

# AUTOSPORT

DECEMBER 1, 1961

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EVERY FRIDAY  
Vol. 23 No. 22

BRITAIN'S MOTOR SPORTING WEEKLY

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

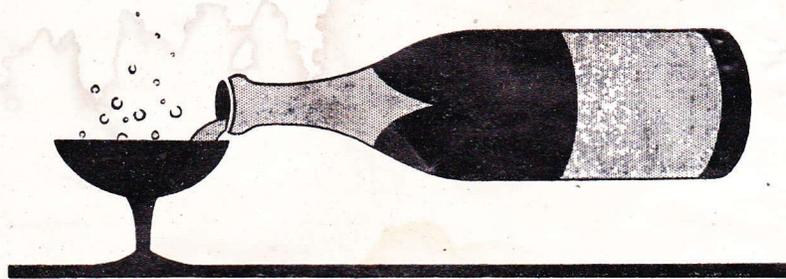


## IN THIS ISSUE

NEW FORMULA JUNIOR AND SPORTS-RACING CARS FROM ELVA  
THE MECHANICS' DINNER : A "DO-IT-YOURSELF" LOTUS ELITE

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Vol. 23 No. 22

December 1, 1961

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## EDITORIAL

### THE FUTURE OF FERRARI

THERE is, it seems, considerable unrest at Sefac Ferrari just now. Without giving any reasons to the outside world, at least half a dozen Ferrari executives have handed in their resignations. Among these executives are Carlo Chiti, Chief Engineer, and Romulo Tavoni, Team Manager. Now this in itself would be bad enough in any organization, but the loss of both chief engineer and team manager to a small firm which derives a large part of its success from motor racing must be regarded as very serious. Modena is, of course, buzzing with speculation, but whilst no reasons for the walk-out are forthcoming, Enzo Ferrari has announced that he intends to go on racing in 1962 and that the cars will be entered by Sefac Ferrari and not by another team, as has been suggested. This is encouraging, and more force is lent to the veracity of this pronouncement by the fact that it is known that work on new G.P. cars is going on apace at Maranello. Besides, if Ferrari were to give up racing, the enormous subsidy he gets from certain members of the Italian motor industry would almost certainly cease at once, and while it can be argued that this money is devoted entirely to racing activities, this is probably not quite true, for surely some of it must be spent on the development of new production cars. Thus it will be seen that by giving up racing Ferrari would not only forfeit his subsidy but lose the race circuit as a proving ground, and it is through competition that Ferrari has become one of the greatest names in the automobile world. Building cars for another team to run is hardly the answer either, for although the lessons of competition would still be learned, something would undoubtedly be lost to Ferrari in that he would not be in direct control of racing activities. Also the aforementioned subsidy would probably cease, or at least be reduced. All in all, it is difficult to see how Ferrari can afford to give up racing. Apart from the fact that, since his youth, racing has been his *raison d'être*, it is also true to say that the marque Ferrari was born of competition and has thrived on it ever since. Could it live without it? A certain section of the Italian Government is against any form of organized motoring sport, but "Big Business" realizes fully that the continued participation of Italian-built cars in International races is desirable. Grands Prix racing would suffer were the Maranello cars to be withdrawn, but it is fairly obvious that this would only be temporary, and that other nations would be quick to take advantage of the absence of a most formidable competitor. International motor racing is extremely important from a prestige point of view. The British Government must assuredly realize this, but nevertheless it has condoned the ridiculous decision of the Board of Trade to withdraw the Purchase Tax concession on Formula 1 racing cars!

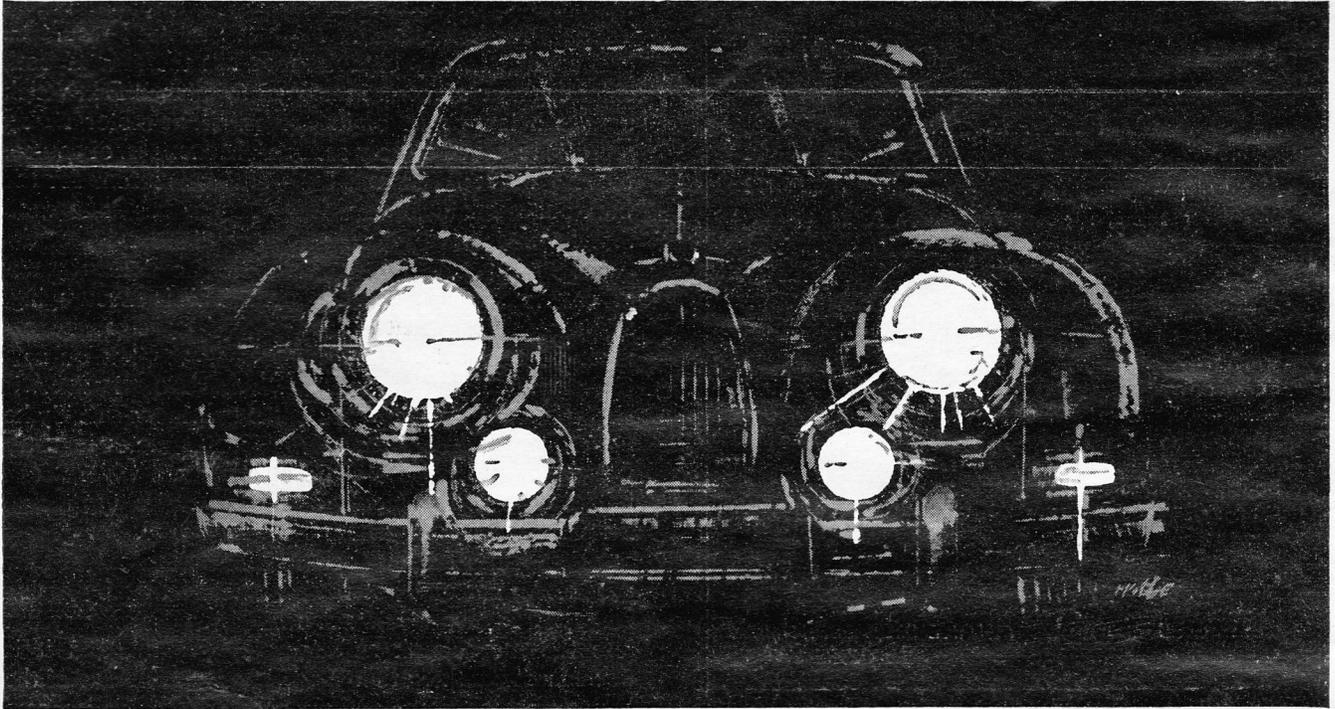
### OUR COVER PICTURE

REALLY MOTORING through the Culbin Forest, during one of the R.A.C. Rally special stages, are Anne Hall and Valerie Domleo in their works Ford Anglia. A fully illustrated review of this event, one of the best-ever R.A.C. International rallies, appears inside.

Photo: George Phillips

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\* "The Motor" — 28th Sept. 1960.

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# PIT and PADDOCK

## FERRARI TO CONTINUE RACING

ENZO FERRARI has expressed his intention of continuing racing in 1962. In spite of a mass walk-out by most of his executives (Chief Engineer Chiti, Team Manager Tavoni, Sales Manager Gardini, and Administrative Director Della Casa, among others) he states that his cars will be seen on the circuits next year.

He is already far ahead in the production of his 1962 competition cars and will almost certainly have two power-units for Formula 1, V8s and V12s. Outputs of over 200 b.h.p. are envisaged for these engines. A new six-speed gearbox will be used next year.

It is rumoured that Ing. Jano will replace Chiti as Chief Engineer, but meanwhile the latter will continue to work on the new cars, presumably until his successor has been decided upon.

The Ferrari G.P. team will almost certainly comprise Phil Hill, Giancarlo Baghetti and Ricardo Rodriguez.

## INCIDENTAL INTELLIGENCE

MASERATI'S new G.P. car is being built in Florence in the workshops of Count Volpi, chief of Scuderia Serenissima. First reports indicate that the car is rear-engined and powered by a 90 deg. V12 mounted transversely. This unit is possibly a scaled-down version of Maserati's 60 deg. 2½-litre V12 of a few years ago. . . . We hear that in Bologna a group of technicians are going ahead with the design of an F1 car. The interesting thing here is that the people concerned are nearly all motor-cycle men, who have been connected with such famous two-wheel names as Mondial and Ducati. . . . Alessandro de Tomaso, in conjunction with designer Alberto Massimino, is building a rear-engined F1 machine. The four-cylinder engine has apparently given 188 b.h.p. during early trials.

## U.D.T.-LAYSTALL PLANS FOR 1962

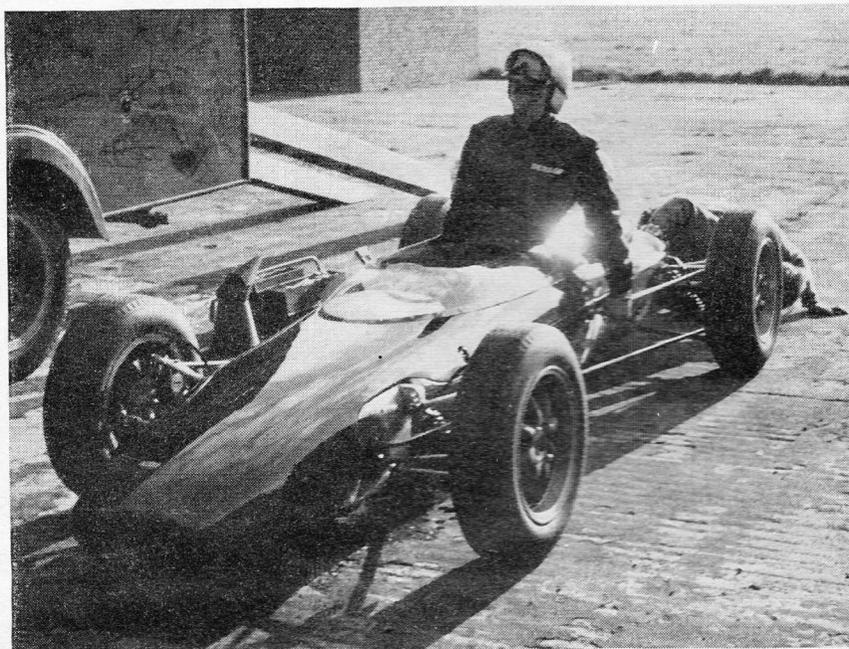
IT can now be confirmed that Innes Ireland will lead the U.D.T.-Laystall Team in World Championship events during 1962, and that Masten Gregory will drive the second car.

In non-World Championship events the team will enter three cars driven by Stirling Moss, Innes Ireland and Masten Gregory. Stirling Moss will thus drive for the team at the opening meetings of the season in England, including Goodwood Easter Monday.

The team will use Lotus Grand Prix cars of entirely new design, powered by Coventry Climax V8 engines of which a number have been allocated to them.

So far as sports cars are concerned, one Lotus XIX and one further sports car will be raced by Moss and Ireland. One of the very latest Ferrari Berlinetta G.T. cars is due for delivery in April and will be entered for Le Mans for Moss and Ireland and for G.T. World Championship events. Innes Ireland will drive the car in National G.T. events and a 750 c.c. sports car will also be entered for Le Mans.

Pending delivery of the new Ferrari, the team will take over the ex-R. R. C. Walker Berlinetta and will race it at Daytona and Sebring with Moss and Ireland.



The Lola F1 G.P. car for 1962. Eric Broadley's new brainchild has been tested extensively by John Surtees at Silverstone during the last few weeks. This is a distinctly different design to the Lola F.J. car, with a slim appearance accentuated by the long nose. Three of these cars are to be raced by the Bowmaker Yeoman Team, the specification of which includes V8 Climax power unit, Colotti five-speed gearbox, rack and pinion steering, Girling disc brakes and suspension by wide base wishbones and helical springs and damper units.



Wallace Lawder, Sports Illustrated Advertising Director for Europe, presents one of its Pat on the Back trophies to Mrs. Moss for showing "how not to worry" when either of her two talented children are racing. Stirling looks on, obviously delighted.

RUMOUR has it that Dan Gurney may drive a rear-engined 375 b.h.p. gas turbine car at Indianapolis next year. The car will be entered by John Zink.

## OSRAM SEALED-BEAM HEADLIGHTS

RECENTLY Osram have introduced a new adaptor, which makes the conversion to sealed-beam headlamps a simple business altogether. The adaptor fits directly into the existing light socket, and the

headlight fits straight into the adaptor. No alteration to wiring, or cutting of leads is necessary.

Sealed-beam units have a much longer life than the normal bulb pattern, and as the filament is virtually part of an outside bulb, there is no blackening of the glass, so common with ordinary bulbs. The lamps give a good spread, and when dipped are anti-dazzle.

Cost of the sealed unit is 29s. 6d., and the adaptor is priced 3s. 3d.



## ideas for Christmas

1. Racemaster Helmet with peak, £6 6s., p. and p. 3s.  
 2. Stirling Moss L.P. Record, 41s., p. and p. 2s.  
 3. Permanently flameproof G.P. overalls in blue, green, red, black, yellow, white. All sizes. £5 17s. 6d., p. and p. 2s. 6d.  
 4. Walpres Speed Mirrors: "Continental", 37s. 6d.; "Speedmaster", 35s.; "Racemaster", 35s.; p. and p. 2s. 3d. each.  
 5. Rallymaster Driving Jacket in windproof and waterproof quilted nylon and terylene. £9 7s. 6d., p. and p. 2s. 6d.  
 6. Seven-Jewel one-fifth sec. Motor Racing Stopwatch by Hanhart. £6 7s. 6d. Post and insurance 2s. 6d.  
 7. Cuff Links with enamelled badges: Ferrari, Maserati, Alfa Romeo. 15s., p. and p. 9d.  
 8. Colibri "Goodwood" Cigarette Lighter, 38s. 6d., p. and p. 1s.  
 9. Racing Car Tie with overall woven pattern: dark blue, green and maroon. 14s. 6d., p. and p. 1s.

10. Motor Racing Tie with single motif. Dark blue, green and maroon. 12s. 6d., p. and p. 1s.  
 11. Hanhart Wrist Chronograph with stopwatch for all sports. Complete in presentation case. £29 10s. Post and insurance 3s. 6d.  
 12. Motor Racing Seat-Stick Umbrella. £6 15s., p. and p. 3s. 3d.  
 13. Carlotti Mk. 3 Laminated Woodrim Steering Wheel for all popular cars. £7 4s. 6d., p. and p. 2s. 6d. Write for catalogue.  
 14. Grand Prix Driving Gloves with cape leather palms and vented-net backs. 25s., p. and p. 1s.  
 15. "Trophy Meeting" Silk Scarf by Jacquar, in pink, beige, gold, grey. 29s. 6d., p. and p. 1s.  
 16. Racing Goggles, Type 906. 17s. 6d., p. and p. 1s. 9d.  
 17. Catalogue full of more Christmas ideas. Send 6d. stamp.



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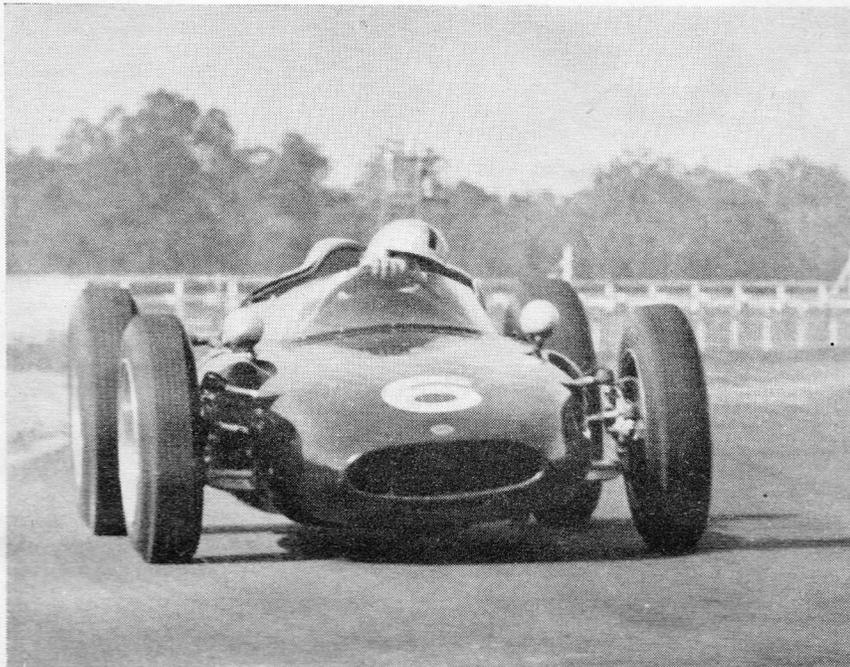
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A limited number of bound volumes for readers who have been unable to secure AUTOSPORT regularly will be available at the price of £2 17s. 6d. each. Certain other already bound volumes are still available, price £2 17s. 6d.

Send in your orders now, together with your remittance, but do **NOT** forward copies for binding until notified by return where to send them. Cheques and postal orders should be crossed and made payable to AUTOSPORT.

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SPORTS NEWS



**STILLWELL WINS AT WARWICK FARM**

THE main event for the seventh Warwick Farm meeting, held on 5th November, was a 50-mile race (23 laps) for the Sam Hordern Memorial Trophy for racing cars of all capacities.

Bib Stillwell won in a convincing manner in his Intercontinental Cooper-Climax; John Youl, brother of Gavin, who is now well known in England, was second in his very fast 2.2-litre Cooper; and David McKay in the ex-Flockhart 2½-litre car was third with Noel Hall a close fourth. Leo Geoghegan, driving a Formula Junior Lotus 20, was fifth, and Lex Davison, winner of the G.T. race at Aintree and the recent Australian Grand Prix, could do no better than finish sixth in a borrowed 2-litre Cooper which had probably seen better days.

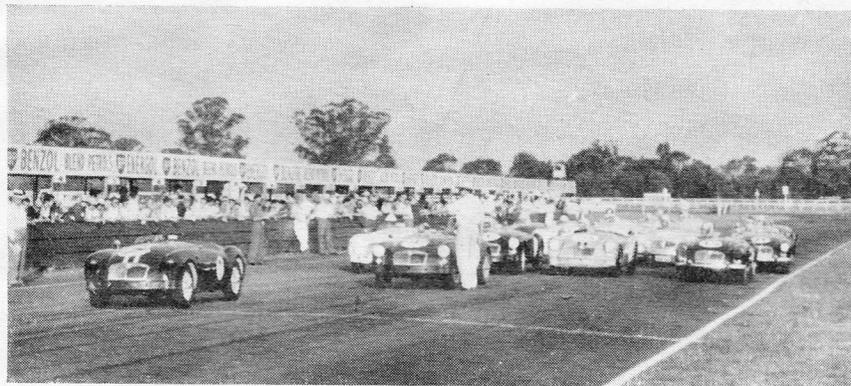
Bib Stillwell has won every racing car event in which he has entered at Warwick Farm except one, and that was the International 100 when he ran third to Stirling Moss and Innes Ireland!

The meeting ran like clockwork, and in all consisted of 10 races, one of them being the 50-mile race, with the biggest parade of Vintage cars ever assembled in Australia doing two laps of the full 2¼-mile circuit during a short interval in the programme.



**BIB STILLWELL**

WARWICK FARM winner Bib Stillwell, in his Cooper-Climax, gets motoring through a curve (above). BELOW: Start of the M.G.As-only handicap at Warwick.



MR. R. I. TAYLOR has been appointed General Sales Manager of Michael Christie Motors of Aylesbury.

THE Armstrong 500 race, held at Phillip Island, Australia, on 19th November, produced class wins (there is no outright winner) for Studebaker Lark (over 2,600 c.c.), Mercedes 220SE (over 1,600 c.c.), Peugeot 403 (over 1,000 c.c.) and Renault Gordini (under 1,000 c.c.).

IF prototype circuit-testing is satisfactorily concluded in time, the new Mk. 4 Gemini F.J. car will be on display at the racing car show (30th December-6th January).

**WINE & DINE DEPT.**

THE Mid Cheshire Motor Club held their Annual Dinner Dance at the "Royal George Hotel", Knutsford, Cheshire, on the evening of Friday, 17th November last.

It was attended by a near capacity house of members and friends and after dinner, at which speeches were cut to a minimum, the only speakers being the Chairman and the Racing Secretary of the Mid Cheshire Car Club, and the Northern Editor of AUTOSPORT, a large array of glitterware was presented to the lucky recipients by Mrs. Francis Penn.



MARRIED recently was Sir William Lyons's daughter, Mary, to racehorse trainer Guy Rimell. Pictured are the bride and groom with Sir William.



CONGRATULATIONS: Peter Crum-mack receives his trophy from Mrs. Francis Penn at the Mid Cheshire M.C. dinner.

JOHN BOLSTER TESTS

# The "Do-It-Yourself" LOTUS ELITE



SOME years ago, I led a deputation which tackled the Government on the question of purchase tax for home-built cars. I enjoy the rough and tumble of politics, and our efforts received considerable notice in the House, as Hansard testified. A member of the deputation was Colin Chapman, and he has now gone a stage further by persuading the gentlemen of H.M. Customs and Excise to sanction a do-it-yourself Lotus Elite.

This, of course, is an extremely important step forward for the motoring enthusiast. Most of the younger generation are now mechanically minded, and under suitable conditions they are quite capable of building a complete car from a set of components. To earn the purchase tax concession, a car must genuinely be constructed by an amateur without professional assistance. A man who has acquired the necessary know-how, and is willing to put in plenty of hard work, can become the owner of a new Elite for £1,299 instead of £2,006.

My colleague, Patrick McNally, and I have recently been sharing an Elite that has been built from the standard component set. It must be understood that this car was in normal fast-touring tune and was not set up to tackle "LOV 1"



or "DAD 10". Thus, the Coventry Climax engine was in Stage I tune, though with twin carburettors, and a very effective double exhaust system rendered the machine entirely suitable for London. The M.G.A gearbox also had the standard ratios, which would be rather wide for tackling the circuits. Nevertheless, the basic car was identical with the

"racers" and the engine and gearbox could be converted at any time if competitions were in mind.

The basis of the Elite is a combined body and chassis in fibreglass, there being no conventional metal frame. A tubular frame with metal body panels might be just as light, but sound insulation—always a problem in a small closed car with a high-efficiency engine—would present serious difficulties and could well require the addition of heavy damping material. The two-door two-seater body has a useful luggage boot and there is also some storage space on and around the spare wheel cover behind the seats.

The Coventry Climax engine is mounted at the front on rubber, a static propeller shaft taking the drive to a combined hypoid unit and differential, which carries the inboard disc brakes. The rear suspension, of the strut type, projects into the rear compartment, where the helical springs are covered by a pair of cylindrical jackets of unusual and misleading shape. "No, they're not bottles, offisher!" The front suspension is by wishbones, helical springs and an anti-roll bar, with rack and pinion steering.

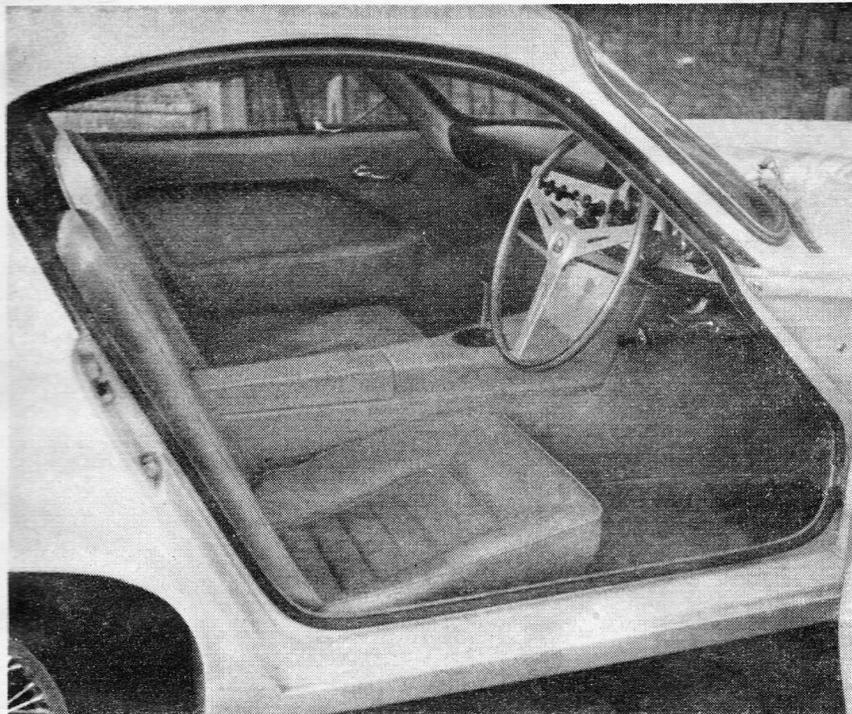
As the leather-covered bucket seats are carried very low, a deep propeller-shaft tunnel is employed. The short, central gear lever projects from the top of this,

but the handbrake, rather surprisingly, is an umbrella handle under the instrument panel. A hinged panel gives reasonable access to the power unit, but there is nothing to support it in the open position.

The engine is the well-known Coventry Climax FWE light alloy unit. It has wet liners and a single, chain-driven overhead

camshaft. With a bore and stroke of 76.2 mm. x 66.6 mm. (1,216 c.c.) it develops 80 b.h.p. at 6,000 r.p.m. on a compression ratio of 10 to 1. The single dry-plate clutch is hydraulically operated and the gearbox, which is in unit with the engine, has synchromesh on the upper three ratios.

When I took over the car, I was at once impressed by the seating position, the location of the wood-rimmed steering wheel, and the pedals, which are ideal for heel-and-toe. The engine starts easily on the switch, and it is at once obvious that the silencing arrangements have been greatly improved. The straight-cut spur gears of first speed howl cheerfully, but the other gears are not obtrusive. The final-drive unit hums on the overrun but is commendably quiet on acceleration, and road noise has been reduced.



The Lotus Elite is an ideal fast-touring car in almost every respect. The engine always sounds "busy" but it is the encouraging sound of willing machinery enjoying its job. It is very flexible, too, but the revs. must be kept up if a lively performance is desired. The lower gear ratios are rather widely spaced, but 80 m.p.h. may be reached on third speed, which permits some spirited overtaking.

The aerodynamic shape is very good indeed. This encourages the car to go on accelerating past the 100 m.p.h. mark in a way which is reminiscent of a 3-litre machine. The rev.-counter enters the red section at about 110 m.p.h. which may be regarded as the normal maximum, but 115 m.p.h. is actually available if one lets the needle encroach on the forbidden zone. In any case, the unit has an enormous safety margin in Stage I form.

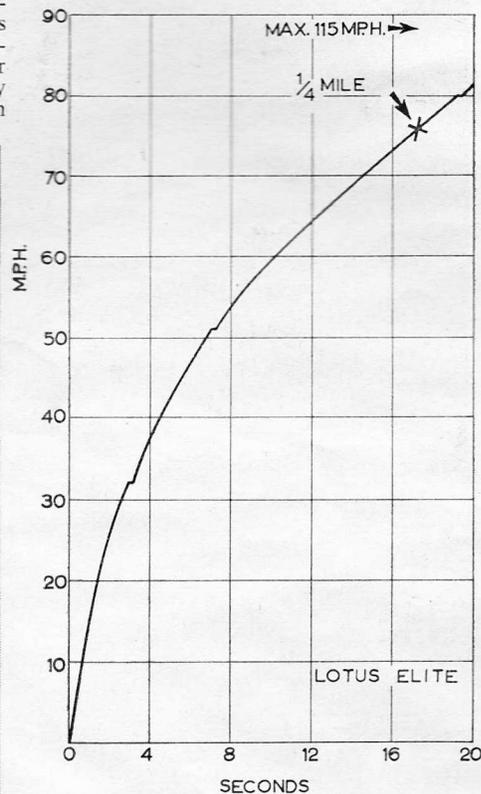
The getaway from a standing start is truly excellent on all surfaces and independent rear suspension really pays dividends under these conditions. The rear suspension has recently been improved, a bottom wishbone having been added, and the cornering power is very high indeed, with absolutely no vices. On dry

roads, the speed at which one can flash through corners is something at which to marvel. On wet roads, there is not much "feel", and it takes practice before corners can be taken on the limit with absolute certainty. Having got the message one can continue to drive with considerable verve even on slippery surfaces.

Fairly firm pressure on the pedal is demanded by the disc brakes, and an emergency stop really exercises the leg muscles. Nevertheless, the brakes are extremely powerful and the superb road-holding allows them to be used fiercely in safety. The handbrake is, I am afraid, the only part of the car which one cannot avoid criticizing. The clutch grips well and can cope with racing gear-changes. The gearbox of the test car was rather stiff, first and particularly reverse being difficult gears to engage on

is moderate for the type of car. Owing to the unobtrusive exhaust note, the car can be driven hard without attracting the attention of the wrong people.

The Lotus Elite must be one of the safest cars on the road. As a touring sports car for everyday use, its original faults have now been rectified, and it is a well-tried and thoroughly satisfactory machine. Nobody has ever denied its superb appearance, and the necessary equipment is always available to convert it into a potent competition model. The racing car of today is the touring car of tomorrow, and this is it.



#### SPECIFICATION AND PERFORMANCE DATA

**Car Tested:** Lotus Elite sports two-seater coupé. Price £1,299 in kit form.

**Engine:** Four-cylinders, 76.2 mm. x 66.6 mm. (1,216 c.c.). Single overhead camshaft. Compression ratio, 10 to 1; 80 b.h.p. at 6,000 r.p.m. Twin SU carburettors. Lucas coil and distributor.

**Transmission:** Eight ins. single dry-plate clutch. Four-speed gearbox with central remote control and synchromesh on upper three gears. Ratios, 4.55, 6.00, 9.10 and 16.70 to 1. Static propeller shaft. Chassis-mounted hypoid unit with articulated half-shafts.

**Chassis:** Combined body and chassis of fibreglass. Independent front suspension with wishbones, helical springs and anti-roll bar. Rack and pinion steering. Independent rear suspension by struts, helical springs and wishbones. Telescopic dampers all round. Disc brakes on all four wheels. Centre-locking wire wheels fitted 4.80-15 ins. tyres.

**Equipment:** Twelve-volt lighting and starting. Speedometer, rev. counter, ammeter. Petrol, water temperature and oil pressure gauges. Heating and demisting. Windscreen wipers and washers. Flashing direction indicators.

**Dimensions:** Wheelbase, 7 ft. 4 ins. Track, 3 ft. 11 ins. Overall length, 12 ft. 6 ins. Width, 4 ft. 10 ins. Weight, 13 cwt. 1 qtr. (weighed with one gallon of petrol).

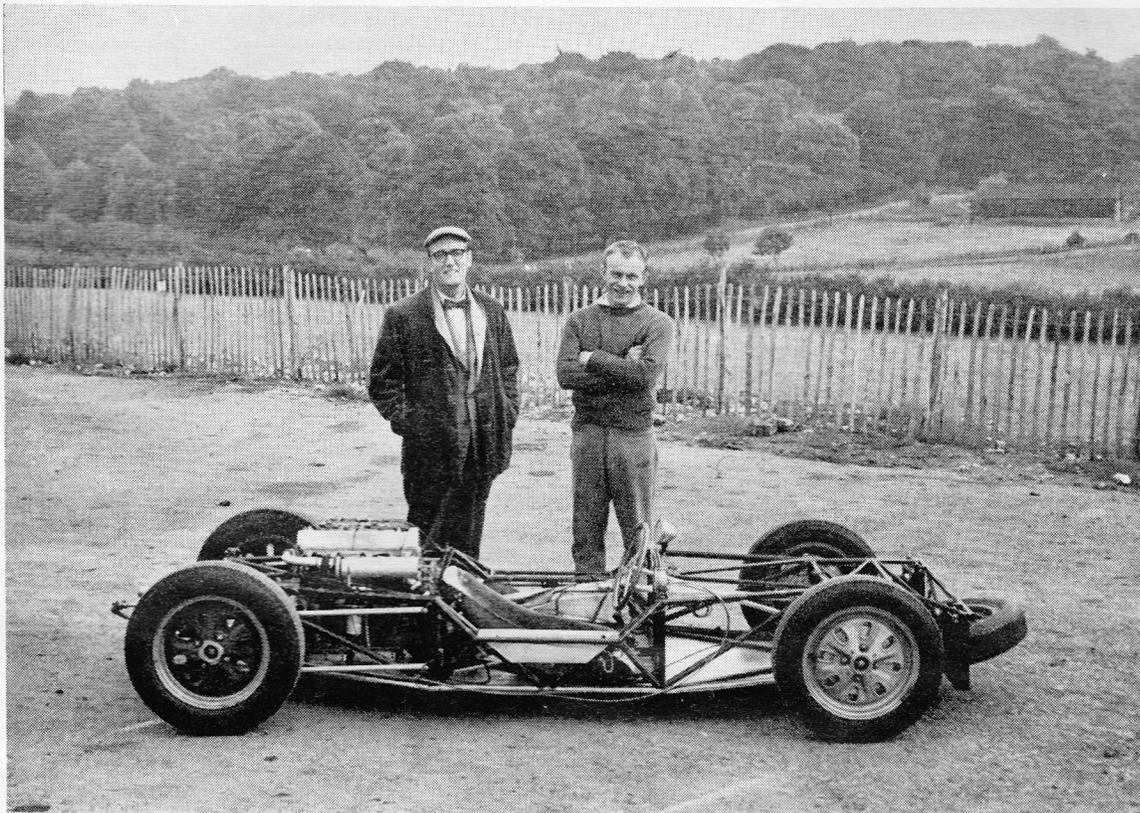
**Performance:** Maximum speed, 115 m.p.h. Speeds in gears: 3rd, 80 m.p.h.; 2nd, 51 m.p.h.; 1st, 32 m.p.h. Standing quarter mile, 17.2 secs. Acceleration, 0-30 m.p.h. 2.6 secs., 0-50 m.p.h. 6.8 secs., 0-60 m.p.h. 10 secs., 0-80 m.p.h., 19.2 secs.

**Fuel Consumption:** 30.5 m.p.g.

occasion, but a greater mileage would no doubt bring about an improvement. The engine tended to be thirsty of oil, and this again could be due to insufficient mileage to bed in the chromium-plated piston rings.

An outstanding feature of the Elite is its petrol economy. The car will return a full 30 m.p.g. when driven hard, and during ordinary fast touring it can even better this. A simple heating system is employed which is not powerful but gives some comfort to the driver and passenger. Reflection in the windscreen was experienced unless the instrument lights were turned very low at night, and a little more power in the headlamps would not come amiss for really fast driving in the dark. The door windows have no winding handles but may be removed for ventilation, though the swivelling panels normally suffice.

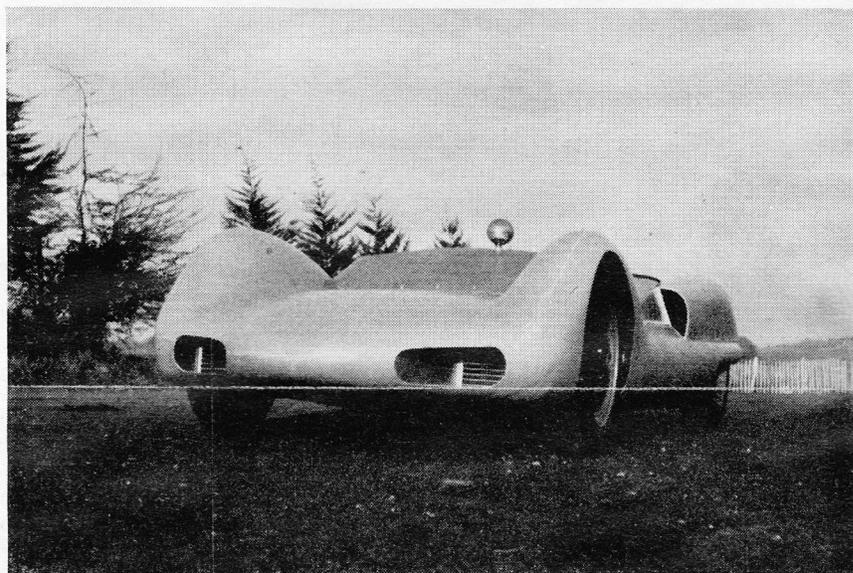
As a fast touring car, both in Britain and on the Continent, the Elite has many virtues. The impeccable roadholding on all surfaces is a great asset, and the ride is always comfortable with a total lack of pitching. No rattles were noticeable on the test car, and the interior sound level, though never approaching silence,



THE  
NEW  
ELVA  
MARK VI

Described,  
Tried and  
Photographed

BY  
DAVID PHIPPS



WHAT a tremendous gulf there is between the handling and performance of production sports cars and sports/racing cars. I have just been very forcibly reminded of this by trying the new rear-engined Elva Mark VI at Brands Hatch.

During the last few months I have driven most of the latest production sports cars, but the Elva makes them all seem rather sedate. It should, of course, for it is a specialist car designed purely for racing and weighs less than 8 cwt. ready to go. The important thing is that handling and performance are also excellent by racing car standards.

The first shock about the Elva is that, although it is fitted with a water-cooled 1,100 c.c. Coventry Climax FWA engine

—producing 96 b.h.p. incidentally—it does not appear to have a radiator. However, closer inspection reveals that slots at either side of the rounded nose feed air to two very small separate radiators, linked to the engine via equal length water pipes. Any doubts about the effectiveness of this system were quickly dispelled during the course of my run; the water temperature did not rise above 50 deg. C. In between the radiators is the spare wheel—mounted here mainly to leave room for Appendix "C" luggage space at the rear. Frank Nichols feels

UPPER PICTURE: Frank Nichols and Keith Marsden with the bodyless Mark VI Elva sports/racer. ABOVE: The car complete with bodywork.

that it may also act as a useful bumper for ex-Formula Junior drivers!

Another shock is the size of the car—or the lack of it. The height to the top of the Appendix "C" windscreen is only 26 ins., with the front and rear wheel-arches 1½ ins. higher. All this means that a semi-reclining driving position must be adopted, but there is ample leg room for drivers up to 6 feet tall, and provision for adjustment of both seat and pedals to suit those of shorter stature.

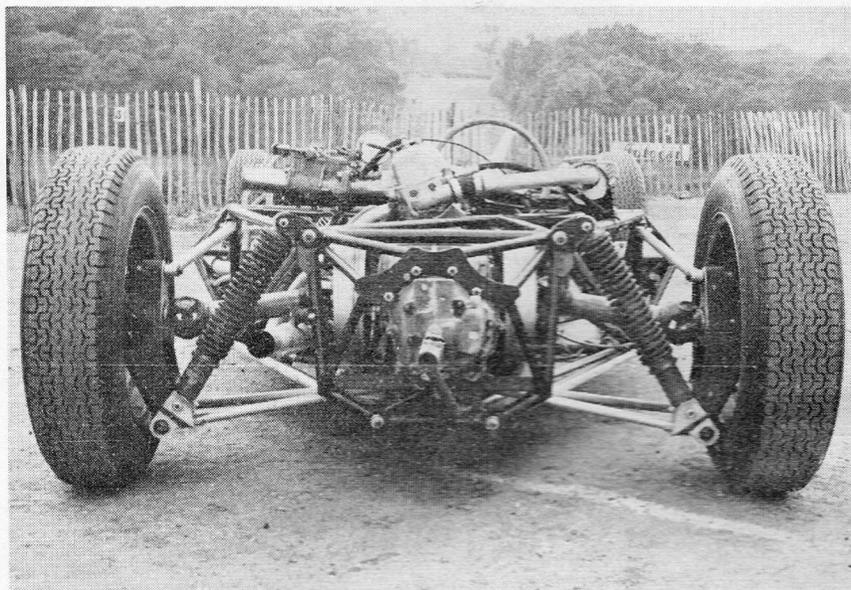
As is customary, one looks over rather than through the windscreen—particularly on the prototype, which has an aluminium screen! The steering wheel is at arm's length, the gearchange is on the right and the pedals are well spaced out. The ignition switch is of the pull-on, push-off type, and the engine fires at the first push of the starter button. The gear lever snicks into first, the clutch engages, and we are off.

Into second, then third, gently down Paddock Hill and more quickly up the rise to Druids, with a wonderful surge of power from 4,000 r.p.m. upwards. Round the hairpin "on rails", down through Bottom Bend with growing confidence and a short burst of full throttle along the curve know as Bottom Straight. Lots of lateral "g"—first one way and then the other—through Kidney Bend, and then sharp right for Clearways. Foot hard down at the apex, out towards the left-hand side of the road, 7,000 r.p.m. in third, change into . . . neutral! Try again, still neutral, Paddock Bend coming up, brake hard, back into third, gently down the hill again and full throttle up to Druids.

Next time I managed to get into top on the straight, but afterwards, as I had been warned that the linkage was stiff and in need of adjustment, I stayed in third, backing off at 7,500 r.p.m. just before the grandstand. I changed down to second for Druids a couple of times, but found that there was little disadvantage in doing the whole lap in third, thanks to the excellent torque of the Climax engine. For all their top-end power, none of the Formula Junior units has so much punch in the middle-speed range, and I doubt whether they are all as reliable as the Climax.

The handling characteristics of the new Elva, with Koni dampers at the rear and tyre pressures 28 lbs. per sq. in. all round, are virtually neutral, with a tendency towards understeer on the tighter bends. The steering is light at all times, and very precise. The rear end is extremely well behaved, and when it breaks away it does so very smoothly and progressively, without ever requiring sudden correction. All this is due to Keith Marsden's very good suspension layout and stiff chassis—the best yet produced by Elva. The most important item in this sphere is the external triangulation of the central bay, as shown in the accompanying photograph. As this is the bay the driver occupies it is not possible to fit the conventional type of diagonal. The whole chassis looks and feels very strong, and has required no attention during hundreds of laps of testing. The brakes work very well, requiring fairly firm pressure, and I have no doubt that the gearchange functions properly when correctly adjusted. Clutch operation is very light, and the brake and throttle pedals are ideally placed for heel-and-toe down-changes.

Even without bodywork the Mark VI



has recorded some very impressive lap times at Brands Hatch, with works test driver Roy Veness at the wheel. Elva have not been particularly successful in British races in the last year or so, but this car could be a winner.

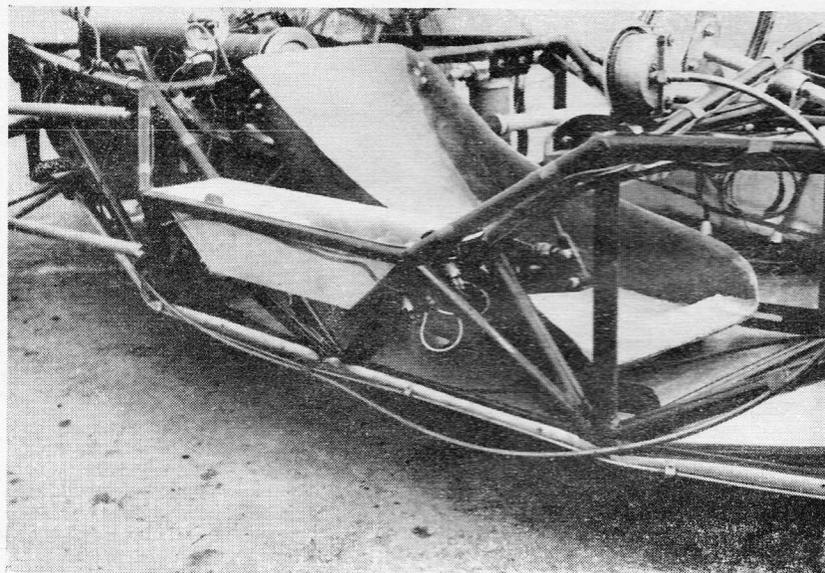
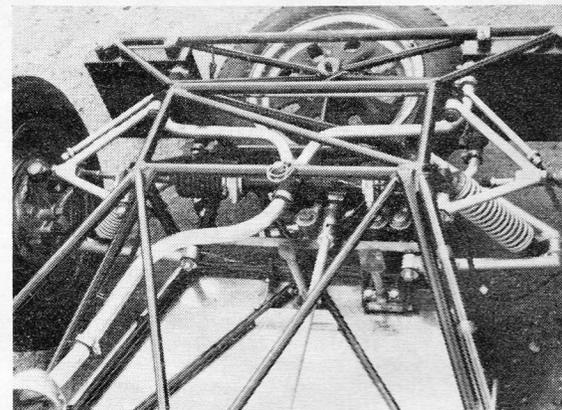
*ABOVE: Rear-end illustration emphasizes the extreme minimal height of the car and the angled mounting of the engine.*

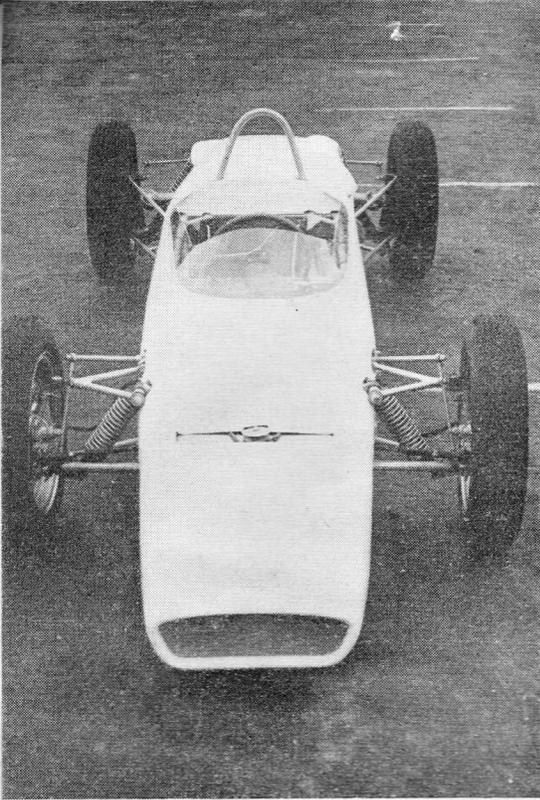
★

*RIGHT: The "plumbing" and pedal location, with the two small radiators on either side of the spare wheel.*

★

*BELOW: The external triangulation of the central bay of the chassis.*

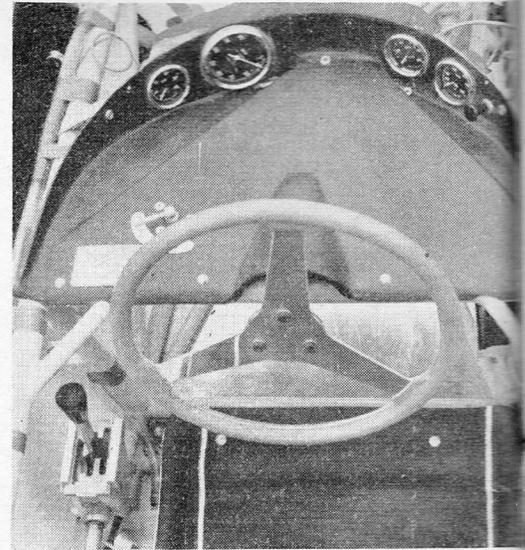




windshield, where they can be read without the attention being taken completely from the road, and without drastic refocusing.

Suspension—by unequal-length wishbones at the front and parallel trailing arms, lower wishbones and fixed length drive shafts at the rear, with coaxial coil spring/damper units and anti-roll bars all round—is identical to that of the Elva Mark VI sports car. The same applies to the brakes—9 ins. x 1½ ins. Lockheed drums, with two leading shoes at both front and rear—and the rack-and-pinion steering. Wheelbase and track are 7 ft. 6 ins. and 4 ft. respectively, also as on the sports car.

The chassis is of the space-frame type, made up of 1-inch and ½-inch 18 and 20 s.w.g. round mild steel tubing. The rear bay is fully triangulated, with a removable Y-shaped member in the top frame, and the front bay is triangulated on five sides (all except the one through which the driver's legs pass). In the centre bay, however, space considerations have prohibited the external triangulation of the top frame, as carried out on the Mark VI sports car; bracing members have been welded across the corners of the frame, but these cannot provide the same stiffness as full triangulation.



be supplied fitted with Cosworth-tuned engines it is likely that this will be specified by the majority of customers. Transmission is by a modified Volkswagen gearbox/final drive unit, with either four or five close-ratio gears.

As on the latest sports Elva, 15 ins. wheels are used, largely because Frank Nichols is not convinced of the speed safety of 13 ins. tyres. They are fitted with 4.50 tyres on 4 ins. rims at the front and 5.00 tyres on 5 ins. rims at the rear. With most other manufacturers using 13 ins. wheels, the Elva may be at a slight disadvantage in respect of both wind-resistance and unsprung weight, but is not likely to suffer from tyre trouble.

The driving position is ultra-reclining, with a rigid posture-type seat. The pedals are well spaced out, and their mountings can be adjusted over a 6 ins. range to suit drivers of varying heights. The steering wheel has a 13 ins. rim and the gearshift is on the left.

# SMALLEST YET!

THE first of the 1962 Formula Junior cars to be announced, the Elva, is also the smallest car of this type yet built, measuring only 26 ins. to the top of the windshield. It looks low even alongside the 1961 Lotus, while the 1961 Cooper literally towers above it. One wonders how much tinier these cars can get.

The basic specification of the new Elva is relatively conventional by current racing standards—Ford engine mounted behind driver in space-frame chassis with all four wheels independently sprung—but there are several detail features which are new. Among the most interesting of these are the extraction of hot air from the radiator through a slot in the top of the body, and the supply of cold air to the oil radiator (mounted just ahead of the engine) through a duct beneath the seat. In both cases the aerodynamics work very well, and ample water-cooling is obtained with a cross-flow radiator of only 115 sq. ins.—which helps a great deal in the reduction of frontal area. Further ingenuity is shown in the fact that the duct at the rear of the water radiator is actually the leading edge of the main six-gallon fuel tank, mounted well forward in the interests of weight distribution. A further 2½-gallon tank can be mounted to the left of the seat.

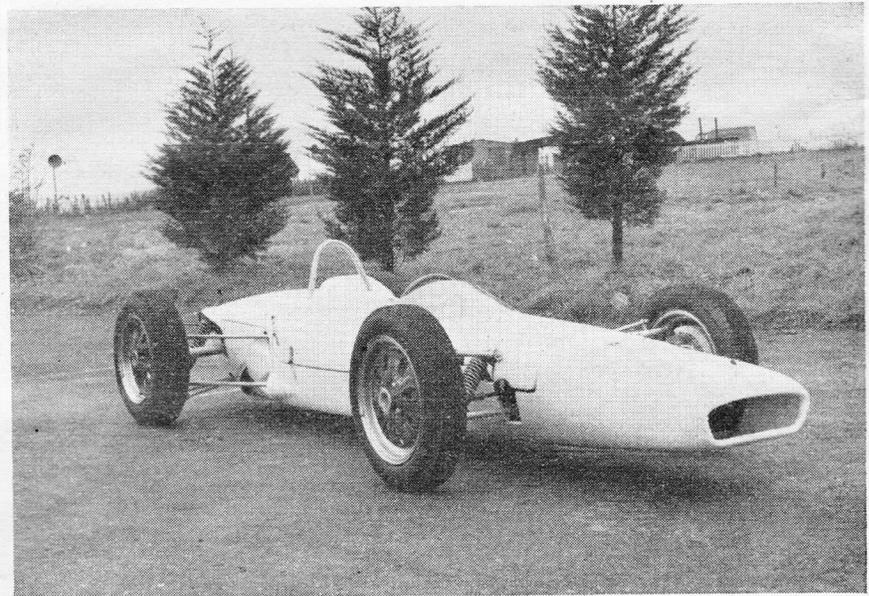
The appearance of the Elva is rather unusual, largely because it has an extremely long nose, to improve penetration. Apart from this the body is intended merely to enclose all the major components; this is particularly apparent at the rear of the car. It is noteworthy that the panelling—of resin-bonded glass-fibre—is far more robust than on most cars of this type. Also interesting is the mounting of the instruments well ahead of the driver and immediately below the

THE 1962

FORMULA JUNIOR

ELVA

BY DAVID PHIPPS



Nevertheless, the need for this is far less marked in a chassis of such compact dimensions than in a two-seater. The upper left and lower right longitudinal members are used as water pipes.

Standard power unit is the Ford 105E in 1,100 c.c. form, and as Elvas can now

John Cooper was at Brands Hatch when the first two production Elva Juniors were put through their paces before being flown to Nassau. He examined them very closely, sat in one, measured the radiator, and went away looking very thoughtful.



#### KILKENNY WINTER TRIAL

THE day of the event was certainly "not a fit day for man or beast to be out", and that was the day the Kilkenny Club held their Winter Trial. The rains poured down with a vengeance all that day and the Kilkenny men and women deserve top marks for managing to run off seven very well-planned tests in record time. Seamus Griffin earned his Premier Award, if only because he was literally soaked to the skin in his open Griffin-Ford. Des Cullen (NSU) finished second, only 2.8 marks in arrears, and Gerry McNamara (Sprite) finished third, only 1.7 marks behind Cullen. Michael Archer (NSU), Leslie Fitzpatrick (Sprite), and Larry Mooney (Volkswagen) filled the next three places in general classification. On the way back into Kilkenny from the last test, a tree was blown down by the gale-force winds right in the path of a Volkswagen and three rapidly moving Sprites. The Volkswagen and two of the Sprites managed to avoid the tree, which completely blocked the road. The driver of the third Sprite spun and hit the tree sideways. The only damage was a dented door and some damage to the nearside wings and portion of the hardtop. Altogether a phenomenal avoidance!

#### Results.

**Premier Award:** Seamus Griffin (Griffin-Ford), 215.2 marks. **1,000 c.c. Saloons:** 1, D. Cullen (NSU), 218; 2, M. Archer (NSU), 224.6; 3, N. Smith (NSU), 233.3. **Over 1,000 c.c. Saloons:** 1, L. Mooney (VW), 226.2; 2, B. Kehoe (VW), 232.9; 3, F. Kealy (VW), 236.5. **Sports/Specials:** 1, G. McNamara (Sprite), 219.7; 2, L. Fitzpatrick (Sprite), 225.3; 3, C. Gunn (Sprite), 228.0.

#### BOYNE VALLEY TRIAL

FOR the past two years the majority of Eire Clubs developed a widespread mania for ultra-tight driving tests which were suitable only for short-wheelbase

#### BRIAN FOLEY'S

# REPORT

## FROM EIRE

saloons and specials. At last the driving tests are being opened up and can now be considered fair game for all types of cars. At Waterford in early October, an Austin Seven won the Premier Award and a Volkswagen was second and also Volkswagens filled no fewer than six out of the 10 first places overall. The Boyne Valley Club's Committee Cup Trial, held recently, was the second Hewison Qualifying driving tests event. The start and finish were at Slane, Co. Meath, and a total of 14 tests was included in two laps of a short dyed course. Only the best seven tests were taken into account, which meant that a driver making a mistake in a test could recover in the same test on his second lap, or a driver setting up a good time could have an all-out bash to improve on this without the risk of being completely knocked out of the running due to knocking pylons or otherwise failing the test. The Premier Award went to that old Volkswagen maestro, Kevin Sherry, with a total of 206.5 marks. The Griffin Brothers had a closely waged battle for second place and the verdict just went to Seamus in his Griffin-Ford by the narrow margin of 0.3 mark from

his younger brother Stevie in his G.T.S. The next seven places were filled by Des Cullen (NSU), Leslie Fitzpatrick (Sprite), Larry Mooney (Volkswagen), Noel Smith (NSU), Brian Eardley (Austin Seven), Michael Ivis (Austin Seven), and Paddy Fay (Volkswagen). It is surprising that such drivers as Johnny Moore (Austin Seven), Reggie Redmond (M.M.3), Gerry McNamara (Sprite), and Fintain Kealy (Volkswagen), among others, did not manage to get into the first 10 for the Hewison qualification.

#### Results

**Premier Award:** Kevin Sherry (Volkswagen), 206.5 marks. **1,000 c.c. Saloons:** 1, Des Cullen (NSU Prinz), 214.5; 2, Noel Smith (NSU Prinz), 218.4; 3, Brian Eardley (Austin 7), 219.5. **Over 1,000 c.c. Saloons:** 1, Larry Mooney (VW), 216.8; 2, Paddy Fay (VW), 220.1; 3, Fintain Kealy (VW), 222.2. **Sports Cars:** 1, Leslie Fitzpatrick (Sprite), 226.5; 2, David Glover (Sprite), 221.1; 3, Gerry McNamara (Sprite), 223.2. **Specials Class:** 1, Seamus Griffin (Griffin-Ford), 209.2; 2, Stephen Griffin (G.T.S.), 209.5; 3, Reggie Redmond (M.M.3), 221.5.

Above results are subject to official confirmation, as there were a number of mistakes on the printed sheets of results handed out at the prizegiving.

*DOUG GLOVER kicks up the dust as he takes his interesting little D.G. Special around the pylons in the first test at the Boyne Valley M.C.'s Hewison Trophy Qualifying Trial on Sunday, 29th October. The D.G. Special is based on the Austin Seven and incorporates front-wheel drive, 10-inch wheels and the East-West engine location. A similar car has been built by Jack O'Donoghue but has yet to make its competition debut.*

# South Africa's New Circuit Opens

## Ernest Pieterse Wins His First Championship Event

A MOMENTOUS day in the history of South African motor-racing dawned on Saturday, 4th November, for it saw the birth of Kyalami, the first Grand Prix circuit in the Transvaal.

It is 2.544 miles in length and comprises nine corners. The fastest is no more than a kink about a quarter of a mile down the straight and the slowest is the second sweep of the esses, through which speeds of 45-50 m.p.h. can be attained. The straight itself is a little over a mile in length. It travels downhill over the first third of its length, then rises slowly to the pits after which it again sweeps downhill for about two-thirds of a mile. The corner at the end of the straight can be taken at speeds between 65 and 75 m.p.h. and is followed by a short downhill straight leading into a fast downhill sweep, through a dip and up the other side through a flat-out left-hander. This is followed by a tight right-hander, a short straight, a tight left-hander and then the esses. A line has to be taken through the first sweep of the esses

THIS was the first of the two events and resulted in a runaway win for Ernest Pieterse, at the same time bringing him his first championship race victory. More than the usual amount of pre-race interest was shown in this event, as a result of the fact that the championship was still wide open. Syd van der Vyver, the current champion, came to the line with four firsts, a second and a third to his credit and Bruce Johnstone, his nearest rival, with three firsts and two seconds. If Bruce won and Syd finished third or lower, the championship would be his, but if Syd finished second or first, then the championship would be retained. Bruce has just finished a course at Taruffi's driving school where he graduated with the highest honours yet given, so his chances were rated pretty high, but then no one ever knows just what that mechanical wizard van der Vyver might have done to his car. As it was, Ernest Pieterse proved to be too fast for either of them and Bruce was forced out with a burst tyre, thus leaving

leg of the circuit, Pieterse and Johnstone were already a short distance ahead of the others, Bruce giving it all he had in an attempt to take the lead. By the end of the lap the two of them had a 50-yard lead on van der Vyver and Love, behind whom were Jennings, van Niekerk, Serrurier, Holme, Bosman and Lederle, the Jim Russell pupil not having started too well.

On lap two Love, displaying all the form which brought him second place in the European Formula Junior championship, passed van der Vyver. The latter, on seeing Pieterse in the lead, elected to play a waiting game. The cars, however, were not as evenly matched as had been expected and Pieterse was beginning to draw away from Johnstone. Love, on the other hand, was beginning to close up.

By lap six, Pieterse held a 75-yard lead and barring mechanical mishaps had the race in the bag. On the seventh lap, however, just when the stage was set for a fine battle between Johnstone and Love, a tyre blew out on Johnstone's car and he was out of the race. This stroke of ill-luck changed the whole complexion of the affair. Pieterse had a commanding lead, Love could not hope to catch him and van der Vyver, with the championship finally in his hands, was content to cruise home, if only in third place. This sort of thing does not lead to exciting racing and the race settled down into a dull procession. At times it did look as though Love might manage to close the gap between himself and Pieterse, but he began to slow down towards the end, due, as was later discovered, to severe heat exhaustion.

Behind these three was a long gap to Doug Serrurier, who in turn was well ahead of Lederle. Neville had given a rather stirring display of driving as he moved up through the field and finally sneaked past Bill Jennings in the Porsche. He managed to stay there for quite a while, but the strain finally proved too much for the gallant little Ford motor and it rebelled. The loss of power which this occasioned dropped him from fifth to seventh. On lap 23, he made a hurried pit stop but was unable to locate the trouble and returned to the fray in 10th place where he finished.

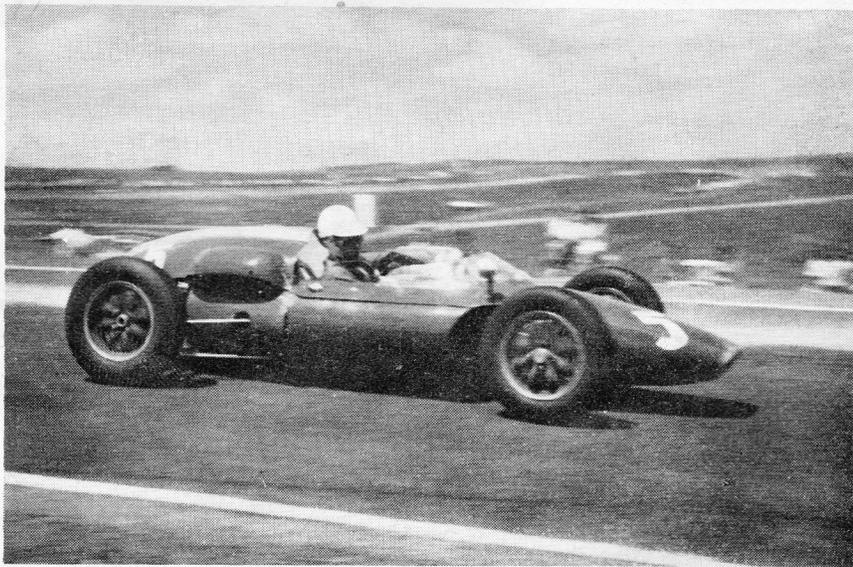
Jackie Holme, who had spun out on lap four and dropped from seventh to 11th, was also giving a pretty stirring display, and by lap 26 had managed to regain his lost seventh place. Trevor Blokdyk's speedway tactics in the Cooper-Ford, quite apart from thrilling the crowd, were also proving rather effective and by the same lap he lay sixth. With only four laps to go the finishing order seemed already cut and dried, but a last mishap to the Jennings-Porsche put Bill out of the race when within sight of the finishing line, thereby moving all those behind him up a place.

Ernest Pieterse took his first chequered flag in fine style, followed by John Love, who immediately pulled into the pits where he had to be lifted out of his car bodily. Syd van der Vyver received a big ovation on winning his second championship and this brought the race to an effective close.

### Results

1, E. Pieterse (Heron-Alfa); 2, J. Love (Cooper-Maserati); 3, S. van der Vyver (Lotus-Alfa); 4, L. D. Serrurier (L.D.S.-Climax); 5, T. Blokdyk (Cooper-Ford); 6, J. Holme (Lotus-Climax); 7, E. Bosman (Lotus XV-Alfa); 8, J. Hartman (Neuar-S.S.).

The 1961 South African Championship: 1, S. van der Vyver; 2, W. Johnstone; 3, J. Love.



ERNIE PIETERSE in the Heron on his way to victory. Would you believe that this was once a Formula Junior Gemini!

which will allow the second sweep to be taken at the highest possible speed, for this is followed by a hill with a gradient of one in nine, rising for about a quarter mile into a right-hander which leads back on to the straight.

This is the first track in the country to incorporate an appreciable change in altitude, the difference between the highest and lowest points being 250 ft. The grandstand, which is built opposite the pits, gives an uninterrupted view of the whole track, and indeed spectators anywhere on the circumference are assured of a view of at least eight-tenths of the track. Lap speeds verge on 90 m.p.h., but the surface is still a little slippery. Once it has been fully broken in we will see speeds in excess of this figure. Experienced drivers call it a "real drivers' track", the inexperienced are scared of it—what more can be said.

van der Vyver to take the pot, so to speak.

Ernest Pieterse set up the fastest lap in practice with a tour in 1 min. 42.6 secs., van der Vyver was next fastest with 1 min. 42.8 secs., followed by Johnstone, 1 min. 43.5 secs. and Love, 1 min. 43.6 secs. Ernest's time represents a speed of 89.14 m.p.h. As can be seen, all four of these times were pretty close and a good tough race was consequently expected.

The first three rows of the grid were as follows:—

Pieterse (Heron-Alfa)	van der Vyver (Lotus-Alfa)	Johnstone (Cooper-Alfa)
Love (Cooper-Maserati)	van Niekerk (Lotus-Ford)	
Lederle (Lotus-Ford)	Jennings (Jen.-Porsche)	Serrurier (L.D.S.-Climax)

As the flag dropped, Pieterse shot into the lead with Johnstone, van der Vyver and Love hard on his heels. By the time they reached Sunset Bend on the back

# M E C H A N I C S



**BEFORE DINNER** at the Criterion (above). L.-r. Mrs. and Mr. Henry Stone (M.G. Car Co.), Wally Hassan (Coventry Climax), Graham Hill, Peter Lumsden, Lew Ellis (Shell), Mrs. Ellis, Les Leston.



**AFTER DINNER** (right). L.-r. Dennis Herrick (Armstrong), Miss Sandra Herrick, Mrs. Herrick, Harold Willis (Armstrong), Mrs. Willis.



**HAPPY TRIO** (below). L.-r. Mrs. Peter Jones, Peter Jones (Lodge) and George Raven (Automotive Products).



PHOTOGRAPHY  
BY  
GEORGE PHILLIPS

# D I N N E R





**WATERSPLASH:** The Astbury/Harper Morgan Plus Four gets a wetting on the R.A.C. International Rally route

JOHN SPRINZEL LOOKS BACK ON

# THE 10th—AND BEST—

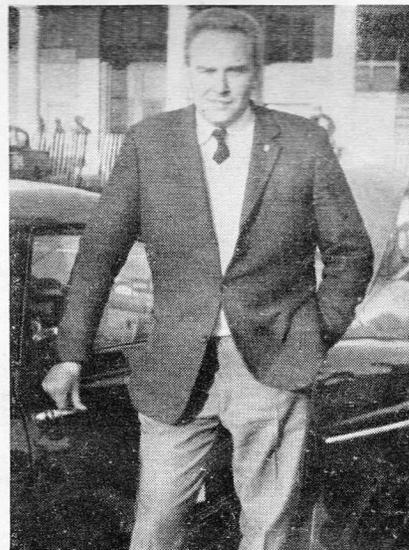
## R.A.C. RALLY

FOR the very first time, the British contribution to the European Rally Calendar has been as tough and fair as anything which the Alpine and the Liège can offer. Even the hardened "professionals", like Carlsson and Walter, were in agreement that three of the special stages, on the closed forestry roads, were, if anything, too tough. Eric, in his victor's speech at Brighton, finished with a plea to Jack Kemsley—"Not so rough next year", which was indeed very gallant, especially as the SAAB is perhaps most favoured on these sections. Peter Harper, however, in the roundtable broadcast on the same evening, insisted that next year should be even rougher to suit his works Rapier, but one thing is quite clear—Kemsley's "new look" R.A.C. Rally was all that he had predicted, with navigation in Yorkshire and Wales playing an almost insignificant part and with all the fireworks of the competition taking place on closed and private roads, well away from the anti-rally brigade.

Private owners did not have very much hope with only Jimmy Ray/J. G. Hopwood and Julian Chitty/John La Trobe featuring in the results, but we must be fair about this, and admit that in almost all the Championship events those drivers who have been proved good enough to warrant a "works" car will stand a greater chance of being in the money, and in the last eight R.A.C.s only Lyndon Sims's Aston Martin has succeeded in beating works entries for the outright award. Incidentally, Eric Carlsson joins

Miller in the big Humber, which they brought through the entire event without a scratch.

The scoring this year was still a trifle unbalanced, as an error during the nights of navigation counted for very little, and 10 minutes spent in a ditch was worth only 10 penalty points, whereas the same misadventure during a special stage cost at least 60 points. It was fairly generally agreed by competitors that the pointing should be altered for next year, with a higher penalty for time lost during the three "night navigational sections" in Yorkshire and Wales, and a system of fastest "clean" on the special stages, with a maximum penalty of something like 10 per cent. of the fastest man's time. In this way a puncture on a short special stage would not incur more than about 10 points, thus allowing the unfortunate competitor time to make this up on the rest of the route. The stupid first half-mile of the Radnor Forest special stage caused more than half of the seeded entry to have punctures, thus dropping such drivers as Hopkirk and Walter many unavoidable points; in fact, Hopkirk lost second place



*TWICE A WINNER: Eric Carlsson, the victorious SAAB driver, at Brighton after a tough 2,000 miles.*



*PASSING the Finnart Ocean Terminal, the "Doc" Spare/J. F. Bailey Singer Gazelle carries on towards the "Rest".*

Ian Appleyard in being "double victors", although Ian's first victory, in 1951, was really a "best performance" as there was no general category in the first post-war R.A.C. For the first time on an R.A.C. Rally the Ford's expected class supremacy did not materialize due to a splendid drive by Raymond Baxter/Leonard

overall through his puncture. It may be argued that Carlsson drove most of the stage on a flat tyre and still achieved the time, but in the case of the Porsche, it was impossible to drive with a flat, as the engine was resting on the road.

For the most part, the surfaces on the special stages were better than expected,

with only slipperiness as a hazard, but in the case of the Onich and Loch Lochy stages on the way up to Inverness, these were both unbelievably rough and dangerous, and caused a great deal of unnecessary mechanical failures. If it had not been for the attendant factory service cars, it would be safe to say that only about half of the works cars would have arrived at Brighton. The Culbin Forest was the cause of many near disasters, and almost half of the "seeds" left the road for a short while. Walter's slide cost him 12½ minutes of de-ditching, Ewy Rosqvist was forced to retire and, from the wheel marks, it appeared that Eric had had to have an assisted reverse on at least two occasions. The Monaughty Forest, which followed soon afterwards, was over 4½ miles of muddy grass track, with two hair-raising hairpins on the final descent—fortunately these and most other hazards were clearly signposted with large "caution" boards. Longest of the stages, in Staindale Forest, was a rather pointless exercise, with 21 miles of short straights between right-angled corners, where there was little chance to display skill and roadholding with only brutal braking and acceleration in demand. At Prescott several professional panel beaters were

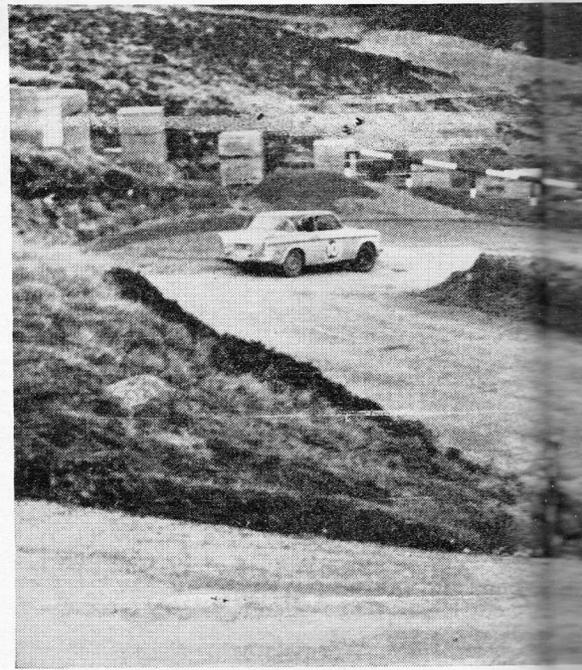
*(Continued on page 758)*



*VOLVO, locked over for a tight left-hander, is the big-engined car of Sir Charles Kimber/Robert Bodle.*

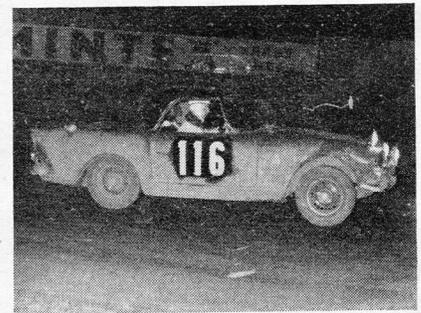
# THE R.A.C. Rally in Pictures

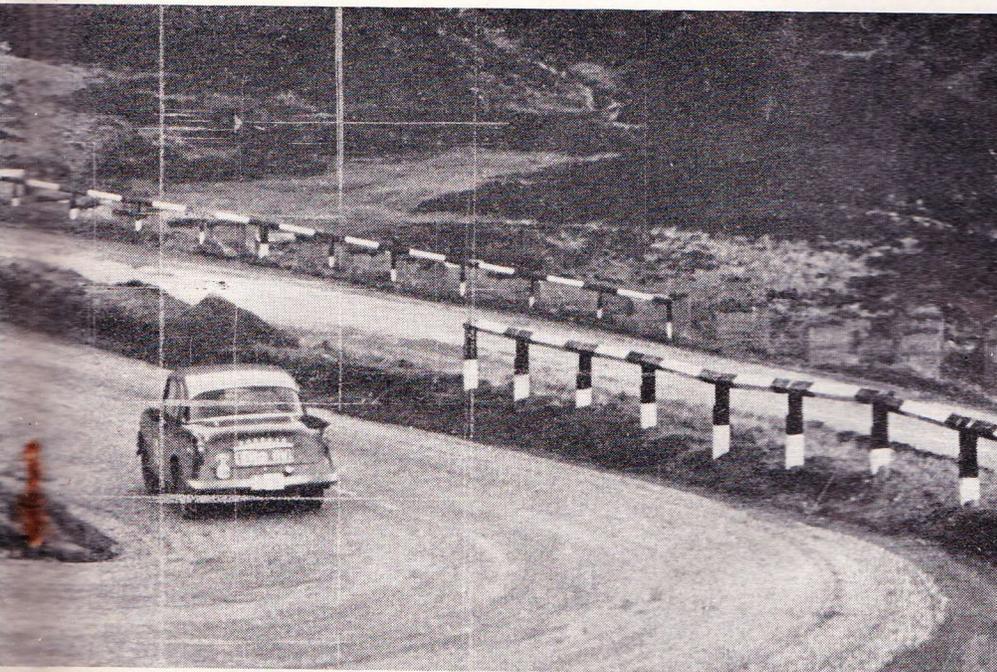
PHOTOGRAPHY BY  
GEORGE PHILLIPS, FRANCIS PENN  
AND MICHAEL DURBIN



*ABOVE: A typical hold-up—those cattle haven't a schedule to maintain! The Mini is that of J. Handley/D. Pratt/I. D. Cameron. BELOW: Carlsson's winning SAAB flashes along Madeira Drive, Brighton, during the final tests.*

*NIGHT-TIME: D. E. Pollard's Sunbeam Alpine enters Old Hall Corner during the Oulton Park test.*





LEFT: Follow-my-leader down the hairpins for Peter Harper (leading) and Tiny Lewis, in works Sunbeams. BELOW: PRESSING ON: Hugh O'Connor Rorke's Ford Zephyr digs in its elbows as the driver hauls it round a fast curve.



ABOVE: A tight one—Major I. B. Baillie's Vauxhall—part of the Army team—is hustled round a hairpin. BELOW, LEFT: Bill Cawsey's Porsche passes a most unimpressed horse.



BOTTOM OF THE PAGE (RIGHT): Flat out across the finishing line goes the Sebring Sprite of Paul Hawkins and Vic Elford, at the conclusion of the after-dark speed test at Oulton Park.





#### R.A.C. Rally—continued

hard at work on works cars and also on many private entries.

The daytime run from Yorkshire to Wales gave plenty of interesting stages, with Oliver's Mount and Selby Forest both fast and skilful runs. Two tests in Sherwood Forest were good but the set times were far too easy, and the now famous "switchback" run over Cannock Chase, parts of which resembled the big dipper, was just "on", at 41 miles an hour.

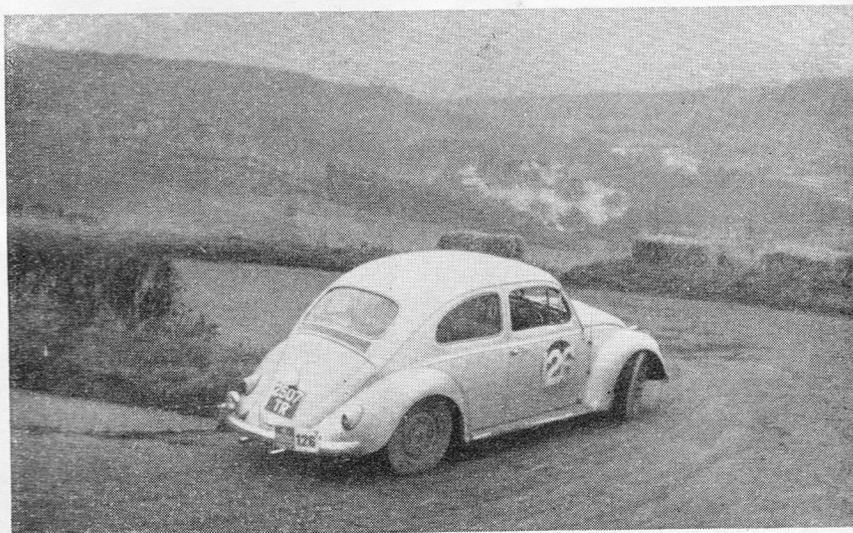
Dovey Forest, during the Welsh night, was by far the finest and most dramatic of the forestry roads, with 17 miles of the most wonderful sweeping climbs and descents, accompanied by what appeared to be very sharp drops into the Christmas trees. Eppynt ranges, which we have covered on many a rally, was fastest of the set times, with a 53 m.p.h. average—normally possible, but with three miles of freshly tarred gravel, no one achieved the target. The two final stages, Monmouth and Speech House walk, were mainly noted for the very bad signposting, and the rather disorganized marshalling, in contrast to the rest of the Rally, which had set a new high standard for officialdom in the United Kingdom. Arrows on these sections were placed on top of the corners, and many drivers "wrong slotted", including Erik Carlsson (who nearly collected Pat Moss in a head-on accident when retrieving the route) and Peter Harper, who lost sufficient time to drop him from second to third place overall. However, the onus of finding the route lay with the crew, so that while we may be a little cross with the volunteer marshals we can but hope that next year marshals' instructions will be that much clearer to avoid a repetition of frayed

*DOWN AND ROUND, and then down and round again. The Triumph of Pardoyl/Davies thrashes down off the moors.*

tempers so near the end of an otherwise excellent event.

The tie-deciding tests were a very pointless waste of time, while there must obviously be provision for ties, it was unfortunate that, at Mallory Park, only one corner could be used, due to resurfacing, and to hire Prescott seemed rather silly. By all means, let us include these two venues in the 1962 rally, but count them as special stages (as were Rest-and-

Be-Thankful and Oulton Park) leaving just the Promenade dice for the rare event of a tie . . . and while on the subject of the promenade, the old Monte-Morecambe or Monte-Blackpool test, would not only be much fairer between types of car, but would surely be of more interest to spectators than the rather lonely belt along more than half-a-mile of promenade. But all-in-all, this was one of the best rallies of 1961, with all the glamour and difficulty of the Continent brought right to our own doorsteps, and our very sincere thanks must go to Jack Kemsley and his merry men, who have given Britain a Rally to be proud of.



*STRAW BALES are cannily placed, just in case anything goes wrong. But the H. F. Davies/C. W. Dart Volkswagen manages the corner in fine style.*

# Club News

By MICHAEL DURNIN

PERHAPS it is the time of the year, but there seems to be little in the form of Club News this week. . . . The **750 M.C.** and the newly recognized **Weedon E.C.C.** will be holding their Silverstone trial on military training ground 1½ miles north of Towcester on the Northampton road at 11 a.m. on 10th December. There are to be classes for ordinary and 750 trials specials and both open and saloon (pre-war) Austin Sevens. Details from Miss C. Mallock, Mill Cottage, The Grove, Roade, Northants. . . . The Christmas Cup Trial of the **West Hants and Dorset M.C.** will also take place on 10th December—starting from New Milton (179/243954) and covering about 70 miles. Details from Mrs. S. Brook, Coopers (New Milton) Garages, Ltd., New Milton, Hants. . . . Winner of the **B.A.R.C. (Surrey)** drivers' championship (Duke of Richmond and Gordon's Trophy) is D. H. Ray, while the navigators' award (the M. G. Daveney Trophy) went to J. H. Duggens. Congratulations! . . .

## MIKE CUNLIFFE

WE regret to report the death of John Michael (Mike) Cunliffe, a Northern club stalwart who formerly competed in sprints with a "Nürburg" Frazer-Nash. Mike was also a top-class mountaineer, with a record of many arduous and successful assaults on Swiss and Austrian alpine peaks. His other activities included stage-managing the Manchester edition of the "Gang Show", and a great deal of sailing. He was aged 46.

## THE LANCS & CHES ANNUAL ECONOMY RUN

NOT quite so well supported this year, the Lancashire & Cheshire Car Club's Economy Run took place at Oulton Park on Saturday, 18th November last.

Briefly, the idea was to see how many laps of the Oulton Park Grand Prix circuit (2.76 miles) a car could complete, averaging between 33 and 40 miles per hour, on one measured gallon of fuel, or, in the case of the smaller cars, half a gallon.

Competitors equipped themselves with a fuel container, worn inside or out of



"DIX SNAX": Lined up for coffee at dawn in Drymen are: David Seigle-Morris, John Sprinzel, Ann Wisdom, John Brown, a very cold-looking Pat Moss, mine host David Dixon and Tony Ambrose.

the motor car, and coupled direct to the pump or carb as the case may be, the club supplying and measuring the contents. Standard tyres were compulsory but apart from that anything went, and a car being started had to run on to a standstill, the track having been previously measured out in 10ths. Travelling marshals then completed the measurement of distance travelled.

In Class 1, 600-850 c.c., the best efforts were by H. A. Marsh (Fiat 600D), who completed 17 laps to average 95.74 m.p.g. and I. Grant (Renault Dauphine), 15 laps at 84.03 m.p.g.

Class 2, 851-1,150 c.c., proved J. Sivey's Morris 1000 Traveller best over 11 laps to average 60.94 m.p.g., with W. P. Geldeard (Morris 1000) next with 10 laps at 60.42 m.p.g. Both the above classes were allowed half a gallon of fuel!

Class 3 started the one gallon boys, with capacity between 1,151-1,600 c.c., J. N. McQueen-Johnson in a Ford Classic achieved 18 laps to average 52.29 m.p.g., his place man being A. L. MacFarlane (Austin A55) with 18 laps and a petrol consumption figure of 51.89 m.p.g.

Class 4 (1,601-2,500 c.c.) was taken by R. S. Place (Ford Consul), 17 laps, 48.13 m.p.g. and D. S. McClean (Vauxhall Velox) with 15 laps and 43.21 m.p.g.

Class 5 for Unlimited cars showed a fine run by J. P. Gardener, whose Austin-Healey travelled 19 laps to record 52.55 m.p.g. Second was P. Grant (Aston Martin D.B.2), 15 laps and 43.11 m.p.g.

FRANCIS PENN.

## THE SEVEN-FIFTY MOTOR CLUB Harold Biggs Memorial Trial

IN 1939 a small band of motoring enthusiasts got together to form a club for owners of the famous Austin Seven, and by this means the Seven-Fifty Motor Club came into being. With the idea of commemorating the name of one of the original committee members, H. L. Biggs of Enfield, who died last year after a protracted illness, the Tunbridge Wells Centre was delegated with the responsibility of organizing an annual trial. The first of these took place on Sunday, 19th November, on ground adjoining Isenhurst Manor, Cross-in-Hand, Kent.

Centre chairman and clerk-of-the-course Bud Smith and the Tunbridge Wells committee had taped out a stiff course of 12 sections with such names as "The Bumps", "Up and Over", "Belt Up", "The Flat" and "Splish and Splosh". Streams had been diverted through several sections so that although "The Flat" was on level ground, drivers found that they had to drop into the uneven bed of a river and climb out at the far end. Class 1 was for R.A.C. trials cars, Class 2 was for cars built to the 750 M.C. trials formula (Austin Seven-engine powered), and there were 20 entries in all. Practically every car was airborne at some time during the day in an effort to storm through water holes or climb what



QUICK HEALEY: Don Grimshaw hurries his well-known car through a corner at Oliver's Mount.

appeared to be impossible gradients and it was mud and more mud all the way. In spite of the liberal use of A7 components, most of which were 30 years old, breakages were few. However, Mansfield's car had an appetite for half-shaft keys and Tony Tickle stripped his distributor drive, but as his engine was designed for dual ignition he was able to convert to the other set of gears and go on to win the 750 class award.

The silver trophy put up by Mrs. Harold Biggs for the best performance of the day was won by Harry Rose, who trailed his Cannon from Poole, where he is well-known for his brace of beautiful Bentleys and the veteran car that he recently piloted to Brighton. The Bud Smith Cup for the best performance by a 750 trials formula car went to Tony Tickle. Of the original 1939 enthusiasts two were present at this trial: Bill Butler, who thought up the 750 trials formula which is now catching on well, acting as results marshal, and Arthur Mallock competing in "Simpla", his 750 trials special. Mention should also be made of Alf Sewell and Colin Nixon who came all the way down from Cumberland to compete, Alf having to be back at work in Stranraer on the following morning, making 1,000 miles of motoring for one trial.

COLIN PECK.

#### Results

Class 1—Mrs. Biggs Trophy: 1, Harry Rose (Cannon), 68 pts. lost; 2, S. R. Sealey (Special), 81; 3, A. J. Apps (Cannon), 94. Class 2—The Bud Smith Cup: 1, Tony Tickle (T.T. Spl.), 124; 2, Major Mallock (Simpla), 127; 3, J. Burrell (750 Spl.), 139. Team Awards: 1, Burrell/Sealey, 220; 2, Apps/Mallock, 221; 3, Rose/Dudman, 259.

#### NOTTINGHAM S.C.C.

THE Nottingham Sports Car Club held their 13th Annual Dinner and Dance at the Sherwood Rooms, Nottingham, on the evening of Thursday, 23rd November.

Always a "top line" do, this year was no exception, over 250 members and guests sitting down to one of the best dinners on record! The main club guests were Mr. and Mrs. S. D. Porter, Mr. and Mrs. D'O. M. Taylor, Mr. and Mrs. F. N. Penn, Mr. T. C. Wormleighton and Miss C. M. Queenborough.

Speeches were made by the Club President, Dr. E. J. Townsend, the Assistant Chief Constable of Nottingham (Mr. S. D. Porter), Mr. D'O. M. Taylor and the Club Secretary, Mr. A. K. Scragg, who gave this piece of news—that the Mallory Park Meeting of 11th June, for which the first prize of 2,000 guineas has been offered for a Formula 1 race, has been granted International status!

#### HARROW CAR CLUB'S PETIT RALLY

##### A Short, Sharp, Tough Event

WHEN it became known that this year's organizer of the half-night 130-mile Petit Rally was to be Peter Noad, everyone expected the kind of rally that Peter is known to revel in—and they were not to be disappointed. But where he really scored over many rally promoters was in the meticulous preparations, which must have taken up a lot of spare time, but were proved highly worthwhile. Not the least praiseworthy point lies in the way that all possible steps were taken to secure public acceptance of and permission for the route, quite apart from avoiding known "black spots". All farmers and householders likely to be disturbed by the rally were contacted personally, and in every case people were

grateful for this and, in fact, many actually wished the rally good luck, including one farmer who had just complained to the R.A.C. about a most selfishly run daylight event on his land. May we enter a heartfelt plea for this fine example to be followed by other rally organizers in the interests of the continuance of rallying—for there is little doubt that the public *can* be won over to our side if they are given a fair chance.

Just in case the foregoing remarks have given the impression that this was an easy-going event, let me correct such an impression right away. The rally began near Beaconsfield and competitors received their road books 30 minutes before their sealed watches read their starting time. This was just enough time for plotting the entire route, for all map references of the 44 points were given, together with their approach directions. The only section with enough time to catch your breath was the first one of 15 miles, which terminated at the start of the first special stage at Nettlebed Woods. A "white" road with loose shingle was to be covered in 2 mins. 20 secs., and best performers here were A. Curry

(M.G.A) in 2 mins. 21 secs. and novice G. Channer (Mini) in 2 mins. 28 secs.

Then a number of tight, short sections, nearly all marshalled and timed, with very few signpost route checks, led to Savernake Forest, via the second special stage south of Ipstone. This was again staged on a loose surface and, because of the fog, nearly everyone missed a "white slot" which would have saved much time. As it was, the closest approaches to the bogey 2 mins. 30 secs. were made by F. Still (VW) in 3 mins. 37 secs. and P. Hamperl (SAAB) in 3 mins. 50 secs.

It was in the maze of little roads in Savernake Forest that the pace and the fog took heavy toll, resulting in wrong approaches by such fancied entries as R. Forster and P. Jones—not too surprising, for the controls were cunningly situated so that it was all too easy to attack them from the wrong direction.

The last section finished in the woods near Pangbourne, and though the weather was not of the best, the 30 m.p.h. average was still "on", only the winner, however, managing a spotlessly clean sheet.

(Continued on page 762)



COUNTDOWN:  
Ann Wisdom (right) waits to stamp her card at the Inveraray "out control" and (below) the Porsche of European Champion Hans Walter (co-driven by John Sprinzel) chases the Ian Walker/Paul Steiner Zephyr through the Devil's Elbow.



# CORRESPONDENCE

## Are We Biased?

I DO wish to congratulate Innes Ireland and AUTOSPORT on the recent Zeltweg article, which was easily the most vivid and entertaining article that I have ever read. Please let us have many more articles of this calibre.

On the subject of the British Grand Prix I feel that most of your correspondents have been a little biased by personal loyalties, I go to both Aintree and Silverstone and have enjoyed the annual "swop". I feel that the 1962 decision is wrong simply because it is unfair, a break with recent tradition and a very ungrateful and unkind gesture towards the B.R.D.C., especially as the B.A.R.C. had the honour to stage the last "British" European Grand Prix.

I would also like to include the B.R.S.C.C. and Brands Hatch in a three-yearly cycle.

Also, why should the R.A.C. have their present dictatorial status with regard to British Motor Sport. Let us do away with this "Divine Right" and set up a committee formed by nominees of those clubs really concerned with promoting Motor Sport. After all we have no guarantee that the R.A.C. may not decide to give Aintree a monopoly for all time, and that would be unfair.

LINCOLN.

PAUL ROGERS.

## British G.P. Venue

I HAVE no wish to express an opinion as to the relative merits of Aintree and Silverstone as the venue of the 1962 British Grand Prix, because I reckon enough has already been written and said on that particular subject.

Anyway, whether I travel to Aintree or Silverstone is of little concern to me since, fortunately, my remittance for the work I do at either includes adequate travelling expenses. I am not, therefore, biased by considerations of distance.

Whilst I agree that Aintree has several good points (which doubtless were considered when the decision was made to hold the British Grand Prix there for two years in succession), I would like to comment on Mr. A. J. Keczal's letter in which he extols the following three virtues of Aintree:—

(1) "Aintree has proper spectator facilities." From what I gather, the addition of the words "at a price" would have been appropriate. Perhaps it is the smell exuding from the neighbouring factory chimney which persuades so many spectators to enjoy instead the "improper" facilities of Silverstone, Oulton Park, Brands Hatch and Goodwood.

(2) "Aintree is well placed for rail and bus transport." Yet, in spite of this, for some odd reason the "proper spectator facilities" of Aintree usually appear to me to be only partially occupied, whereas an International meeting at Silverstone never seems to get a poor attendance.

(3) "Aintree is without equal in handling traffic." In view of my remarks immediately above, perhaps Aintree does not get the same volume of traffic for its officious police to handle as do some other circuits. Anyway, I usually seem to spend longer in the Mersey Tunnel traffic block than I do "waiting until the approaching hours of midnight draw nigh at many so-called circuits in the South", as Mr. Keczal puts it.

I see that Mr. Keczal lives in Liverpool.

WEYBRIDGE, SURREY.

ROBIN RICHARDS.

## Arrol-Sanderson/Angus-Johnstone?

I READ your leading article of 17th November and was rather astonished to see you mention a famous Scottish motor car called the "Arrol-Sanderson". Is it not possible that you have confused this with the "Angus-Johnstone"?

GLASGOW, C.3.

D. P. B. PROSSER.

[Mr. Prosser is perfectly correct: the car referred to was the Arrol-Johnstone, confused with the Angus-Sanderson—apologies to Scotland.—Ed.]

## Sunday Racing?

IN reply to Mr. I. Goldblatt's letter published in your Correspondence, 17th November.

I should like to reply as one of the many enthusiasts who work all day Saturday and never have a chance of seeing the major events unless they arrange their holidays to coincide with as many events as possible.

Week after week I "hound" the coming attractions column for any Sunday events of which I would not miss for the "wheel of an E-type".

In my opinion distance would be no object if a major race meeting was to be held on a Sunday, I would willingly travel through the night accompanied with slacks and sandwiches to see the "Boys" put up a good afternoon's sport.

Once again I "Fire on all cylinders" with Mr. Goldblatt.

FORMBY, LANCs.

D. A. HAYWORTH.

## Pen Pal Wanted

DAVE CRINER, aged 22, of 2994½ Los Flores, Lynwood, California, U.S.A., wishes to correspond with a British racing enthusiast.

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



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An exceptionally good model in Healey blue, lately the property of Jean Clarke—not used in any form of competition and fitted with radio, heater, overdrive, wire wheels and new hood. Maintained by us for the last two years and offered with three-month warranty—parts and labour ... .. £425

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### SEBRING SPRITE

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### Harrow Car Club's—continued

What happened to Actman? A blown head gasket half a mile from the start prevented D. Gray and self enjoying a tip-top rally of the essentially straightforward variety, decided by the skill of the crews, the performance of their cars, and absolutely nothing else. No searching for grass-covered hydrants, no belting to catch up time after an any-order "plotting race", no tie-deciding tests, no pointless and dangerous "regularity" sections—in short, none of the things that can, and do, make rallying an anti-social activity all too frequently.

SAM ACTMAN.

#### Provisional Results

**Experts. Outright Winner. Dryden Cup:** F. Still/L. Needham (VW), 110 marks, **First Class Awards:** 2, J. Wolchover/J. Alderton (Sebring Sprite), 225; 3, A. Harmer/J. Shears (Mini), 228. **Second Class Award:** 4, A. Curry/S. Ottoway (M.G.A.), 399. **Novices. Best Novice:** P. C. Howell/R. Taylor (Zodiac), 552. **First Class Award:** 2, P. G. Cowell/J. Davis (Mini), 658. **Second Class Award:** A. D. Humm/J. Prime (A55), 688.

### THE ESSEX RALLY

UNDER conditions rendered quite difficult by fog and frost, the W.E.C.C. held its annual Essex Rally on Saturday/Sunday, 25th-26th November. The event attracted 52 entries of which 29 were from the seven invited clubs.

Starting from Stapleford Aerodrome, competitors were sent off into Essex and West Suffolk through a series of controls and time checks covering the route using a variety of instruction cards. These included most of the types of route book that one has come to expect in rallies today and ranged from Route Cards, Tulip Sections, Eight Clubs, "Plot and Bash" and Scatter Sections.

A halt for supper was made at Haverhill where early results showed that only one competitor was clean at this point although others were following fairly closely.

After the supper stop things "warmed up" somewhat with further sections most of which called for alertness on the part of both navigator and driver. The route wound its tortuous way over some 250 miles to the finish at Stanstead Airport where, within minutes of half the entry arriving, the results were announced and praise is due to the organizers for the speedy manner in which this was done.

As can be seen from the results below, nobody finished clean and all agreed that it had been a first class event with no trickery or ambiguity.

#### Results

1, C. S. Perkin/T. S. Stevens (Wolseley 6/90), 40 marks lost; 2, J. Hayes/A. Rhodes (Herald S.), 60; 3, O. S. Whitehead/M. W. Bishop (VW), 100; 4, N. A. Porter/R. Britt (Herald), 120. **First Novice:** C. W. Dykes/M. R. Moriarty (A.7), 2,990. **Team Awards:** 1, W.E.C.C.: C. S. Perkin/O. S. Whitehead; 2, C.M.C.: N. A. Porter/A. T. Lobb.

### THE HAGLEY & DISTRICT L.C.C. SUCCESSFUL HAGLEY TRIAL R. W. Bates (Ford) Wins Restricted Event

THIS year's restricted Hagley Trial took place in the Inkberrow area and attracted no less than 70 starters on a fine, frosty morning. The trial was divided into three main sections with approximately 15 road miles in between and took in 26 hills of varying type, which, by their very nature, demanded the utmost of car and driver alike. The first two hills were over a course which would have done justice to a motor-cycle scramble and yet, surprisingly, a large number of the entries cleared these, after

Austin May in his Mini had showed them how.

Later sections comprised twisting, long climbs and called for good manoeuvrability rather than absolute power or grip and it was evident here that David Blankstone's SAAB just did not have sufficient steering lock to negotiate them. His car came more into its own, however, later on on the straighter climbs where the powerful engine and the large wheels paid dividends.

An additional section was inserted into the event which comprised a simple metal track but rather surprisingly caught a good number of competitors out with its slimy surface and caused some delay at the end of the event so that the last runners finished the course in darkness.

The outright winner, R. W. Bates, in his 1172 Ford did splendidly to lose only 85 marks and secure the Whittington Trophy. He recorded no less than 11 clean climbs in the event and also put up some good test times in the two deciding tests. First class awards in this class—Front Engined Closed Cars—were taken by the inevitable Harry Livingston, Ron Embley, Derek Holland from Shenstone and H. Rose in his Ford. Austin May, making a welcome return to trials, drove his Mini to a second class award along with John Spinks, Steve Neal, Phil Cracknell and A. Eadon.

In the Front Engined Sports Car Class Malcolm Hazlewood in his Austin-Healey had a fine win well ahead of the first class award winner D. R. Yates (Austin-Healey) and J. V. Sandbach (Austin 747). Class 3 for Rear Engined

#### Results

**Whittington Trophy:** R. W. Bates (Ford), 85 marks lost. **Novice Award:** D. W. Peers (Morris), 138. **Team Award:** R. N. Embley (Ford) and M. Hazlewood (Austin). **Class 1. First Class Awards:** R. N. Embley (Ford), 86; H. Rose (Ford), 106; H. L. Livingston (Morris), 116; D. H. Holland (Austin), 119. **Second Class Awards:** C. A. N. May (Austin), 123; P. L. Cracknell (Austin), 123; J. R. Spinks (Austin), 131; A. Eadon (Hera'd), 132; S. P. Neal (Morris), 134. **Class 2. Class Winner:** M. Hazlewood (Austin-Healey), 108. **First Class Award:** D. R. Yates (Austin-Healey), 136. **Second Class Award:** J. V. Sandbach (Austin), 156. **Class 3. Class Winner:** M. Hinde (VW), 79. **First Class Award:** J. Deeley (Renault), 88; **Second Class Award:** A. W. Clift (VW), 102.

Cars saw Mike Hinde from Hagley win in his Volkswagen from John Deeley (Renault) and Arthur Clift (Volkswagen).

David Peers, competing in his first Production Car Trial, recorded a total of 138 marks with his Morris, thus winning the Novice Award—an excellent achievement which will no doubt encourage him to do greater things. Messrs. Embley and Hazlewood with their consistent driving took the team award.

Thus this surprisingly well-supported event came to a close and from the entries received it would seem that interest is growing ever stronger in the "off the road" type of event. M.T.

### BIRMINGHAM YOUNG CONSERVATIVES MIDLAND RALLY

THE 52 entrants for the Midland Rally started from Church Stretton in fine conditions on a tortuous route of 250 miles through Central Wales. The many retirements included Maurice Pickering with clutch trouble and R. C. Cronin with a broken half-shaft. It was tough second-gear going most of the way, and at least one of the many Minis entered ran out of petrol.

Of the 15 club teams of three cars entered only that of the promoting club finished and gained individual awards for first, third and fourth places.

A hard tough event, well organized, was the vote of all, and to confirm the efficiency of the organizers, results were available within just over an hour of the last car finishing.

#### Results

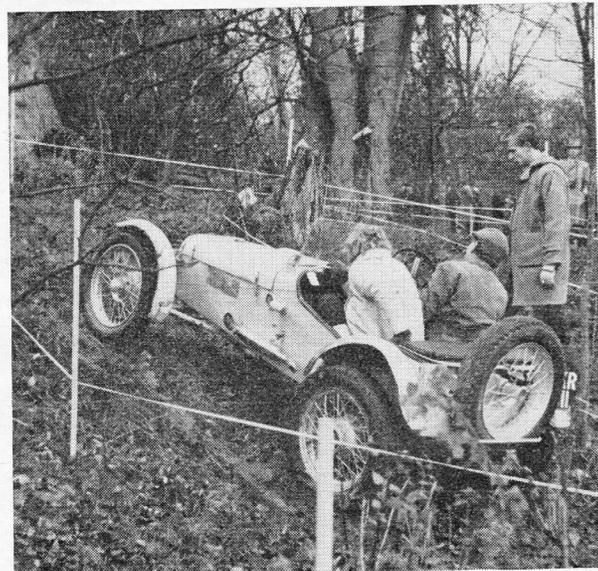
1, Graham Moore, B.Y.C.M.C., 10 penalty points; 2, Ralph Broad, S.U.N.B.A.C., 30; 3, Paul Mindelsohn, B.Y.C.M.C., 120 penalty points. **Team Award:** B.Y.C.M.C., Moore, Mindelsohn and Holland, 360.

### TRIAL POSTPONED

THE Production Car Trial due to be held by the Chiltern Car Club on Sunday, 10th December, has temporarily been postponed till early January.

GEOFF MABBS and David Hiam are to share a Mini-Cooper on the Monte; Vic Elford is still looking for a drive and Christabel Carlisle is, as planned, to go with John Sprinzel.

★  
*THE TRIALS SEASON is at its height and contenders for the Trials Championship are busily trying to collect those last few "qualifiers". Here Cuth Harrison, champion a couple of years ago, negotiates a tricky hill.*  
★



## KENTISH BORDER CAR CLUB

**19th Sporting Trial****Geoff Newman Wins Excellent Event**

THE Kentish Border Car Club's 19th Annual Sporting Trial was held, as before, on Percy Barden's very attractive property. Geoff Newman was the winner after a really first class day, showing great form on every hill, leading from the beginning and extending his lead after every ascent. Rex Chappell and Charles Pollard were the next on the awards list, both drivers having driven extremely consistently throughout the day. Mike Cannon and Ivor Portlock finished fourth and fifth respectively, showing themselves capable of adapting themselves to the very different types of climb they were faced with. The location consists of a long valley which is approximately 80 yards wide and has wooded slopes on either side, making an ideal place for a trial. The hills, there were 20 of them in all, were laid out on both sides of the valley, the even numbered hills on one side and the odd numbered hills on the other. These sections were altered in the afternoon, making a total of 40 hills.

The organizers had worked out a very clever system on the hills, whereby no competitor had the advantage or disadvantage of always being first to attempt a climb. This consisted of the odd numbered cars doing every fourth hill, starting from hill 1, then the same thing from hill 2, till they had completed all 20 climbs. The even numbered competitors started on hill 2 and did every fourth hill in the same manner, till they had completed the course. This system thoroughly mixed up the cars but not competitors, and met with general approval.

Some of the even numbered sections were a little too easy, as the hills had dried out a lot; and the morning saw a lot of cleans—however, the same could not be said for the odd numbered hills, which were still wet and proved too much for many of the competitors. In contrast to last year, when the valley had been ankle deep in running water, this year it was practically dry.

The first hill started on a grassy piece of flat ground and then went into a ditch, which tended to throw most cars

off line for the straight climb up the muddier slopes which followed. The ground, however, was firm and most competitors lost few marks. The second hill was a complete contrast to hill 1. Starting on leaves and loose earth, thence proceeding round a tree—from here the course went downhill with a tricky camber, then up and over a ridge. This saw several cleans in the morning, amongst them Sid Seely, Ivor Portlock and David Render, the last-named making it look too simple for words.

Hills 4 and 6 had simple take off areas with a slow ridge just after the starts, they then proceeded up leafy slopes which had such hazards as tree trunks and boulders in the vicinity. If these didn't catch out competitors, there was a nasty bump right at the top which ensured the downfall of the majority.

Over the other side of the valley again and the same take off area was in use on hill 5, except the ditch just after the start was even deeper than on the earlier sections. As there were some nasty turns after the start the cars tended to run off the section—no doubt encouraged by the roots which lay just beneath the surface. Hill 7 was nearly as bad, dispensing with the turns, but having very strong trees to one side. Sid Seely was quite upset when he found he had buckled a front wheel during a temporary dispute with a large tree in the bushes. Nevertheless, he changed the wheel and proceeded with a little more caution.

Hill 8 was another very dry climb with a ridge just after its base. After the passage of the first few cars this hill became considerably easier though the loose earth afforded little grip for the throttle-happy competitors. The widest section of all was on hill 9, which had the difficult ditch at the start, but then went straight up with a nasty adverse camber all the way. By crafty use of the less worn routes some very creditable climbs were made, particularly those of the winner and David Render.

Hill 10 saw one or two frowns when competitors examined it. For half-way

up was a very big rock which had been exposed by the passage of cars and now lay bare ready to smash any axle and sump which came its way. Ivor Portlock tried going above it but found the slope to be much steeper; however, Mike Cannon did well by just missing it, not going as high as Ivor. Needless to say, save the early birds, many points were lost here.

Hill 11 was rather like a track for a mountain goat for it twisted and turned throughout its length with several nasty bumps to throw the unwary off line. Somehow or other several competitors passed clean, which was a good effort as the track was one of the trickiest I have ever seen. Hill 13 was rather similar, with some nasty brambles to greet those who transgressed into the bushes. Charles Pollard made a good climb despite the use of a lot of throttle.

The 12th hill started on loose earth and leaves and wound upwards through the trees with a tricky degree of adverse camber there to throw cars off line. Smooth mud was to be found half-way up and this afforded even less grip with consequential penalizations. Hill 14 started on grass then went on to leaves and loose earth, climbing steeply through the trees with lots of roots about. As the start was fast and the roots very many, this was a pretty hair-raising climb—piles of drama, front axles off the ground and all that! Hill 16 was similar but had a ledge half-way to give car and driver a short breather before they were thrown back by the steep, rooted slope which followed. Ivor Portlock, Rex Chappell, David Render and Geoff Newman all did well on both these hills.

Hills 17 and 19 both had the ditch at their bases. Seventeen had lots of roots and smooth mud with some leaf mould, adverse and tricky turns, whilst the last odd hill was just steep with no grip. It was on this hill that skilful driving really paid off. Here Geoff Newman made a really splendid climb, leaving his wheel marks as a reminder to the rest of how far was possible.

In the afternoon competitors attacked the same hills with some slight alterations and more or less conformed to the same pattern as they set in the morning.

PATRICK McNALLY.

**Results**

1. Geoff Newman; 2. Rex Chappell; 3. Charles Pollard; 4. Mike Cannon; 5. Ivor Portlock; 6. Geoff Lindsay; 7. J. F. Jenkins; 8. P. Highwood; 9. D. Render; 10. Bernard Dees.

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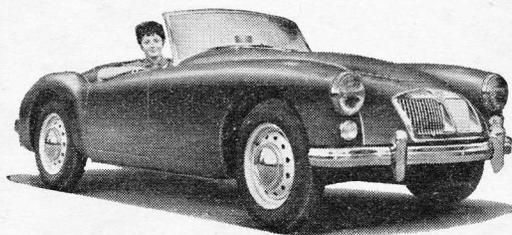
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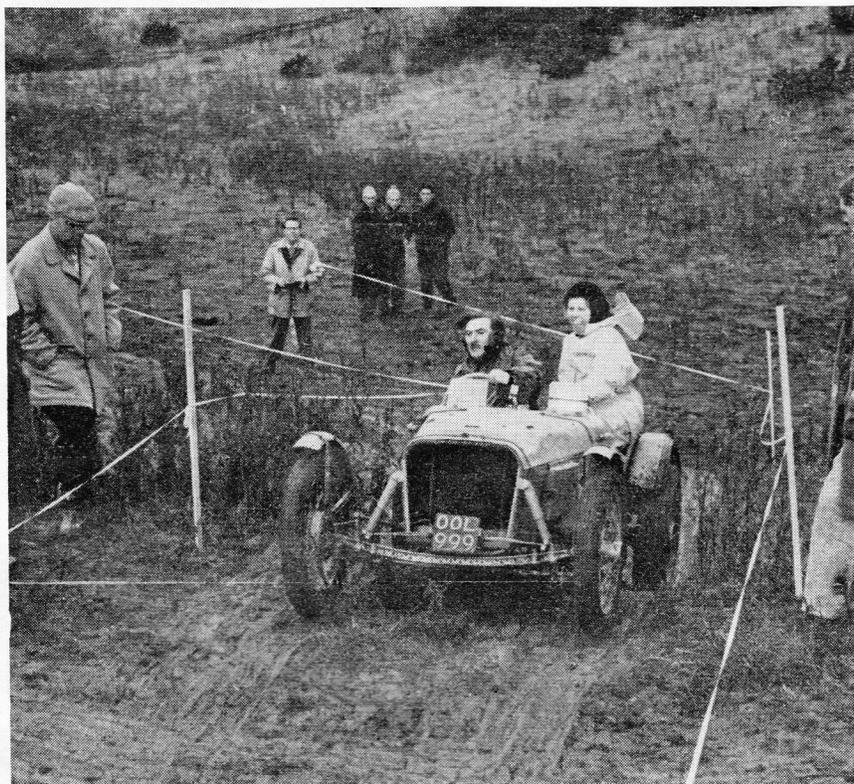
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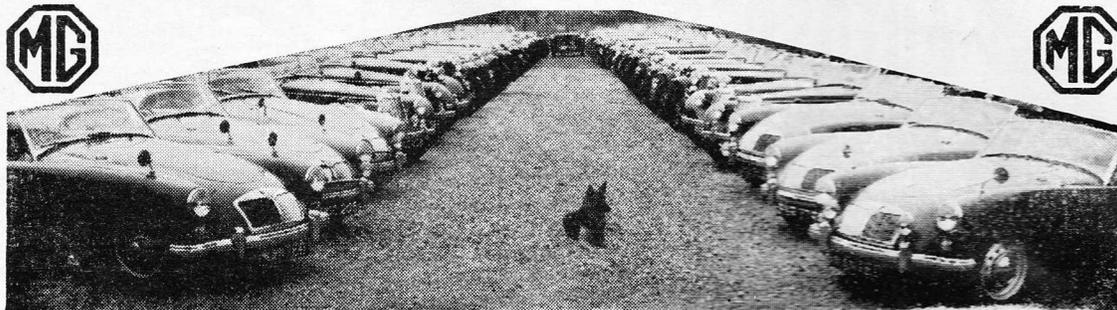
WINTERTIME is trials time, and here we are pleased to publish a couple of magnificent Francis Penn photographs depicting the spirit of fun, skill and enthusiasm that the trials men share above all things in common. Rex Chappell, reigning trials champion, and his wife, Renée, are in the upper picture; the lower picture shows Frank and Betty Lewis.

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(Continued on page 769)



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**M.G.—continued**

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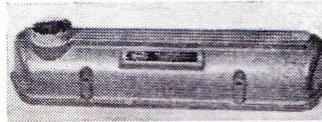
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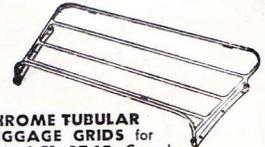
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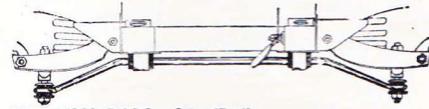
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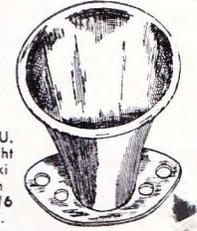


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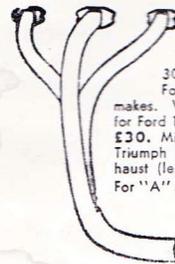


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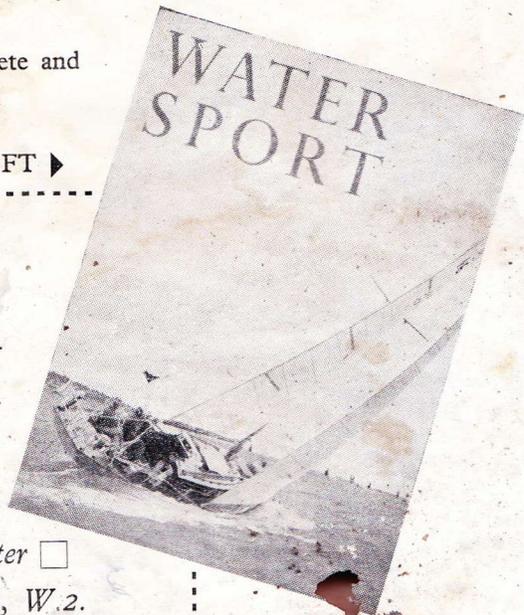
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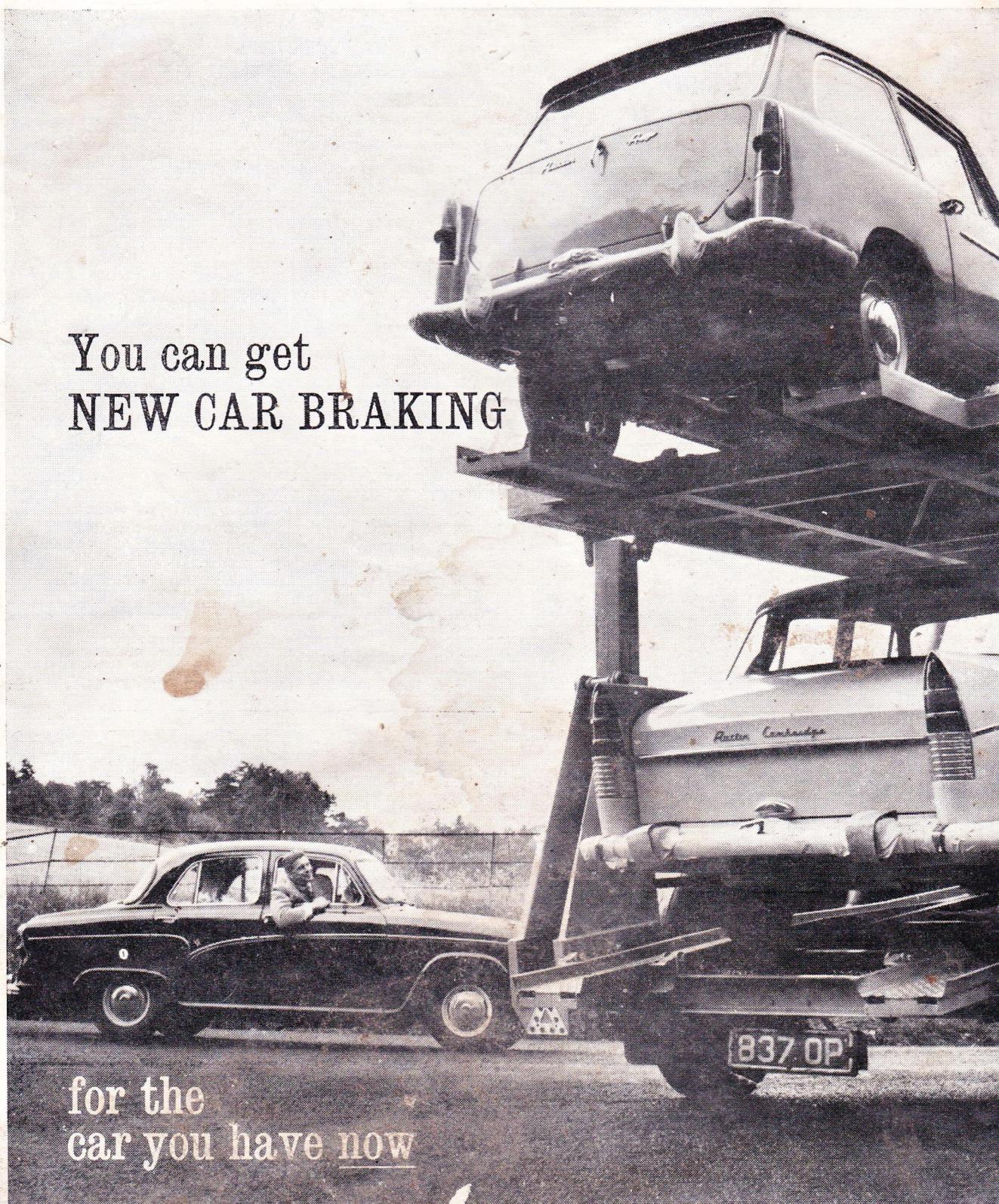
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