged run in an Alpine G.T. David Howard steamed round beautifully in his E-type to clock 2 mins. 13.0 secs., followed by G. M. Allfrey's well presented Austin-Healey 3000. Clive Lacey and Bobby Bell in Merlyn and Lotus 7 respectively battled for the sports cars up to 1,000 c.c. class, with the former winning by 0.4 sec.

Hairily interesting car in class 11 was David Beckett's Lister-Jaguar which was driven bravely to record 2 mins. 4.6 secs., a second slower than Mike Crabtree's Lotus-Climax; another excellent time was Ted Crocker's 2 mins. 6.6 secs. in his Lotus. Thus came to an end an enjoyable day's motor sport. Both clubs are to be congratulated for a well run, hitch-free meeting. G. D. R. M.

RESULTS

B.T.D.: M. J. Crabtree (Lotus-Climax 7), 2 m. 3.4 s. Touring Cars up to 850 c.c.: 1, R. V. Mason (Austin Mini), 2 m. 23.4 s.; 2, C. Trickey (Morris Mini), 2 m. 33.2 s.; 3, C. R. Wilson (Austin Mini), 2 m. 48.6 s. 851-1,000 c.c.: 1, G. D. R. Marshall (Austin Mini-Cooper), 2 m. 22.2 s.; 2, R. A. Harding (Morris Mini-Cooper), 2 m. 28.8 s.; 3, M. J. Windebank

(Morris Mini-Cooper), 2 m. 29.8 s. 1,001-1,300 c.c.: 1, K. Costello (Austin Mini-Cooper S), 2 m. 17.6 s.; 2, G. Lawrence (Morris Mini-Cooper S), 2 m. 18.2 s.; 3, J. W. Dunster (Austin Mini-Cooper S), 2 m. 21.2 s. 1,301-1,600 c.c.: 1, J. R. Bloomfield (Ford Cortina), 2 m. 28.4 s.; 2, C. J. Parkinson (Ford), 2 m. 33.2 s.; 3, A. C. Larkin (Ford Cortina G.T.), 2 m. 35.2 s. G.T. Cars up to 1,000 c.c.: 1, C. N. Ramus (Austin-Healey Sprite), 2 m. 18.4 s.; 2, R. W. Byrne (Ginetta-Ford G4), 2 m. 20.2 s.; 3, R. Hodgson (Austin-Healey Sprite), 2 m. 33.4 s. 1,001-1,300 c.c.: 1, N. Surtees (Lotus Elite), 2 m. 7.4 s.; 2, A. P. Chambers (Lotus Elite), 2 m. 7.6 s.; 3, M. H. White (W.S.M. Sprite), 2 m. 12.4 s. 1,301-2,500 c.c.: 1, Dr. R. A. Crawford (Lotus Elan), 2 m. 15.4 s.; 2, M. Collins (Elva Courier), 2 m. 18.2 s.; 3, M. S. P. Litchfield (Morgan Plus 4), 2 m. 18.8 s. Over 2,500 c.c.: 1, D. Howard (Jaguar E), 2 m. 13.0 s.; 2, C. M. Allfrey (Austin-Healey 3000), 2 m. 21.8 s.; 3, C. D. J. Rennie (Austin-Healey 3000), 2 m. 24.8 s. Sports Cars up to 1,000 c.c.: 1, C. L. Lacey (Merlyn-Ford Mk. 4), 2 m. 4.4 s.; 2, R. H. Bell (Lotus-Ford 7), 2 m. 4.8 s.; 3, H. A. Appleby (Lotus-B.M.C. 7), 2 m. 22.4 s. 1,001-1,600 c.c.: 1, M. J. Crabtree (Lotus-Climax 7), 2 m. 3.4 s.; 2, E. C. Crocker (Lotus-Ford 7), 2 m. 6.6 s.; 3, R. C. Rye (Lotus-M.G. Mk. 6), 2 m. 8.4 s.

MIDLANDS M.E.C. WELLESBOURNE SPRINT

PRACTICE for the Midlands M.E.C.'s recent Wellesbourne Sprint was enlivened by a few spins—two by Malcolm Eaves in the Lotus 20. Quite a deal of grass-cutting was carried out as newcomers to the course tried to find the correct way through the complicated system of drums.

Ken Humphries proved to be the fastest of the Lotus 7s in Class 8c, although after one run he was over a second behind Lane's similar car. Class 8b saw the usual tussle between Malcolm Eaves and John Axon. Malcolm's first run of 1 min. 9.3 secs. looked a bit casual after John made 1 min. 7.9 secs., but the Lotus 20 had the stops out on the second run and screamed round in 1 min. 6.5 secs. John's second run in the Kieft-J.A.P. looked to be a good one until he tried a little too hard and spun at the second bend.

RESULTS

B.T.D.: M. Eaves (Lotus-Ford 20), 1 m. 6.5 s. Class Winners: B. Williams (Ford Cortina); M. Trimble (Mini-Cooper); G. Ward (Jaguar 3.8); A. E. Belcher (A.-H. Sprite); G. Ward (Daimler SP250); T. Costello (Jaguar E); K. Vickery (Jomo 750); J. B. Moore (Warwick 1172); K. Humphries (Lotus 7); M. Eaves (Lotus-Ford 20).



GERRY MARSHALL attacks Paddock Bend with vigour on his class-winning run in his Group 2 Austin Mini-Cooper.

R. A. Harding in his Morris version. The 1,001-1,300 c.c. class was notable for the hairy Cooper S-types belonging to Ken Costello and George Lawrence, Costello winning with a fine run of 2 mins. 17.6 secs. from Lawrence's 2 mins. 18.2 secs. Mac Ross had two spins on his first run in a borrowed Mini-Cooper, but put this to rights on his second attempt.

J. R. Bloomfield's Cortina was skilfully conducted to record 2 mins. 28.4 secs. in the 1,301-1,600 c.c. class. His nearest opponents

SHUNPIKER—The Best Organized in the Country?

Fylde M.S.G. Event Provides Another Win for McBride/Barrow (Anglia 1500)

THE severe winter weather experienced early this year caused the postponement of the Fylde M.S.G. Shunpiker Rally from its February date to October, and the intervening six months had obviously been put to good use by the organizers. In all departments, except in the publication of results, the layout was superb, and the indicating of the route must surely be the most comprehensive ever undertaken for a British club event. Such a first-class event deserved a first-class entry (which it had), and some top-class performances were turned in by all those who were anxious to improve their championship standings. In spite of a puncture and a little baulking, Reg McBride and Don Barrow lost only nine minutes on the road section, and about three minutes on the varied special stages, to win by a clear margin from Harper/Crellin in their faithful old Sprite, and Simister/Robson (Cortina G.T.). Another outstanding performance was that of David Fuswell, who had best aggregate time on the special stages (his navigator, Neville Nelder, prefers to draw a veil over the rest of the proceedings!).

There were two starts—from Newton-le-Willows in Lancashire, and from Bromsgrove—and the two columns met up at an airfield near Wem in Shropshire for the first Special Stage, where it was noted that Henry Taylor had non-started in a Lotus Cortina, while Anne Hall was making a welcome return to British rallying with her own Anglia 1200

of the Radnor forest from Monachty to Kinnerton, which effectively removed many of the remaining clean sheets, as the forest road is in prime condition at this time of the year—with several deep gulleys for good measure. A circuit of Old Radnor and Gladestry followed, modified by last-minute weather difficulties and very twisty, which led onto sheet 141 and one or two tricky sections before the petrol halt at Bishops Meadow, Brecon. The approach to control 14 near Hay on Wye proved too difficult for Margaret Oakden/Yvonne Hilton (VW), who lost 16 minutes searching for the correct route. The exit from control 14 was very testing for everyone, as the prescribed route (assisted by direction arrows) involved the steep descent of about half a mile of glutinous grassy track to Moity farm, where 5 m.p.h. (sideways) was about normal. Many crews including Tony Cox, Brian Harper and Phil Simister dropped one, while a discouraged McBride dropped two to return a first half score of nine penalties.

At Bishops Meadow an anxious C. of C. Brian Melia greeted early arrivals, fearing clean sheets, but hearing the best score had been claimed by Tony Cox on two minutes, with Phil Simister on three and Brian Harper on five. Anne Hall arrived with a badly "nerfed" front wing, caused in an argument with a bridge.

The second half of the event opened with a brisk thrash up to the Eppynt Ranges, where the second long special stage was set in 11 minutes (and there was fog on the hills!). No one achieved bogey time, though McBride must have had exceptional radar to lose only 1 min. 3 secs., and Norman Harvey on 1 min. 12 secs., while most of our ordinary mortals were over 1½ minutes late.

The route then led over the "Vales hairpins" at Llanfair-an-y-Bryn, and led near Alicarm over the hills to "Grimshaw's bridge" near Llansawel on map 140. From here there was an entertaining thrash north through Farmers and the deep ford which caught more of the Minis, before the Sarn Helen Roman Road was used to approach Llanfair Clydogan from the north-east. From here local knowledge among "circus navigators" became a little thin, and Seigle-Morris disappeared from the head of the column into the wilderness for a while. By the time sheet 127 was unfolded we were all concentrating hard, feeling the way across the maze of tracks through Mynydd Bach, which were cleaned only by McBride, and the skirting of Aberystwyth to another old battle-ground at Old Goginan, then to the hidden hairpins under "Old Mile" and the problem of approaching Salem from the east on "uncharted roads"! The best way seemed to "follow your nose" and hope to find some "Shunpiker arrows" but in one case in a gravel-strewn wilderness it was very difficult to find the correct route which in any case involved the ascent of a steep grassy track (and it was raining hard!). McBride was led straight through this section by an unsuspecting clerk of the course, but Seigle-Morris became an unwilling *chicane* again, when his C41 clad Lotus failed to climb the hill, while Anne Hall swept past on the moor side using armfuls of opposite lock! This hill was the downfall of several crews, including Roy Kirkham who was stuck for at least 25 minutes in a mass traffic jam.

The third special stage led north-east from Talybont, and was just possible for a few Coopers with Fuswell being 12 seconds inside the 7 minute 50 second bogey. The rallying as such was now over, and a long trek back to Chester via Bwlch-y-Groes and three more tests were all that remained. Test Form was held on Llantisilio mountain, where Tony Fisher was in charge of the timing, and was "cleaned" only by John Evans's Mini-Cooper. After this test we then discovered that the famous pond is now dry, and that there are two paths across its bed in the dry season! Special stage Five was the ascent of the Old Horseshoe slate quarries, quite possible when tackled in broad daylight and on mainly dry roads, and enlivened by the offhand parking of the local farmer's car, and attacks from stray sheep. The passage of the Worlds End mountain road as Test Six completed the rally, where Fuswell again put up best time through the bumpy ford at the hairpin, with

Brian Harper 0.2 sec. behind, beating Halliwell into third place.

Breakfast and results were laid on at the Mollington Banastre Hotel near Chester where there was an interminable wait for results, which did not appear until after noon, and even then were incorrect in several details! Finally, at 1 p.m. the prizes were distributed by Brian Melia and Graham Marrs, who rightly received a great show of appreciation from the assembled competitors.

What a wonderfully organized event, with a good route and excellent marshalling! The only thing needing improvement for 1964 is the results service—the route could stay exactly as it was last week!

GRAHAM ROBSON.

RESULTS

1, R. McBride/D. Barrow (Ford Anglia 1500), 12 m. 2 s.; 2, B. Harper/R. Crellin (Sebring Sprite), 13 m. 31 s.; 3, P. Simister/A. A. G. Robson (Ford Cortina G.T.), 13 m. 59 s.; 4, P. Cox/K. Burns (Mini-Cooper S), 14 m. 2 s.; 5, Mrs. A. Hall/Mrs. S. Taylor (Ford Anglia 1200), 16 m. 41s.; 6, G. Halliwell/M. Wood (Mini-Cooper S), 28 m. 4 s. Team Award: D. Fuswell/N. Nelder (Mini-Cooper S); B. Harper/D. Crellin and P. Cox/K. Binns (432 M.C.). Best aggregate time on Special Stages: D. Fuswell (Mini-Cooper S).

VICKERS-ARMSTRONGS (HURN) C.C. WEST HANTS & DORSET C.C.

WOOLBRIDGE C.C.

553 C.C.

BOURNEMOUTH M.C.

SALISBURY C.C.

SEPTEMBER RALLY

FIFTY-ONE CREWS started from the Hurn Car Park to cover a 120-mile course of the Vickers-Armstrongs (Hurn) C.C. September Rally on 28th-29th September, which included 67 timed controls, with no other route checks. An extremely tight route faced competitors, as can be seen from the fact that 26 one-minute sections were included. The pressure was on right from the start, but most of the leading crews only lost the odd minute, until control 17 on Plain Heath airfield caught out most crews with a tricky direction of approach.

Some recently surfaced roads through Forestry Commission land south of Stoney Cross did not prove so difficult as the map indicated, but more trouble was to come on Stoney Cross airfield, again with directions of approach. After some more Forestry roads in Ringwood Forest the secret check between controls 35 and 36 caught nearly everyone out. The route cards instructed crews to use tarmac roads only, and this check was situated at the apex of a hairpin bend, 20 yards short of which was a gravel path cutting off the corner. A slight easing of the pressure led across to the Cranborne Chase area north of Blandford, and finally to the "sting in the tail," 10 controls in 19 minutes nearly all on white farm roads around Badbury Rings.

The fastest car over the route was Ben Smallsham/Colin Hoare in the ex-Graham Hill Zephyr, losing only 1 minute but incurring 3 fails mainly due to wrong direction of approach on the airfields. The winner, Rex Plyer, motored more sedately but visited all controls and checks correctly.

The rally was co-promoted by West Hants and Dorset C.C., Woolbridge C.C., 553 Car Club, Bournemouth M.C. and Salisbury C.C. JOHN HOLCOMBE.

RESULTS

1, R. Plyer/G. Badger (Morris 1100), 0 fails, 45 m.; 2, D. Jackson-Smith/R. Lintott (Morris-Cooper), 1, 3; 3, G. Pugh/C. Wareham (Herald), 1, 13; 4, J. Bradley/Mrs. J. Bradley (Herald), 1, 65; 5, B. Keeping/M. Hickman (Morris-Cooper), 2, 5; 6, M. Hunt/M. Irwin (Saab), 2, 14; 7, G. Worsfold/J. Holcombe (Anglia), 2, 15; 8, J. Diffey/B. Weeks (Morris Mini), 2, 22; 9, K. Ross/P. Scouler (Morris-Cooper), 2, 23; 10, A. Miller/P. Millett (Anglia), 2, 24. Novice Award: K. Kelso/Mrs. Kelso (Morris Mini), 2, 57. Team Award: M. Hunt/M. Irwin and A. Miller/P. Millett, 4, 38.

HUNTING A.C. HUNTERS MOON RALLY

28th-29th September

RESULTS

1, G. Broome/R. D. Dyer (Austin-Healey Sprite); 2, P. Rowcroft/R. Bottomley (Ford Cortina G.T.); 3, G. A. Balson/A. Dryden (Mini-Cooper S); 4, D. R. Salmon/D. Wingate (M.G. 1100); 5, J. A. Durban/C. E. White (Sunbeam Rapier); 6, F. F. Clarke/J. Hedderley (Lotus Elite).



LOTUS CORTINA of David Seigle-Morris/Mike Butler during a special stage in the Talybont area, Cardiganshire.

(and managed to exchange a badly savaged front wing for fifth place overall). This first stage was of three miles set at 3 mins. 50 secs., and was enlivened for some early runners by the presence of a "civilian" A60, driving against the stream! This was definitely a Mini-Cooper S benefit, for the fastest three cars were all of this model, driven by John Evans (8 secs. late), Halliwell (11) and Fuswell (16).

After a halt in Meifod for petrol, the real rallying began at about 10.30 p.m. in the hills above the village. The first few stages were definitely "on" but Reg McBride suffered a puncture on a six-minuter and lost his first two minutes of penalty at once.

Immediately after Control 5 near Manaford there is a very deep ford, which on Saturday night was in roaring spate, and surprised David Seigle-Morris (Lotus Cortina), who lost his engine in midstream and stopped, thus causing a very effective chicane for Simister and McBride who were next to arrive. David managed to move the Lotus aside (on the starter motor), and Simister bravely ploughed into the flood, upstream, and emerged dripping and triumphant on the other side! McBride was not so lucky, and completed the ford Ford blockage, which was only solved by one-Barrow power (an auxiliary which is not to be marketed!). Another victim of the water was David Fuswell's Mini-Cooper S, beginning an unhappy night for once.

Several long and tight sections led south across map 128, culminating in the crossing



FIVE GREAT VICTORIES

BELGIAN GRAND PRIX

1st Jim Clark

**LOTUS
COVENTRY
CLIMAX**

DUTCH GRAND PRIX

1st Jim Clark

**LOTUS
COVENTRY
CLIMAX**

FRENCH GRAND PRIX

1st Jim Clark

**LOTUS
COVENTRY
CLIMAX**

BRITISH GRAND PRIX

1st Jim Clark

**LOTUS
COVENTRY
CLIMAX**

ITALIAN GRAND PRIX

1st Jim Clark

**LOTUS
COVENTRY
CLIMAX**

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ALWAYS LOOK TO ESSO FOR THE BEST

Charterhall Surprise

New Lap Record to Jackie Stewart

BY W. K. HENDERSON

As the track surface narrows due to the encroachment of moss at Charterhall, so the meetings at this circuit seem to improve. This was borne out by the excellent final meeting organized by the Winfield Joint Committee on Sunday, 29th September, with five eight-lap car races. Despite a very strong wind and overcast skies at the beginning of the meeting, a reasonable crowd attended and saw Jackie Stewart smash the absolute lap record for the circuit with the Ecurie Ecosse Cooper Monaco, finally leaving it at 92.07 m.p.h.

The first event for 25 sport cars up to 1,300 c.c. found John Romanes back on form with his Lotus 23, gaining the first corner ahead of James Mackay's Shannon Lotus, but the extra 200 c.c. of the latter got him in front, and the Shannon Lotus was never again challenged. Thereafter, Romanes duelled with John Blades (B.B.K.-Climax) and Gordon Jones (Marcos), to finish in that order.

When the 14 car field of over 1,300 c.c. G.T. cars lined up, Jackie Stewart took pole position with the Ecurie Ecosse Tojeiro-Buick, but the clerk of the course had some doubts as to whether this was the car he had practised on (and which had crankshaft trouble). Further doubts were cast, when, at the one-minute signal, two mechanics rushed across and filled it up with a gallon of oil; the scrutineers were called and they confirmed that this was, in fact, the second Tojeiro. However, the start was delayed slightly while the car was scrutineered and allowed to proceed.

As expected, when the field was unleashed the Ecurie Ecosse car took the lead, but Eric Liddell was going great guns in the Jaguar E, and took Stewart on Lap 2, while the Tojeiro seemed to slow down, being passed by Ronnie Morrison (Jaguar E) who could not catch the flying Liddell. Next Gordon Durham (Porsche Carrera) moved into third place as Stewart slowed even further, finally to be signalled into the pits on the fifth lap with a plug lead adrift.

While this was taking place, many were astonished that R. M. Scarth's admittedly rough sounding Jaguar E could not catch George Percival's all-independent Ford Anglia, at least until his gear stick broke off on lap 4. On lap 6 the blue Jaguar was passed by the well-driven Elva Courier of Malcolm Wayne, as Liddell extended his lead with a fastest lap of 81.8 m.p.h.

When the racing cars appeared on the grid, Jackie Stewart was again in pole position, this time driving the Cooper Monaco, and sharing the front rank with an Irish line-up of Malcolm Templeton (1.6 Lotus 22), Tommy Reid (Lotus 22) and Luke Duffy (Cooper F.J.).

JACKIE STEWART, the young Scottish driver who has been making a name for himself this year, piloted the Ecurie Ecosse Cooper Monaco to two wins, setting up a new track record of 92.07 m.p.h. while he was about it.

In the rush up the straight to Lodge, Julian Sutton shot his Lotus 23 from row two into the corner, with rubber smoke pouring from locked wheels, ahead of Stewart, Jock Russell (Lotus F.1) and Templeton (Lotus 22).

Stewart hustled the blue Monaco into the lead by lap two as Adam Wyllie annexed third spot in his Lotus 27 with Tommy Reid benefiting from conscientious practice taking fourth. Willie Forbes (Lotus 22) lay fifth, with Templeton hovering close behind, as John Romanes (Lotus 23) fought and eventually won a spirited duel with Tom Sleigh (Lola). Meanwhile, Jackie Stewart was lapping faster and broke through the 90 m.p.h. lap barrier, making a 91.60 m.p.h. fastest lap.

The following sports car event again brought out Stewart with the Cooper Monaco, and getting quickly back in the groove scorched around Charterhall, well in the lead from Julian Sutton once again, to set the absolute lap record at 92.07 m.p.h.—looking very safe and steady all the way.

Tom Sleigh (Lola) held a secure third, ahead of Morrison's Jaguar E, which tried a different line round Tofts each lap, but in front of Durham's Porsche and Wayne's Elva Courier.

With the sun setting, the final event brought out the small saloons and G.T.s up to 1,300 c.c. From the flag fall Gordon Jones made no mistakes in taking over the lead with the Marcos, followed by Bill Thompson (Elite), making a welcome re-appearance, then John Milne (M.G. Midget), who was fast through the corners.

The real battles were in the small car class with the Austin-Coopers of Miss Michaelle Burns-Grieg and R. D. McCutcheon attempting to outbrake each other into Lodge, and neither prepared to give way as they scrambled through the corner side by side—with the lady taking to the stubble on one occasion! This was after Bill Borrowman packed in early, the standard clutch he had been sent for his Austin-Cooper not being up to racing conditions. Brian Coyle had his Morris-Cooper attacked by a horn which detached itself from a preceding car, and came through his windscreen.

This race was a fitting climax to this well-running meeting.

RESULTS

Sports Cars up to 1,300 c.c.: 1, J. Mackay (Shannon Lotus-Climax), 81.60 m.p.h.; 2, J. L. Romanes (Lotus-Ford 23); 3, J. Blades (B.B.K.-Climax). **Fastest lap:** Mackay, 83.7 m.p.h. **Grand Touring Cars over 1,300 c.c.:** 1, E. Liddell (Jaguar E), 78.94 m.p.h.; 2, R. Morrison (Jaguar E); 3, G. Durham (Porsche Carrera). **Fastest lap:** Liddell, 81.80 m.p.h. **Racing Cars. Overall Winner:** J. Y. Stewart (Cooper-Climax Monaco). **Up to 1,100 c.c.:** 1, A. R. Wyllie (Lotus-Ford 27), 85.63 m.p.h.; 2, T. D. Reid (Lotus-Ford 22); 3, W. Forbes (Lotus-Ford 22). **Over 1,100 c.c.:** 1, J. Y. Stewart (Cooper-Climax Monaco), 89.83 m.p.h.; 2, J. Sutton (Lotus-Ford 23); 3, M. Templeton (Lotus-Ford 22). **Fastest lap:** Stewart, 91.60 m.p.h. **Sports Cars over 1,300 c.c.:** 1, J. Y. Stewart (Cooper Monaco), 89.60 m.p.h.; 2, J. Sutton (Lotus-Ford 23); 3, T. E. Sleigh (Lola-Climax). **Fastest lap:** Stewart, 92.07 m.p.h. **Touring Cars up to 1,000 c.c. and G.T. Cars up to 1,300 c.c. Overall Winner:** G. M. Jones (Marcos-Climax). **Touring Cars:** 1, Miss M. Burns Grieg (Austin-Cooper), 70.31 m.p.h.; 2, R. D. McCutcheon (Austin-Cooper); 3, A. Barton (Morris 1000). **G.T. Cars:** 1, G. M. Jones (Marcos-Climax), 77.25 m.p.h.; 2, W. A. Thompson (Lotus Elite); 3, J. E. Milne (M.G. Midget). **Fastest lap:** Jones, 79.70 m.p.h.

OXFORD M.C. CHIPPING NORTON SPRINT



ROBERT BODLE had a go in his Volvo PV544, a renowned rallying car, and proceeded to beat a Ford Cortina and a Sunbeam Rapier in the 1,700 c.c. saloon car class. A few years ago Bob Bodle was well-known as the entrant for David Piper's various Lotuses.

A FULL entry of 75 turned out for the Oxford M.C. Sprint at Chipping Norton Aerodrome, together with a further eight reserves. Although the weather did not seem promising during practice in the morning, the rain managed to keep off with a few bright periods during the afternoon. An encouraging crowd of spectators, estimated at 1,000, turned up for what proved to be an excellent event.

The course used during practice was 880 yds. long, being the same length which was used last time at Chipping Norton three years ago. Best time during practice was 26.38 secs. by C. G. Gray in an Austin-Healey 3000 with works mods. The course consists of a wide perimeter track which starts with a 250 yd. straight followed by a right kink, a short straight, a further right-hander which tightens up as the camber goes finishing after a further straight.

Unfortunately, since the track was last used, the land had been handed back by the Air Ministry to individual farmers so that at one point a fence now runs across the track some 200 yds. after the old finish. After a Cooper nudged the straw bales in front of it during practice, the finish line was put back about 50 yds., so subsequent times bore little relation to practice times.

After lunch as spectators gathered, the last competitors had their second run. T. Blunt had a slight moment when his Mini spun on the bend. When timed runs took place no one managed to lose it, disappointing the spectators at the bend!

No other incidents happened during the timed runs although Kim Argyle (TR3) finished rather too zealously, braking viciously and spinning backwards into the straw bales. Apart from one false start everything went very smoothly, results via the electric timing gear being immediately announced over the P.A. All too soon, the two runs were over, people wending their way home after a thoroughly enjoyable day out.

ROBIN FOSTER.

RESULTS

B.T.D.: R. Fry (Ferrari 250GT), 24.51 s. **Touring Cars up to 1,200 c.c.:** 1, P. Thornley (Mini), 31.00 s.; 2, P. Catton (Anglia 1200), 32.15 s.; 3, T. Goodwin (100E), 32.72 s. **Mini-Coopers and Modified Touring Cars up to 1,200 c.c.:** 1, K. Kemsley (Cooper), 27.94 s.; 2, A. Biore (Cooper), 28.13 s.; 3, P. Axtell (Cooper), 28.82 s. **1,200 to 1,700 c.c.:** 1, R. Bodle (Volvo PV544), 28.27 s.; 2, M. Edwards (Cortina GT), 29.13 s.; 3, B. Entwistle (Rapier), 29.59 s. **Over 1,700 c.c. and Sports over 3,000 c.c.:** 1, N. Bomford (Healey Silverstone), 26.17 s.; 2, T. Hodges (Jaguar 3.8), 27.73 s.; 3, Mrs. L. Kulkarni (Zephyr), 35.09 s. **Sports and G.T. Cars up to 1,100 c.c.:** 1, R. Joseph (Turner), 26.68 s.; 2, R. Groves (Sprite), 26.87 s.; 3, R. Fry (Mini-Cooper S), 27.31 s. **1,101 to 2,000 c.c.:** 1, J. Sharp (M.G.A.), 25.15 s.; 2, J. Hopkins (T.V.R.), 27.48 s.; 3, J. Huggins (Lotus Cortina), 27.55 s. **2,001 to 3,000 c.c.:** 1, R. Fry (Ferrari 250GT), 24.51 s.; 2, C. Gray (Austin-Healey 3000), 24.85 s.; 3, A. Charnell (Austin-Healey 3000), 25.27 s. **750 and 1172 formula:** 1, M. Major (Buckler), 28.93 s.; 2, J. Holland (Lotus 7), 29.16 s.; 3, E. Vallender (Austin 750), 29.41 s. **Racing and Sports Racing Cars:** 1, F. Place (Cooper Mk. 4), 25.30 s.; 2, R. Bodle (Lotus-Bristol) and S. Appleton (Cooper-Climax), 25.62 s.





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COVENTRY
CLIMAX**

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GREY skies and cold winds were the order of the day for the Fifteenth B.A.R.C. Members' Meeting on the Club circuit at Aintree on 28th September, but most of the hardy spectators who attend these very informal motor races seemed to be present.

The field was not large but the racing was close and exciting. The first events were handicaps; in the first John Mitchell, in his blue Ford Anglia, led all the way from a 40-sec. start, very closely followed by Phil Middlehurst's Austin-Cooper S which fought gamely for the whole distance.

Event two provided a very exciting race with scratch men, Peter Dickinson and Ray Jackson, fairly tearing through the field from the back positions and Alastair McHardy doing a very good job of keeping his T.V.R. in front from the limit mark. Amidst the excitement not everyone noticed Giuseppe Vaneria who, from the 15-sec. mark, drove a beautifully judged race to a most convincing victory over McHardy and Cox's Lotus 11.

Event three brought 10 very closely matched Formula Junior and Formule Libre cars to the line. Geoff Breakell went into the lead immediately in his 1,600 c.c. Lotus 23 and maintained his position throughout the race, followed by John Greene in Tony Kilburn's Formula Junior Cooper and Alan Eccles in the old Formula 2 Cooper-Climax, still with 1½-litre engine, as bearings for his new 2-litre engine have not yet been supplied.

The highlight of the afternoon's sport was the final of the Fred W. Dixon Challenge Trophy; this annual award presented by the Middlesbrough and District Motor Club is given to the driver who has been most successful throughout the season in "Marque" racing. Most of the regular drivers in this event were there on the line, but the battle

coming to grips with Entwistle or McHardy and he had to be content with third place. The very elegant trophy was presented to Tommy by Mr. A. V. Buttress, the genial secretary of the Middlesbrough and District Motor Club in a shower of champagne corks.

Event five was a 10-lap scratch race for saloon cars in which John Mitchell, in a 1,500 c.c. Anglia, had his second win of the day, again closely pressed by Phil Middlehurst. The little Mini-Cooper S was only 0.4 sec. behind at the fall of the chequered flag.

Event six, a 10-lap scratch race for G.T. cars saw Derek Alderson take the lead by a bit of rather naughty pushing in his Rochdale Olympic, only to "lose it" in both senses in Country Corner. Derek Bennett then took over a lead which he never lost, leaving Alderson to repent of his sins as he worked his way back through the field to an excellent second place. Gordon Spice got the Morgan into third position and first in the over 1,600 c.c. class well ahead of Derek Wharton in fourth place. Poor Harry Stillier spoiled a rather nice Elite by dropping it into the ditch on the exit of Country Corner, but escaped without a scratch.

Event seven closed an excellent day's sport with a 10-lap scratch race for sports cars, in which Geoff Breakell won at a canter from Richard Peel and Michael Knight. Peel was excluded from the results for having an inoperative self-starter which let Giuseppe Vaneria into quite a well-deserved third place in the old Victoria-Climax which has done so well in past seasons. Chris Irwin had a wild moment during this race when he lost it *totus porcus* at the exit to Club Corner on his first lap and went very far into the scenery. He was later called in on the black flag because of apparent bodywork damage. K.W.Y.

15th AINTREE MEMBERS' MEETING

Tommy Entwistle Gains the Fred W. Dixon Challenge Trophy

obviously lay between Adrian Dence (Morgan Plus 4) and Tommy Entwistle (T.V.R.) who had both gained equal points in the earlier qualifying rounds. After some practice malades, Tommy Entwistle took up pole position on the grid with Adrian Dence next and Gordon Spice (Morgan Plus 4) and Alastair McHardy occupying the other front row positions. There was drama on the line after the 5-min. signal, when poor Adrian had to rush to change No. 3 plug and later still after the 3-min. signal a 2-ins. nail was found in Tommy Entwistle's nearside tyre. Sabotage? However, the plug was changed and the nail was removed before any damage was done and the field got off to an excellent start with Tommy fairly screaming into the lead and Adrian thoroughly "boxed" by McHardy, Parkes and Spice. Entwistle drove a smooth unfurried race followed by McHardy and Bobby Parkes (Austin-Healey 3000), with Dence fairly seething with frustration in fourth place. The big Healey of Parkes was faster down the straights but a very unhandy item in the corners and nothing Adrian could do until lap 6 would get him past. By then it was too late for him to have any hope of



TOMMY ENTWISTLE, after a very successful season with his T.V.R. Grantura, gained the Fred W. Dixon Challenge Trophy by winning the marque scratch race and defeating his opponent Adrian Dence.

THAMES ESTUARY A.C.

DEBDEN SPRINT

ATTENDED by a fanfare of whirring cameras, national press reporters and a wildly enthusiastic crowd, the Thames Estuary A.C. Sprint at Debden, instead of the expected club meeting, turned out to be a Britain versus United States battle for the unofficial Dragster Championship of the World. So many statements have been made in the national press about these fantastic machines and their custodians that this title would seem as good as any.

Mickey Thompson, in achieving something over 170 m.p.h. in 8.8 secs., won the day for the Stars and Stripes, but Sydney Allard, severely handicapped by an engine that had "blown up" on the previous day, and which had been hastily patched up, still managed a time that suggested he could have taken far more interest in the title with a healthier motor. Dante Duce, although second, was always trailing to Thompson, while Tony Densham's 1,500 c.c. unit had nowhere near enough horses to cope with the bigger boys.

And amid the high pressure showmanship, the noise, the smoke and the distribution of "Moon" stickers, the irrepressible George Brown, with the smallest engine on view and just half the number of wheels achieved a time only 1.5 secs. slower than the Thompson juggernaut. And even then he muffed a gearchange on his best run!

RESULTS

B.T.D.: M. Eyre (Cooper-Buick), 20.42 s. Saloons up to 1,300 c.c.: C. Pickering (Morris-Mini), 35.25 s. 1,301-1,600 c.c.: W. R. Thompson (Cortina G.T.), 30.25 s. Over 1,600 c.c.: R. Knatchbull (Jaguar), 26.97 s. Modified Coopers and S types: T. W. Dunster (Austin-Cooper), 31.80 s. Modified Saloons and Sports Cars up to 900 c.c.: D. Clarke (Austin Mini), 32.18 s. 901-1,300 c.c.: R. Bunting (Speedwell G.T.), 25.99 s. 1,301-1,600 c.c.: L. Fryer (Lotus Elan), 26.35 s. 1,601-2,600 c.c.: D. Duncan (A.C. Ace-Bristol), 24.53 s. Over 2,600 c.c.: C. Gray (Austin-Healey), 24.09 s. Sports Racing up to 1,300 c.c.: M. Mears (Terrier), 22.83 s. Over 1,300 c.c.: R. C. Neville (Lotus-Ford 7), 23.79 s. 1172 Formula: D. Parker (Nimbus), 28.42 s. Racing Cars up to 1,500 c.c.: P. Ellis (Elva), 24.05 s. Best Lady: Mrs. E. Price (Lotus), 26.90 s. Dragsters: 1. M. Thompson, 8.84 s.; 2. D. Duce, 9.99 s.; 3. S. Allard, 12.85 s.; 4. A. Densham, 14.43 s.

RESULTS

Handicap Race (7 laps): 1. E. J. B. Mitchell (Ford Anglia), 75.88 m.p.h.; 2. P. T. Middlehurst (Austin Mini-Cooper S); 3. G. Wheeler (Lotus-Ford 7). Fastest lap: J. E. Hutchinson (Lotus-Ford 7), 1 m. 12.4 s., 81.55 m.p.h. Handicap Race (7 laps): 1. G. Vaneria (Victoria-Climax), 81.35 m.p.h.; 2. A. K. McHardy (T.V.R. Grantura); 3. D. Cox (Lotus-Climax 11). Fastest lap: H. R. Jackson (Elva-Alfa Romeo Mk. 6), 1 m. 9.0 s., 85.56 m.p.h. Formula Junior and Formule Libre Cars (10 laps) Overall Winner: G. H. Breakell (Lotus-Ford 23B). Formula Junior: 1. J. Greene (Cooper-B.M.C. Mk. 3), 87.41 m.p.h.; 2. R. T. Kelway (Cooper-B.M.C. Mk. 2); 3. H. M. Bennett (Merlyn-Ford Mk. 3). Fastest lap: Greene, 1 m. 6.0 s., 89.45 m.p.h. Formule Libre: 1. G. H. Breakell (Lotus-Ford 23B), 88.91 m.p.h.; 2. A. Eccles (Cooper-Climax); 3. R. Peel (Elva-Alfa Romeo Mk. 6). Fastest lap: G. H. Breakell, 1 m. 5.0 s., 90.83 m.p.h. Marque Scratch Race (10 laps): 1. T. Entwistle (T.V.R. Grantura), 79.38 m.p.h.; 2. A. K. McHardy (T.V.R. Grantura); 3. A. C. Dence (Morgan Plus 4). Fastest lap: G. G. Spice (Morgan Plus 4), 1 m. 13.0 s., 80.88 m.p.h. Saloon Cars (10 laps). Overall Winner: E. J. B. Mitchell (Ford Anglia). Over 1,200 c.c.: 1. E. J. B. Mitchell (Ford Anglia); 2. R. J. Rayner (Ford Popular s/c). Fastest lap: Mitchell, 1 m. 16.0 s., 77.68 m.p.h. Up to 1,200 c.c.: 1. P. T. Middlehurst (Austin Mini-Cooper S), 76.14 m.p.h.; 2. J. Scott-Davies (Austin A40); 3. T. Parry (Austin Mini-Cooper). Fastest lap: Middlehurst, 1 m. 16.0 s., 77.68 m.p.h. Grand Touring Cars (10 laps). Overall Winner: A. D. Bennett (Lotus Elite). Over 1,600 c.c.: 1. G. G. Spice (Morgan Plus 4), 79.27 m.p.h.; 2. A. C. Dence (Morgan Plus 4); 3. W. Greacen (Triumph TR3). Fastest lap: Spice, 1 m. 11.6 s., 82.46 m.p.h. 1,151-1,600 c.c.: 1. A. D. Bennett (Lotus Elite), 84.22 m.p.h.; 2. D. C. Alderson (Rochdale Olympic); 3. D. Wharton (Lotus Elite). Fastest lap: Bennett, 1 m. 8.6 s., 86.06 m.p.h. Up to 1,150 c.c.: 1. M. Brandon (Marcos-Ford), 76.57 m.p.h.; 2. J. Greene (Marcos-Ford). Fastest lap: Greene, 1 m. 13.6 s., 80.22 m.p.h. Sports Cars (10 laps). Overall Winner: G. H. Breakell (Lotus-Ford 23B). Over 1,200 c.c.: 1. G. H. Breakell (Lotus-Ford 23B), 87.36 m.p.h.; 2. J. L. Charnock (Lotus-Ford 7). Fastest lap: Breakell, 1 m. 5.2 s., 90.55 m.p.h. Up to 1,200 c.c.: 1. M. Knight (Lotus-Ford 23), 84.83 m.p.h.; 2. G. Vaneria (Victoria-Climax); 3. D. Cox (Lotus-Climax 11). Fastest lap: Knight, 1 m. 8.2 s., 86.57 m.p.h. Up to 1,000 c.c. excluding o.h.c. engines: 1. D. B. Porter (Lotus-Ford 7), 82.92 m.p.h.; 2. J. F. Cardwell (Lotus-Ford 7); 3. M. Brandon (Marcos-Ford). Fastest lap: Porter, 84.10 m.p.h.

GLOSSOP & D.C.C.

AUTOCROSS

Held on 22nd September, the Glossop and D.C.C.'s Autocross course started with a straight run downhill and followed the shape of a distorted letter B, with a chicane containing a nasty ridge in the lower loop. Bogy time for the three 360-yard legs was said to be two minutes, but this was quickly lowered to 1 min. 57 secs. by Ian Simpson's H.R.G.

Times were generally faster on the second run, Derek Winterbottom's hot 1100 notching 1 min. 56 secs. and Clare's Sprite 1 min. 55.5 secs. However, the 25 entries began to churn up the bends and the ridge in the chicane, instead of wearing, seemed to get more monstrous. Only a few of the earlier cars, then, managed to lower their times the third time, Winterbottom equalling B.T.D.

V. J. LAWRENCE.

RESULTS

B.T.D.: D. Winterbottom (1100) and E. Clare (Sprite), 1 m. 55.5 s. Class Winners: D. Winterbottom (1100); K. Goddard (Volkswagen); E. Clare (Sprite); I. Simpson (H.R.G.).

Kirkistown Racing

J. Stewart (Crossle-Ford) Wins the Mike Hawthorn Memorial Handicap

BY BRIAN WADDELL

ALTHOUGH it was the last meeting of the season there was a record entry of 114 cars for the September event staged by the 500 Motor Racing Club of Ireland at Kirkistown. From the drivers' view the racing attracted more attention than usual for it was the last opportunity of gaining valuable points for the various championships run throughout the season, and in many cases the final decision depended very much on points gained or lost at this meeting.

Out of 14 different races in all, the main event was the Mike Hawthorn Memorial Handicap which attracted such a large entry that four heats had to be run off, with the first five in each heat going through to the final. It was unfortunate that none of the "big'uns" qualified to reach the final, removing much of the glamour and interest from the race. This may have been due to the handicappers being over generous with the slower machinery or to the very slippery condition of the road which penalized the fast cars much more than the slow ones; for example, John Pringle, who is used to getting

around the circuit in and around 65 secs. couldn't do anything better than a lap in 67.4 secs. to finish eighth, while Ian Raby, who brought the Gilby-B.R.M. to the meeting, couldn't better 70.2 secs. in this heat when he finished sixteenth.

Nevertheless, the final produced some close and exciting racing before J. Stewart crossed the finishing line with his 1,172 c.c. Crossle at an average speed of 67.33 m.p.h. There was a very close struggle indeed for second place which was awarded to Billy Patterson, driving his Willment-Ford, who finished $\frac{3}{4}$ sec. ahead of Eddie Woods in the 1,172 c.c. H.G.B.

After reaching its popularity peak in Ulster last year, Formula Junior racing seems now to be on the decline and, in fact, although seven cars were entered for the 10-lap scratch race, only five made the starting line. As usual, the pace was set right away by Tommy Reid in the Lotus 22 entered by Irish Racing Cars, but he only managed to complete one lap before dropping out half-way along the straight with engine trouble. Gerry Kinnane (Cooper) now took up the running, followed closely by John Pollock's Gemini and Charles Eyre-Maunsell in his Lotus 18. On the fourth lap Pollock pushed ahead of Kinnane and held the lead for another lap, but just over the half-way distance he cruised to a standstill a couple of yards behind his old rival Reid, forced out with gearbox failure.

The remainder of the race developed into a terrific battle between Kinnane and Eyre-Maunsell, who snatched the lead on the seventh lap, and, with Kinnane literally breathing down his neck, held on to the chequered flag. This was probably one of Eyre-Maunsell's best drives at Kirkistown and he fully deserved his merited win and the honour of recording the fastest Formula Junior lap at 67.6 secs. in a three-year-old car. Third place in this race went to Denis Kinghan in his Cooper, who finished 18 secs. behind Eyre-Maunsell.

Although he didn't finish, Tommy Reid had collected enough points from previous events to carry off the championship. With a total of 30 he finished four ahead of Eyre-Maunsell with 26.

Another race where the points championship was very much in the balance was the

Formule Libre scratch event. Before the start Pringle was leading with 31 points but Templeton was almost on his tail with a total of 29 points. As at the previous Kirkistown meeting, Templeton with the twin-cam Ford engine quickly got into the lead and set a cracking pace, putting in laps at about 64.8 secs. against a best lap of 65.6 secs. by Pringle's Cooper. When they crossed the finish line Templeton's Lotus had a lead of 5.2 secs. over the Cooper but Pringle's second place was good enough to give him the overall championship by one point.

RESULTS

Mike Hawthorn Memorial Handicap. Heat 1: 1, J. Stewart (Crossle-Ford), 65.64 m.p.h.; 2, W. Patterson (Willment-Ford); 3, R. Crilly (Austin-Cooper S). Heat 2: 1, E. Woods (H.G.B.-Ford), 66.21 m.p.h.; 2, E. W. McQuaid (Ford); 3, D. McMahon (Morris-Cooper). Heat 3: 1, H. G. Kirkpatrick (Morris-Cooper), 65.71 m.p.h.; 2, J. C. DuMoulin (Austin-Cooper); 3, R. J. Robinson (Sunbeam Alpine). Heat 4: 1, R. McElhinney (Lotus-Ford 7), 72.61 m.p.h.; 2, C. S. Porter (Lotus); 3, D. D. Mack (Elva). Final: 1, J. Stewart (Crossle-Ford), 67.33 m.p.h.; 2, W. Patterson (Willment-Ford); 3, E. Woods (H.G.B.-Ford). Closed Car Handicap No. 1: 1, E. W. McQuaid (Ford), 67.81 m.p.h.; 2, D. McMahon (Morris Cooper); 3, W. G. Flack (Morris-Cooper). Closed Car Handicap No. 2: 1, H. G. Kirkpatrick (Morris-Cooper), 65.19 m.p.h.; 2, R. McElhinney (Ford); 3, W. T. Morrison (Austin-Cooper). Formula Junior: 1, C. W. Eyre-Maunsell (Lotus Ford 18), 79.07 m.p.h.; 2, G. Kinnane (Cooper-Ford); 3, D. G. Kinghan (Cooper-Ford). Sports Car Scratch. Class "A": 1, R. N. Desano (Austin-Healey); 2, H. A. Napier (Austin-Healey); 3, W. Dunlop (Austin-Healey). Class "B": 1, R. W. Moore (Triumph), 69.17 m.p.h.; 2, W. J. Reid (Triumph); 3, W. J. O'Hara (Triumph). Class "C": 1, C. S. Porter (Lotus), 70.95 m.p.h.; 2, J. M. McRitchie (Halselec). Class "D": 1, W. Bradshaw (Lotus), 74.46 m.p.h.; 2, G. W. Drew (Mercury); 3, D. A. Huet (M.G.-Ford). Scratch Race for Minis: 1, R. D. McCutcheon (Austin-Cooper), 66.87 m.p.h.; 2, H. G. Kirkpatrick (Morris-Cooper); 3, J. C. DuMoulin (Austin-Cooper). Formule Libre: 1, M. Templeton (Lotus-Ford 22), 82.41 m.p.h.; 2, J. R. Pringle (Cooper-Climax); 3, T. D. Reid (Lotus-Ford 22), 1.172 c.c. Ford; 1, R. Raymond (Crossle), 70.27 m.p.h.; 2, J. Davidson (Crossle); 3, J. Black (Lotus). Handicap Race for Lady Members: 1, Mrs. M. McElhinney (Ford), 53.09 m.p.h.; 2, Miss E. A. Carroll (M.G.); 3, Mrs. R. Andrew (Austin-Cooper S). Fastest Lap of the Meeting: M. Templeton (1.6 Lotus-Ford 22), 64.8 s., 84.85 m.p.h.

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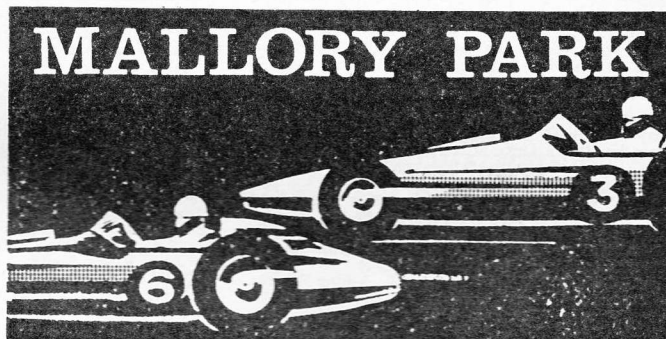
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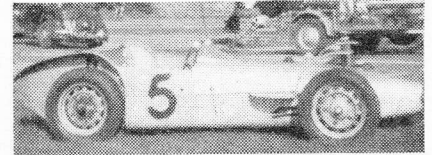
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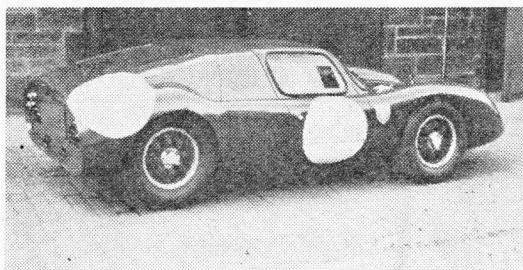
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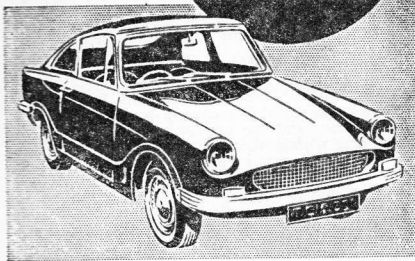
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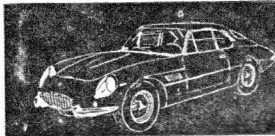
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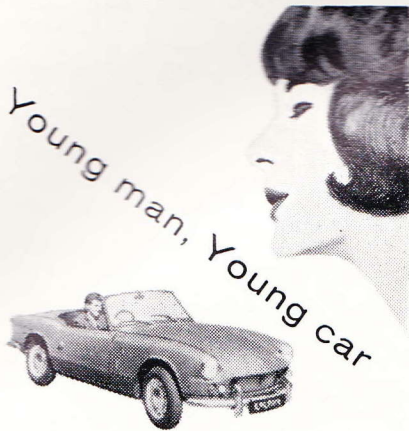
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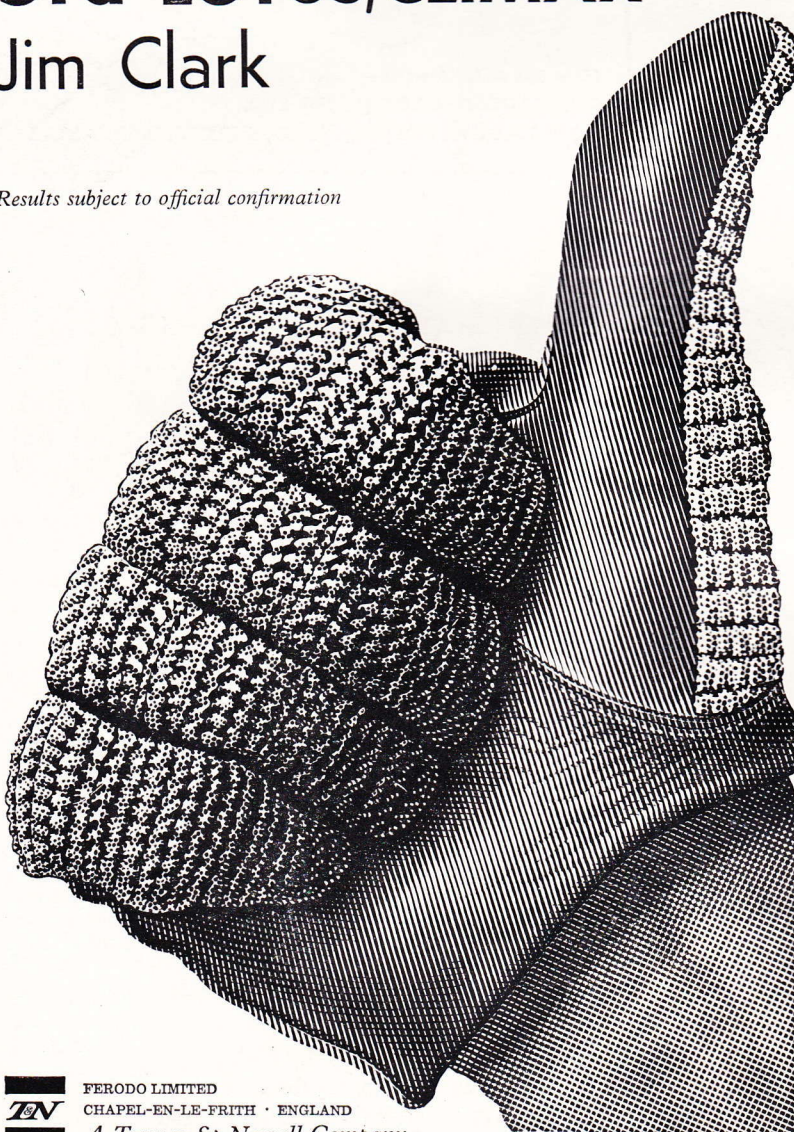
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