

LOTUS 23 CUTAWAY DRAWING

JANUARY 5, 1962

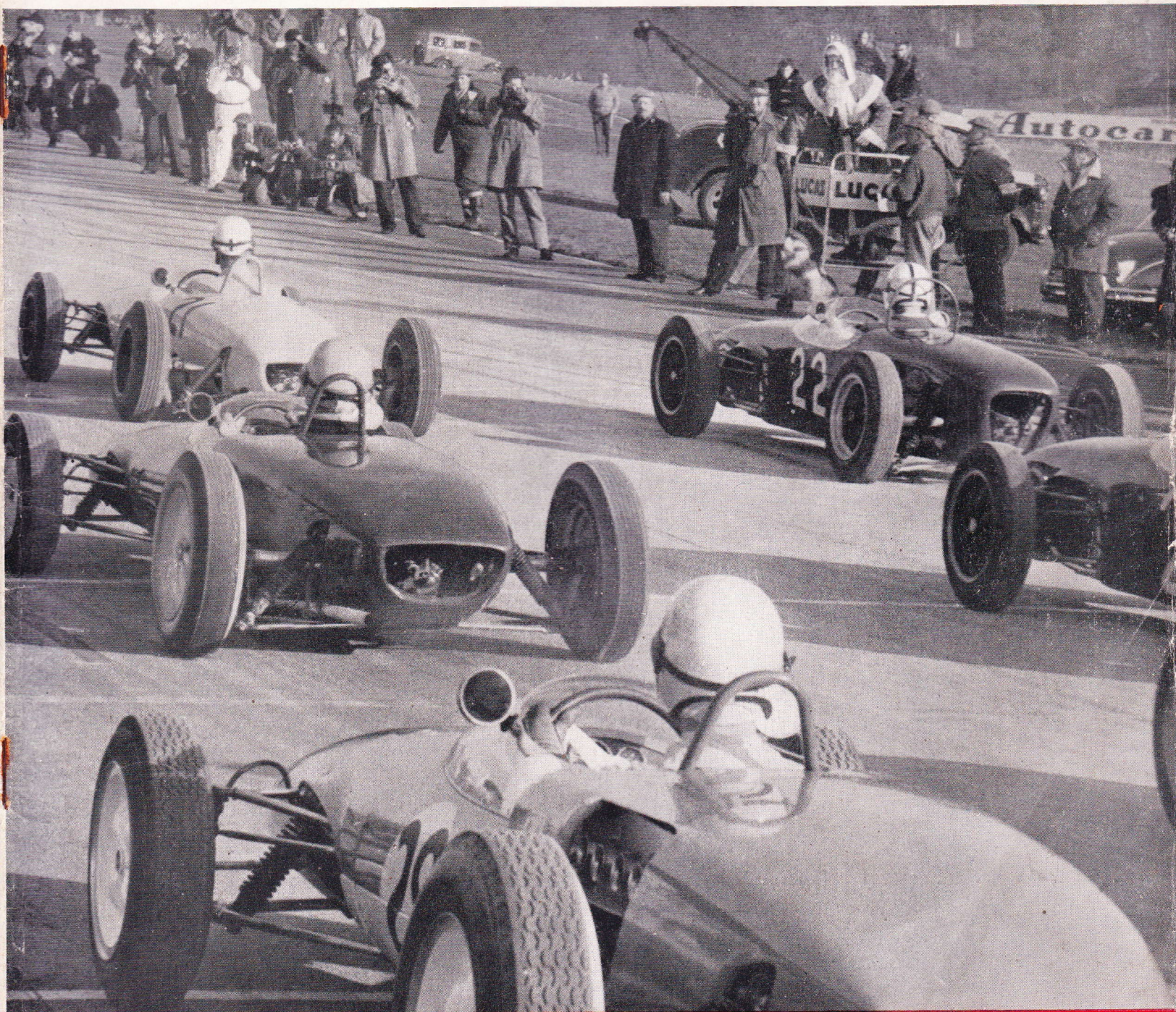
# AUTOSPORT

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EVERY FRIDAY  
Vol. 24 No. 1

BRITAIN'S MOTOR SPORTING WEEKLY

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



## IN THIS ISSUE

THE RACING CAR SHOW—FULL REPORT AND PICTURES  
SEASONAL SURVEY—FORMULA 1 RACING : ERIC CARLSSON'S SAAB





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# AUTOSPORT

## BRITAIN'S MOTOR SPORTING WEEKLY

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Vol. 24 No. 1

January 5, 1962

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## EDITORIAL

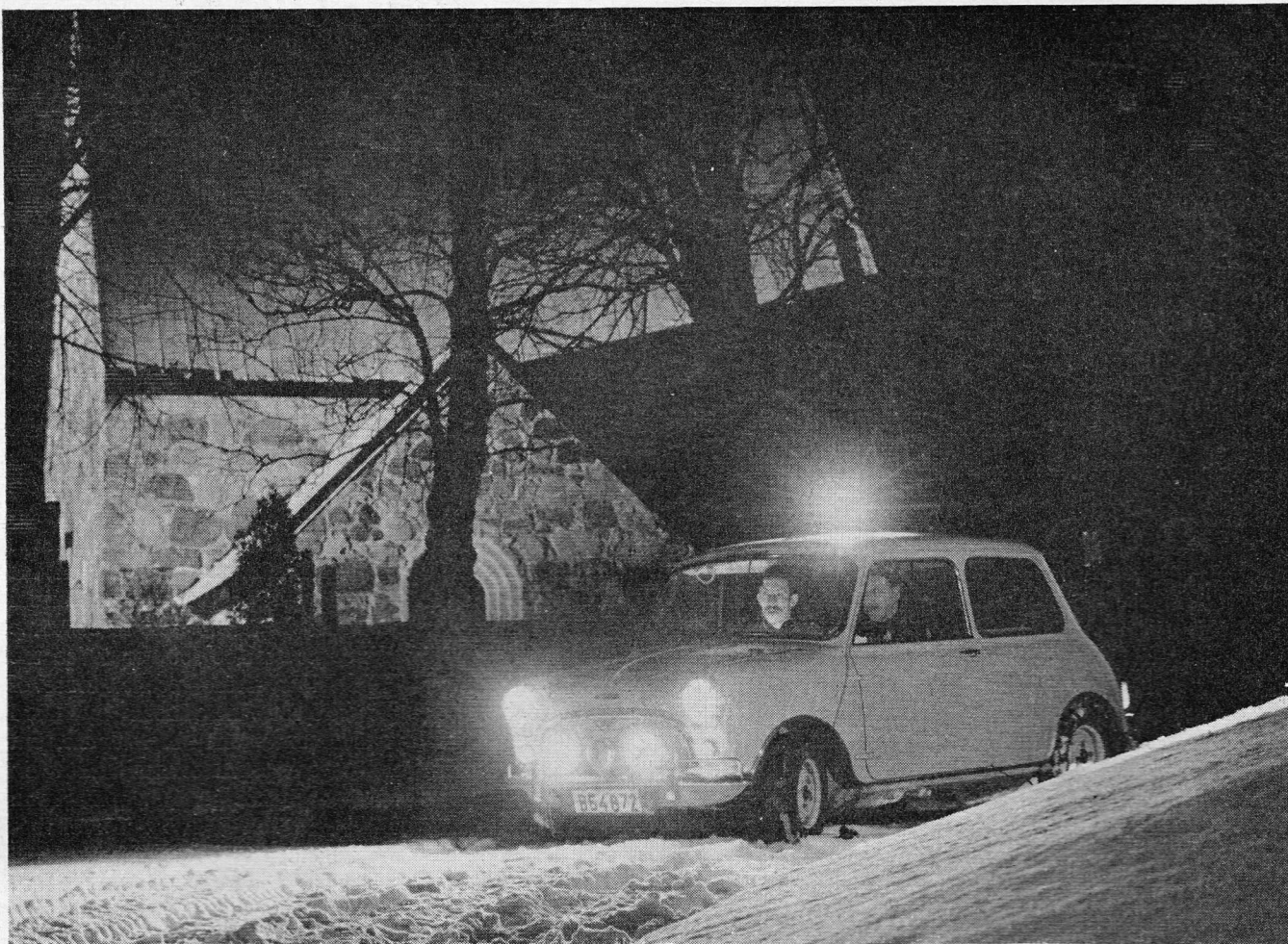
### HEADS AGAINST BRICK WALLS

OPENING the 3rd International Racing Car Show, at the Royal Horticultural Halls, Mr. John Hay, Parliamentary Secretary to the Ministry of Transport, acknowledged that motor racing successes provide considerable prestige to the motor industry by and large. The S.M.M. and T. do not appear to share his views, for once again their members were prohibited from exhibiting their products at this show. Also, the Parliamentary Secretary's remarks should be assimilated by the Board of Trade, which seems to be under the delusion that British motor racing is subsidized by the Industry, otherwise it could not possibly justify the withdrawal of the Purchase Tax concession on Formula 1 racing cars. A large number of AUTOSPORT readers have written to their M.P.s protesting against the decision. The latter have, in general, received courteous replies from the Board of Trade, more or less in the form of a stock letter. It now appears that the annual average charge on the Board of Trade vote to continue the concession now amounts to £60,000, or twice the amount quoted by Lord Mills in the recent House of Lords debate on the subject, introduced by Lord Montagu. This appears to be a fairly high figure, but a comparative flea-bite as compared to expenditure in other fields. As Mr. David Ginsberg, M.P., remarks in a letter to reader Mr. D. T. H. B. Sinfield: "I feel that some compromise arrangements could have been arrived at in a field which, I agree with you, is of indirect benefit to our export trade." It is now obvious that Her Majesty's Government has irrevocably made up its mind to withdraw the concession as at the end of March, 1962, so any further attempts to persuade the Board of Trade to change its mind would be rather like butting heads against brick walls. However, would it not be a fine thing were the Government to institute a prize fund, to go to the concern which contributed most to the prestige of Great Britain's motor industry, by reason of successes in International motoring sport? A provision such as this would certainly give constructors the necessary incentive, such as Ferrari and Maserati had when the Italian Government adopted a similar scheme, without, of course, imposing any tax on cars constructed for racing purposes, such as is demanded in this country. Perhaps the S.M.M. and T. could be persuaded to bring forward the idea to its members, so that no accusation could be levelled that the British taxpayers' money would be used for the purpose of encouraging the construction of racing cars. The battle for the export markets is becoming so fierce that the motor industry on the whole should grasp every possible opportunity of furthering prestige.

### OUR COVER PICTURE

BOXING DAY, to the racing enthusiast, means Brands Hatch, and this week we portray the start of the Formula Junior race at the 1961 event; our report, the first to be published, appeared last week. Drivers to be seen here include Frank Gardner (22), Kinny Lall (23)—his first F.J. race—and Peter Warr (21). The race was started by Father Christmas (alias Graham Hill).





**ALAN FOSTER** will be seen in sports-racing this year with a Lotus Twenty-three, fitted with a Cosworth-Ford engine.

**FRENCH** driver Jo Schlesser has ordered a Brabham Formula Junior car for 1962 events. It will be fitted with a Hobday-Ford engine.

#### BOWMAKER-YEOMAN RACING TEAM'S BUSY PROGRAMME ABROAD

**THE** Bowmaker-Yeoman Racing Team have a busy time ahead in New Zealand and Australia for the next five weeks.

Cars are entered for the following races:—

**New Zealand:** 6th January, New Zealand Grand Prix (Ardmore, Auckland); 13th January, Levin; 20th January, Lady Wigram Trophy Meeting (Christchurch). **Australia:** 4th February, Warwick Farm, near Sydney; 11th February, Brisbane.

In all these events Bowmaker-Yeoman Coopers will be driven by John Surtees and Roy Salvadori, who flew from London Airport to New Zealand on 27th December, and by Lex Davison, the Australian driver who won the Australian Grand Prix in 1961. Surtees and Salvadori were followed on 28th December by Reg Parnell.

In both New Zealand and Australia, the same Cooper cars which were raced in the American Grand Prix last October will be used but they will have a larger engine of 2½ litres. The cars were shipped from Los Angeles to Auckland

**PICTURE OF THE YEAR**—and not by any means this year, either! Taken by Swedish photographer Per-Olov Eriksson, it shows one of the first Cooper-Minors in Scandinavia, in surroundings that look just right for the time of year!

in the middle of December where they were joined by another Cooper, also with a 2½-litre engine, which was shipped from England. The three cars are being maintained by Bowmaker-Yeoman mechanics Jim Potton and Gerry Hones.

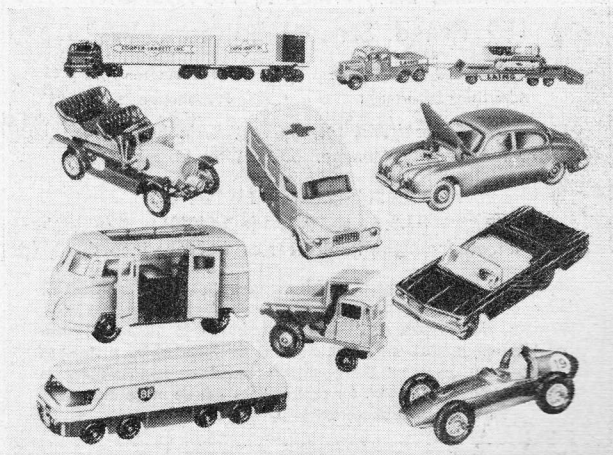
**TONY MAGGS** will be No. 2 in the Cooper-Climax Formula 1 team, but will still drive for Ken Tyrell in Formula Junior.

## PIT and PADDOCK

**DRIVERS** signed up for Ferrari are Phil Hill, Giancarlo Baghetti and Lorenzo Bandini. The earlier rumours regarding Ricardo Rodriguez appear to have been unfounded.

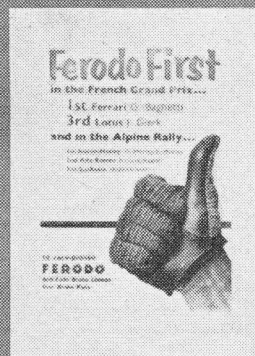
**THE** Owen organization has agreed to supply a limited number of their V8 engines for coming Grand Prix series of races. UDT-Laystall are said to be more than interested.

★  
**MATCHBOXES:**  
New items to be released during 1962 in the Lesney range of miniatures. Latest releases so far are the 3.8 Jaguar and the G.P. Aston Martin.  
★





# WHAT A YEAR FOR FERODO!



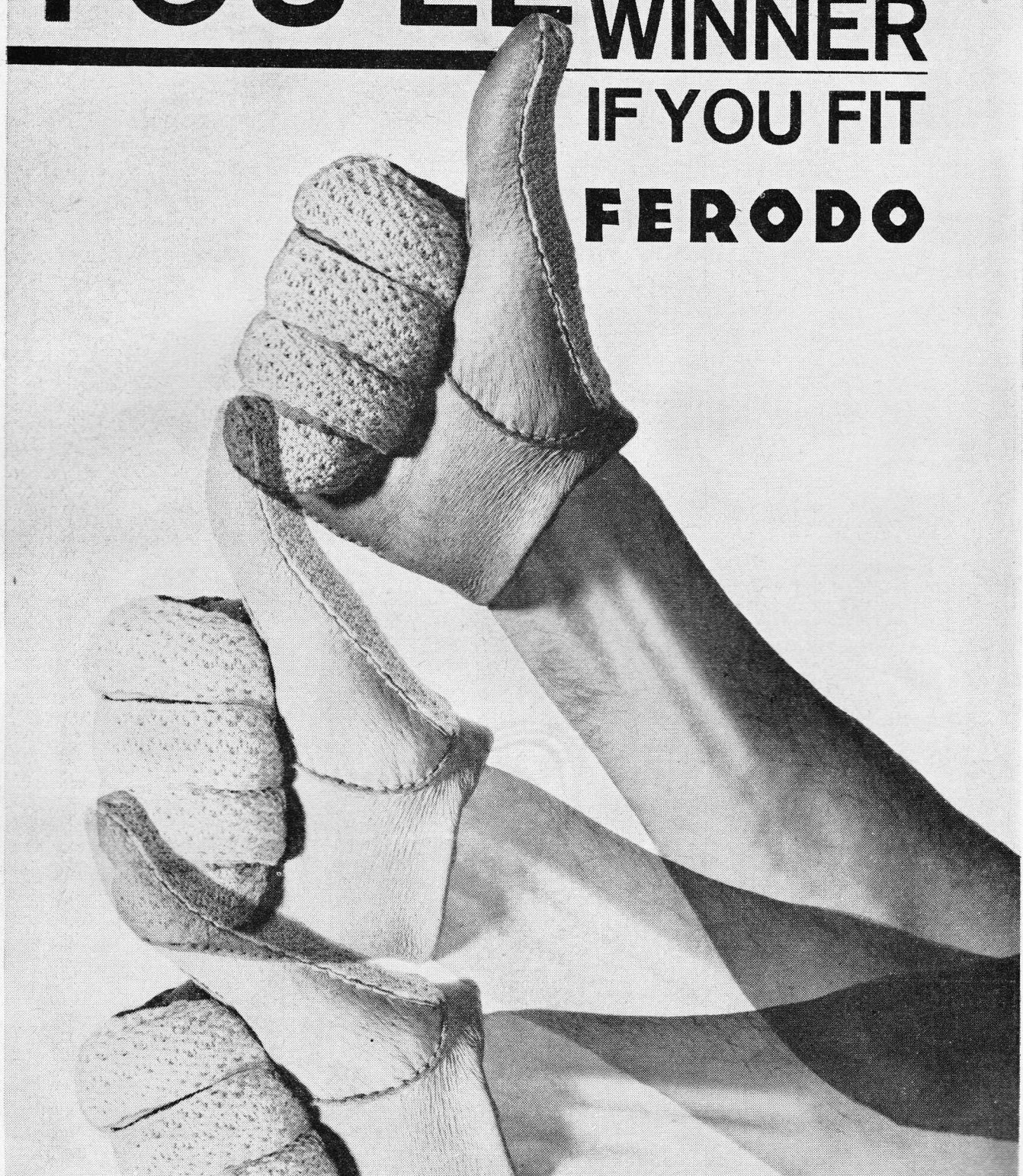
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# SPORTS NEWS

ENZO FERRARI is said to be building a 2-litre sports-racing car for Le Mans—with an eye to the index of performance prize.

THERE is also talk in Modena concerning the possibility of Moss driving for Ferrari in certain championship G.T. races—if not *Grandes Épreuves*. This kind of talk crops up annually, however, and is not, as yet, anyway, to be taken too seriously. The biggest problem is, of course, fuel contracts—Moss is signed with BP and Ferrari with Shell.

SCUDERIA CENTRO-SUD are giving up competition, Signor Guglielmo Dei announced recently. In a letter to Enzo Ferrari, Signor Dei stated that Lorenzo Bandini would be completely free to drive for the Prancing Horse team this season, in spite of the fact that Bandini's contract with Centro-Sud doesn't expire until the end of 1962.

Centro-Sud will be missed from the circuits, for although it was not outstandingly successful, there is no doubt that through Signor Dei's enthusiasm and generosity, such Italian drivers as Bandini, Vaccarella and Natili gained valuable experience in international competition.



STEERING WHEEL CLUB recently celebrated its fifteenth birthday. Grouped here round the anniversary cake are (left to right) Miss Peggy Sandberg (social secretary), Mrs. Mabel Connor, who has been with the Club for 15 years, Tony Brooks, John Morgan and Reg Parnell.



AUTOSPORT's stand at the Racing Car Show, in the New Horticultural Hall, Westminster, was visited by many well-known personalities during the week of the show.

## THE MONTE-INDEPENDENT TELEVISION COVERAGE

ATV's outside broadcast cameras will bring viewers up-to-the-minute information on the progress of the starters from Glasgow during six live visits on Saturday, 20th January, to the first time control at Banbury.

ITV's coverage of the rally begins at 12.55 p.m. on that day when film will be shown of the early morning start from Glasgow. From the early hours cars leave at one minute intervals on their

way to Banbury via a passage control at Melrose. They then continue through another passage control at East Grinstead and on to the Dover time control before being ferried across the Channel.

The six live TV visits to Banbury, each lasting five minutes, start at approximately 1.00, 1.55, 2.25, 2.55, 3.30 and 4.55. The late Saturday ITN bulletins will include the latest news from Dover.

Television coverage on the continent will be obtained from two ITV support cars, and an ITN unit at Monte Carlo.

## CARLSSON NOT TO DRIVE FOR B.M.C.

ERIC CARLSSON will not be joining the British Motor Corporation team as was recently reported in the *Daily Herald*.

KEN RICHARDSON has joined T.V.R. Sports Cars, Ltd., of Blackpool, as Service and Competition Manager. A team of three cars will be entered, under his management, for Sebring, Le Mans, Nürburgring and the T.T.

THE French paper *L'Equipe* has published its "driver classification" based on the 1961 season's results. This is worked on a points system as follows: only the first three finishers in a race get points, respectively five, three and one. These scores are then multiplied by the co-efficient given to the particular race, the co-efficients being four for a *Grande Épreuve*, three for long-distance races counting for the Constructors' Championship, two for other Grands Prix and the Tour de France and one for other races.

As an example of how this works let us take Phil Hill's victory in the Belgian G.P. at Spa. For finishing first he gets five points. The race was a *Grande Épreuve*, therefore its co-efficient is four:  $5 \times 4 = 20$ . Again, second place at Le Mans was worth three points each to Mike Parkes and Willy Mairesse. The co-efficient of this race is three:  $3 \times 3 = 9$ .

Finally, *L'Equipe* has based its calculations on each driver's 10 best results of the season, the result?—well Stirling Moss heads the list with 120 points, then comes Phil Hill (105), von Trips and Brabham (88), Gurney (68), Ireland (55), Gendebien (54), Baghetti and Clark (50), Mairesse (35), Ginther and McLaren (33), Bonnier (32), P. Rodriguez (23), G. Hill (21) and so on.



# **3 GREAT VICTORIES!**

Congratulations from Esso  
to **TEAM LOTUS** and **JIM CLARK** for three great wins



**1**<sup>ST</sup>

**RAND  
GRAND PRIX**  
9th December, 1961

**1**<sup>ST</sup>

**NATAL  
GRAND PRIX**  
17th December, 1961

**1**<sup>ST</sup>

**SOUTH AFRICAN  
GRAND PRIX**  
26th December, 1961

*(subject to official confirmation)*

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# NASSAU REVIEW

PHOTOGRAPHY BY

ROB WALKER



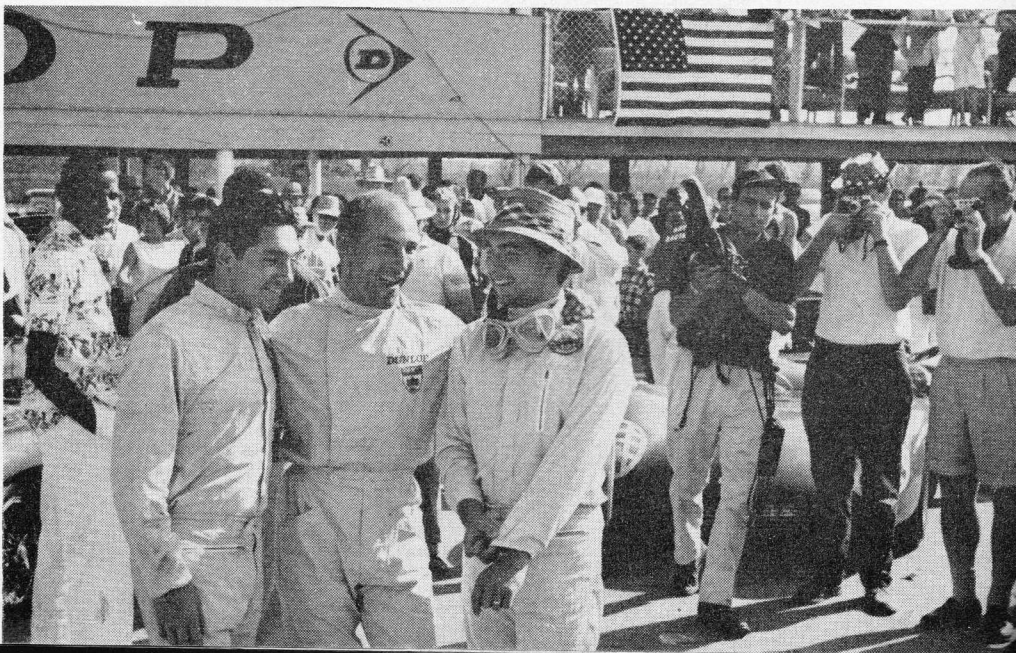
*"I KEEP telling you, Dan, you turn right at the end of the straight—look, it's here on the map."*



*THE FORMULA ONE bicycle race was hotly contested by the locals. Here the intrepid pilotes are seen on the start line, ready for the off. The results would, of course, be subject to confirmation by the F.I.A. if they were known—which they aren't.*



*STIRLING: "All together, now—Three little girls from school are we. . . ."*





JOHN BOLSTER TESTS

## ERIC CARLSSON'S SAAB

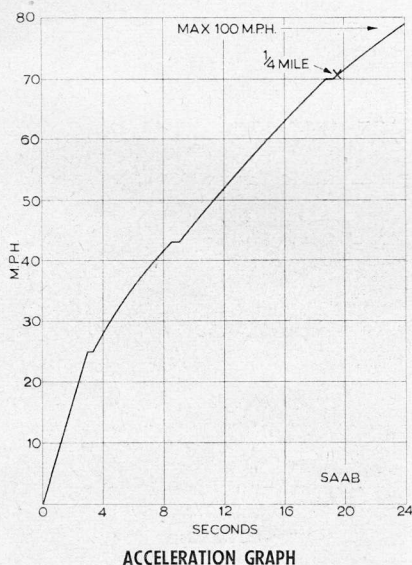


It is always extremely interesting to try a successful competition car, particularly when it is taken over immediately after a victorious sortie. Thus, I jumped at the chance to sample the SAAB which won the R.A.C. Rally. Nobody denies that much of the credit for this splendid achievement must go to Eric Carlsson, who is a superb driver. Nevertheless, even he would fail without a really tough car with good performance and roadholding, and so a test of his SAAB was a rewarding experience.

The design of the SAAB was described in detail when we recently tested the standard model. The basis of the machine is a front-driven chassis with independent front suspension and a "dead" axle beam at the rear. A three-cylinder two-stroke engine of only 841 c.c. provides the motive power, and gives a lively performance in spite of the substantial and roomy body. The aerodynamic shape is very efficient indeed, thanks to research by SAAB's aircraft division.

Carlsson's car differs from the one previously tested in having the "Super" engine with a large twin-choke Solex carburetter. In place of the three-speed box it has a four-speed unit with well-chosen ratios and synchromesh on all gears. The engine is very highly tuned, and the excellent gearbox must be employed to the full. Not more than half-throttle may be employed below 3,000 r.p.m., and no worthwhile power is developed below 4,000 r.p.m. After that, I would say that Carlsson's engine develops at least 50 per cent, more power than the normal unit.

Naturally, the car is equipped with all the time- and distance-measuring instruments that modern rally work demands. It has a veritable forest of lights, including three low-mounted spot or fog lamps and a huge searchlight on the roof, controlled from inside the car. A powerful reversing light is fitted and a slightly illegal switch allows the rear lights to be extinguished while leaving the front lights on. There are numerous torches, pens and pencils, mounted in clips at strategic points. Two sets of spare sparking plugs of different heat ranges are



## SAAB PERFORMANCE DATA

**Performance:** Maximum speed 100 m.p.h. Speeds in gears: third, 70 m.p.h.; second, 43 m.p.h.; first, 25 m.p.h. Standing quarter-mile 19.6 s. Acceleration: 0-30 m.p.h., 4.2 s.; 0-50 m.p.h., 11.8 s.; 0-60 m.p.h., 14.8 s.; 0-70 m.p.h., 19.2 s.

**Fuel Consumption:** 22 m.p.g.

located close to the engine, and there are plenty more plugs in the door pockets.

The body is "gutted" internally and there are no floor mats. The front passenger's seat has a head rest and the window "glasses" are of light plastic, raised and lowered by straps. Surprising to British eyes is the gear lever on the steering column.

One must pay attention when driving, to avoid giving too much throttle at low speeds. Once the engine is really revving the power output is tremendous. It "comes in with a bang" and gives splendid acceleration, in spite of the considerable weight. The exhaust is so noisy that one fears prosecution, but the note builds up to a high scream that is music to the enthusiast's ear.

I covered the competition numbers

and rally plates with sticky paper, but this was really a losing battle, the rain and the wind frequently stripping the covers. On these occasions, I felt a "proper Charlie", but the numbers had to be left in place for exhibition purposes. However, I found that the more I drove the car the easier it was to avoid making an excessive noise, and so I felt a little less conspicuous. After much traffic-driving one plug oiled up, but this was quickly replaced with one of the many spares.

The performance figures are given in column two below the graph. The weather was far from kind during the test, rain and gales being prevalent. However, the wind suddenly dropped and I managed a timed run through the measured stretch at 100 m.p.h. I would have preferred to make further tests, but the car had to be returned, and I think that one can honestly say that this 850 c.c. machine is capable of a genuine 100 m.p.h. The acceleration figures are equally creditable, and though the fuel consumption is heavy it is not unreasonable in view of the speed potential.

The steering is phenomenally light for a front-driver. Curiously enough, there is a slight tendency towards over-steering. The general controllability is of a very high order and the cornering power is well above average. The roadholding must be given very high marks, with the sole exception that there is a tendency to hop over bumps at speeds above 90 m.p.h. This, however, may be due to tired dampers after the rally. The brakes were also probably below par, needing rather high pedal pressure and failing to grip decisively at low speeds, though they were entirely consistent and did not fade. I believe that they had to be relined during the rally.

This very successful competition car is a most interesting machine. Astonishingly fast, and with an engine that resembles a "hot" racing unit, it has yet been proved to be tough and reliable under the most atrocious conditions. Above all, it demonstrates the very real benefits of scientific streamlining, and should give our designers food for thought.





# BOXING DAY BRANDS HATCH

PHOTOGRAPHS BY GEORGE PHILLIPS

**TOP:** Close pursuit of Graham Hill's Scuderia Serenissima 3-litre Ferrari by Chris Ashmore, in the rear-engined Elva-Climax 1,100, was a feature of the Sports Car Race.



**ABOVE RIGHT:** Ian Raby handicapped by clutch trouble at the start which restricted him to the use of fourth gear only, had an impressive "first time out" with the rear-engined Merlyn FJ car.

**RIGHT:** Mini's Everywhere—the pack at Paddock after the start of the Mini Race. Pat Moss leads in David Dixon's Cooper-Mini before having to stop at the pits with gear selector trouble.







# SEASONAL SURVEY

## ★ Formula One and Grand Prix Racing

*EARLY SEASON BOOST to British hopes came with Stirling Moss's magnificent win at Monaco, despite giving away over 30 b.h.p. in his four-cylinder Lotus-Climax to the Ferrari opposition.*

**BY GREGOR GRANT (Part One)**



CONTRARY to general expectation, the new 1,500 c.c. Formula 1 was most successful from the spectators' point of view. It created close racing in the majority of events, and produced a classic finish at Rheims, when young Giancarlo Baghetti nosed his Ferrari ahead of Dan Gurney's Porsche, to win the Grand Prix de l'A.C.F.

British domination in Grand Prix racing was broken by Sefac Ferrari, but the tardiness with which British constructors accepted the 1½-litre ruling was largely to blame for the jump ahead which the Italians made in respect of engine design and power-output. Inter-Continental was a complete failure, so much so, that the F.I.A. Trophy could not be awarded owing to paucity of events. Ferrari showed no interest whatsoever in this category, and with the exception of one or two Italian-entered Coopers and Reventlow's Scarab, foreign participation was practically non-existent.

With Phil Hill winning the Drivers' Championship of the World, and Ferrari the Formula 1 Constructors' title it could truthfully be said to have been a most successful year for the "Società per Azioni Esercizio Fabbriche Automobili Corse". Sefac was an organization formed to build and race Ferraris, the five directors being Dr. Carlo Caracciolo, Chairman; Dr. Ugo Colombo; Cav. Giovanni Farina; Dr. Ing. Enzo Ferrari; Dr. Ing. Michel Paul Cavallier. Romolo Tavoni was appointed Sefac racing manager, and Carlo Chiti technical and development director.

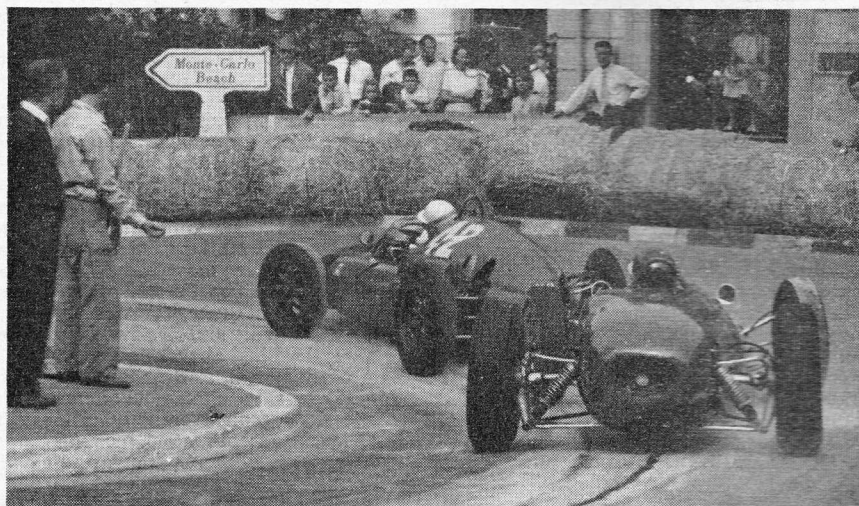
The Grand Prix team comprised Phil Hill, Wolfgang von Trips and Richie Ginther; a car was also made available for the Italian Association of Ecuries (F.I.S.A.) for their nominee, ex-Formula

Two types of engine were used, the 60 degrees and the 120 degrees V-6s. The last-named made its first appearance at Monaco, and eventually superseded the earlier unit, which was used mainly for training, or equipping additional cars used by non-team drivers. In its latest form, the engine was reputed to produce 180 b.h.p.

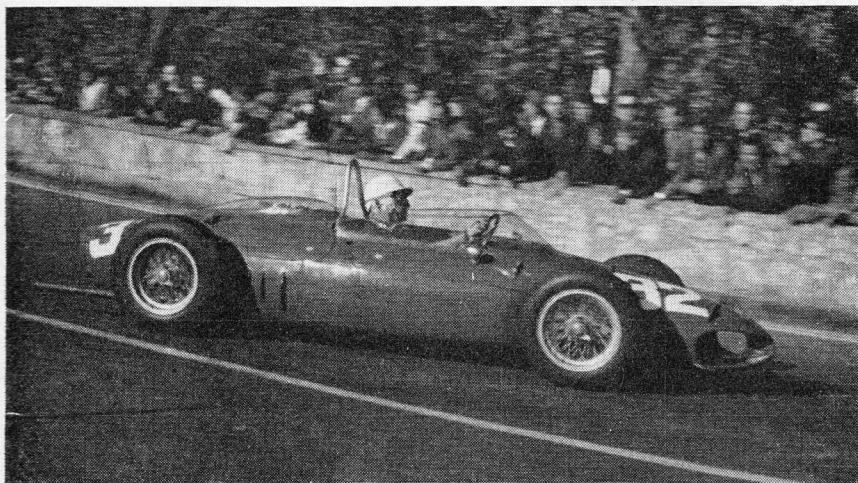
Britain's most successful marque was Lotus, with three *Grand Epreuve* victories in the hands of Stirling Moss (twice) and Innes Ireland. Moss's car was entered by Rob Walker, with Alf Francis in charge of preparation. It was virtually a 1960 machine, with certain up-to-date modifications. Team Lotus comprised Innes Ireland and Jim Clark, with Trevor Taylor as reserve driver. Colin Chapman acted as racing manager,

as racing manager, and Wilkie Wilkinson i.c. the team of mechanics. Peter Berthon's new V-8 was used in training at Monza, but otherwise B.R.M.s were fitted with Coventry Climax "fours", as used on all other British G.P. cars.

The Yeoman Credit Racing team consisted of John Surtees and Roy Salvadori, with Reg Parnell as racing manager, and Johnny King head of the mechanics. U.D.T.-Laystall had Henry Taylor and Cliff Allison, with Moss for certain non-Championship events, and later in the season, Masten Gregory for Allison, who was seriously injured at Spa-Francorchamps. Lucien Bianchi was also used, but was not very successful as a Lotus driver. Gendebien drove at Watkins Glen, his final appearance before announcing his retirement. Team mana-



ABOVE: Monaco—Trintignant leads Jim Clark, in the new Lotus, down to the station. LEFT: Syracuse—Giancarlo Baghetti's Ferrari swings across to the hairpin on the way to his first Grand Prix victory.



Junior driver Giancarlo Baghetti. During the season, Olivier Gendebien, Willy Mairesse and Ricardo Rodriguez each had a drive for the "Prancing Horse". Welfare of the team was in the hands of Signora Ferrari. Keeping to his normal custom, Commendatore Ferrari did not watch his cars during the race, being content to attend one or two training sessions.

The Grand Prix Ferrari not only incorporated many chassis features developed by British constructors, but used several British-made components, such as Dunlop disc brakes and tyres, Ferodo brake linings, Vandervell bearings, and Shell fuel and oil.

Andrew Ferguson as his assistant and Mike Costin was in charge of the mechanical side and Jim Endruweit was chief mechanic.

Cooper-Climax team was Jack Brabham and Bruce McLaren, with John Cooper in charge. Chief mechanic was "Noddy" Grohman. Chief innovation during the season was the use of a six-speed gearbox, and the installation of a Coventry Climax V-8 for Brabham at Nurburgring, Monza and Watkins Glen. Moss also had a V-8 unit for the last two events, but did not use it in either race.

B.R.M. were represented by Graham Hill and Tony Brooks, with Tony Rudd

ger was Ken Gregory, with Tony Robinson as chief mechanic.

Of the Independents, two teams were entered from Italy, Scuderia Centro-Sud and Scuderia Serenissima. Both used Cooper-Maseratis, the former having as drivers Bandini and Natili, whilst the last-named relied mainly on Maurice Trintignant. Jack Lewis used a Cooper-Climax, and Lotuses were chosen by Tony Marsh, Gerry Ashmore, Tim Parnell, Wolfgang Seidel and Ian Burgess (Camoradi).

The Belgian Emeryson-Maserati team failed to come up to expectations, and Coventry Climax engines were eventually tried. Gendebien, Mairesse, Bianchi and others had no luck with these cars. No Emerysons appeared on the starting grid for any of the *grandes epreuves*.

Porsche relied on Jo Bonnier and Dan Gurney, with Hans Herrmann as an additional driver. Once again Huschke von Hanstein was racing manager. The "flat-eight" did not appear either in training or for a race, Porsche relying on the well-tried, 4-o.h.c. "fours". Fuel injection was tried at Monaco, but carburettors were fitted for the remaining Grands Prix. Gurney had a good year, with three second places in Championship events.

After curtain-raisers at Goodwood and Snetterton, the Aintree "200" was the



first long-distance race to the new formula. This was won rather easily by Jack Brabham in the revamped Cooper-Climax, who was followed home on a soaking-wet track by team-mate Bruce McLaren in a similar car. This event was notable for the introduction of the Dunlop "high-hysteresis", or D12, racing tyres. A three-heat Grand Prix of Brussels had been staged earlier, won by Brabham on aggregate. Porsche sent two cars for this race, but Bonnier went out after a collision with Surtees's Cooper, and Gurney's car developed gearbox bothers. Moss's Lotus just wouldn't go, but suddenly started firing on four cylinders during the final heat, when he had a tremendous duel with Brabham, resulting in practically a photo-finish.

The Aintree race was responsible for the appearance of hastily prepared and tired British cars for Syracuse. It was in this race that Baghetti made the headlines, driving the lone (60 degrees) Ferrari to victory after a splendid struggle with the Porsches of Bonnier and Gurney, as well as Surtees's Cooper-Climax. Not long afterwards, Baghetti repeated his success at Naples; however, the Grand Prix circus was then at Monaco. Anyway, two chequered flags meant that Giancarlo was assured of being first choice for F.I.S.A., with the prospect of a drive for Sefac Ferrari.

The Monaco Grand Prix provided a real sensation, and a miracle drive by Stirling Moss in Walker's Lotus-Climax. Few people would have laid bets on Moss, despite the fact that he made fastest lap in the training with 1 min. 39.1 secs.

The official works teams, plus Moss

who did second-best practice time, Michael May (Lotus), Hans Herrmann (Porsche), John Surtees (Yeoman Credit Cooper-Climax), and Cliff Allison (U.D.T.-Laystall Lotus).

Disappointed were Henry Taylor (Lotus), Gendebien and Bianchi (Maserati-engined Emerysons) and Masten Gregory (Camoradi Cooper-Climax). Jim Clark took his place on the front row of the grid, only after hectic repair work by Team Lotus to rebuild the new "21", which Jim had pranged good and proper during training.

Brabham, engrossed with his foray to Indianapolis, was on the last row of the grid, having practised just once. He arrived for the race with about an hour to spare.

It was Ginther who made the running, the new Ferrari displaying remarkable acceleration up from Ste Devote to the Casino. Jim Clark, in the Lotus 21, led the rest of the field, with Moss a few yards behind, and Gurney in the 1960 Porsche ahead of Tony Brooks (B.R.M.) and Bonnier in one of the fuel-injected Porsches. The unfortunate Clark stopped at the pits with a spluttering engine, and Stirling Moss took up the challenge. Bonnier had nipped in front of Brooks, trying all he knew to take the dark blue Lotus. After 10 laps, Moss took the lead, and Bonnier moved smartly up into second place. The Ferrari pressure was on with a vengeance, for next in order were Phil Hill and Taffy von Trips. Graham Hill had abandoned with petrol-pump failure, whilst Brabham was chuffing round on three cylinders. The World Champion eventually called it a day, leaving team-mate Bruce McLaren to lead the Cooper-Climax assault, fol-

patently outpaced by the red machines from Maranello. Tavoni was clearly worried in the Ferrari pit, with Moss continuing to hold a 10 seconds advantage. Ginther closed right up on Hill, waiting for the O.K. to move into second place. With 60 laps covered, Bonnier retired with engine maladies, and Dan Gurney had come up to sixth place behind von Trips, whose engine had periods of hit and miss. Next to go was Surtees, who stopped at the Station with clouds of steam coming from the exhaust. McLaren's engine had developed a mighty thirst for fuel, and a pit stop lost him his fifth place to Gurney.

Sefac Ferrari urged on their men, and Ginther was at last signalled to take over from Phil Hill, with about 28 laps to go. Manfully the little Californian set about catching the tantalizing Moss, and with 15 laps left, the gap had narrowed to three seconds. Ferrari hopes were centred completely on the 120 degrees car, for Hill had dropped back considerably. However, the mastery of Moss was complete, and nothing that Ginther could do brought him any nearer to the blue machine. With 10 laps left, Stirling had pulled out a five-seconds advantage and the British contingent now realized that there was a chance of victory. Every lap completed had the great crowd on its feet. Despairing signals were hung out to Ginther, but to no avail. The last few laps seemed like an age; closer and closer came Ginther, but on the tricky turns at the Station and on to the promenade, the genius of S. Moss kept the Lotus in front. Out came the chequered flag, and, to a storm of cheering, Moss raised his arm to cross the line just 3.6 secs. ahead of the gallant

#### RESULTS—World Championship Races

Monaco 14th May 100 laps	1. S. Moss (Lotus) 2hrs 45min 50.1sec 70.70 m.p.h.	2. R. Ginther (Ferrari) 2hrs 45min 53.7sec	3. P. Hill (Ferrari) 2hrs 46min 31.4sec	4. W. von Trips (Ferrari) 98 laps	5. D. Gurney (Porsche) 98 laps	6. B. McLaren (Cooper) 95 laps	Fastest Lap Moss and Ginther 1 min 36.3 secs 74.23 m.p.h.
Zandvoort 22nd May 75 laps	1. W. von Trips (Ferrari) 2hrs 1min 52.1sec 96.23 m.p.h.	2. P. Hill (Ferrari) 2hrs 1min 53.0sec	3. J. Clark (Lotus) 2hrs 2min 5.2sec	4. S. Moss (Lotus) 2hrs 2min 14.3sec	5. R. Ginther (Ferrari) 2hrs 2min 14.4sec	6. J. Brabham (Cooper) 2hrs 3min 12.2sec	Fastest Lap Clark 1 min 35.5sec 98.22 m.p.h.
Spa 18th June 30 laps	1. P. Hill (Ferrari) 2hrs 3min 3.8sec 128.17 m.p.h.	2. W. von Trips (Ferrari) 2hrs 3min 4.5sec	3. R. Ginther (Ferrari) 2hrs 3min 23.3sec	4. O. Gendebien (Ferrari) 2hrs 3min 49.4sec	5. J. Surtees (Cooper) 2hrs 4min 30.6sec	6. D. Gurney (Porsche) 2hrs 4min 34.8sec	Fastest Lap Ginther 3min 59.8sec 131.5 m.p.h.
Rheims 2nd July 52 laps	1. G. Baghetti (Ferrari) 2hrs 14min 17.5sec 119.8 m.p.h.	2. D. Gurney (Porsche) 2hrs 14min 17.6sec	3. J. Clark (Lotus) 2hrs 15min 18.6sec	4. I. Ireland (Lotus) 2hrs 15min 27.8sec	5. B. McLaren (Cooper) 2hrs 15min 59.3sec	6. G. Hill (B.R.M.) 2hrs 15min 59.4sec	Fastest Lap S. Moss (Lotus) 2min 30.4sec 123.48 m.p.h.
Aintree 15th July 75 laps	1. W. von Trips (Ferrari) 2hrs 40min 53.6sec 83.91 m.p.h.	2. P. Hill (Ferrari) 2hrs 41min 39.6sec	3. R. Ginther (Ferrari) 2hrs 41min 40.4sec	4. J. Brabham (Cooper) 2hrs 42min 2.2sec	5. J. Bonnier (Porsche) 2hrs 42min 9.8sec	6. R. Salvadori (Cooper) 2hrs 42min 19.8sec	Fastest Lap C. A. S. Brooks (B.R.M.) 1min 57.8sec 91.68 m.p.h.
Nurburgring 6th August 15 laps	1. S. Moss (Lotus) 2hrs 18min 12.4sec 92.34 m.p.h.	2. W. von Trips (Ferrari) 2hrs 18min 33.8sec	3. P. Hill (Ferrari) 2hrs 18min 34.9sec	4. J. Clark (Lotus) 2hrs 19min 29.5sec	5. J. Surtees (Cooper) 2hrs 20min 6.5sec	6. B. McLaren (Cooper) 2hrs 20min 53.8sec	Fastest Lap P. Hill 8 min 57.8sec 94.88 m.p.h.
Monza 10th September 43 laps	1. P. Hill (Ferrari) 2hrs 3min 13sec 130.009 m.p.h.	2. D. Gurney (Porsche) 2hrs 3min 44.2sec	3. B. McLaren (Cooper) 2hrs 5min 41.4sec	4. J. Lewis (Cooper) 2hrs 5min 52.4sec	5. C. A. S. Brooks (B.R.M.) 2hrs 5min 53.5sec	6. R. Salvadori (Cooper) 42 laps	Fastest Lap G. Baghetti (Ferrari) 2 min 48.4sec 132.840 m.p.h.
Watkins Glen 8th October 100 laps	1. I. Ireland (Lotus) 2hrs 13min 45.8sec 103.220 m.p.h.	2. D. Gurney (Porsche) 2hrs 13min 51sec	3. C. A. S. Brooks (B.R.M.) 2hrs 14min 34.8sec	4. B. McLaren (Cooper) 2hrs 14min 43.8sec	5. G. Hill (B.R.M.) 99 laps	6. J. Bonnier (Porsche) 98 laps	Fastest Lap J. Brabham (Cooper) 1min 18.2sec 105.88 m.p.h.

and Trintignant, were guaranteed places on the grid, so this left nine drivers to fight for the remaining four spots. This increased to five, when Innes Ireland had a monumental crash coming out of the tunnel, selecting a wrong gear in the ZF gearbox, which worked the opposite way to the older unit. The places were gained by Ginther (120 degrees Ferrari),

lowed by John Surtees in the Yeoman Credit car.

Ginther relinquished third place to Phil Hill, and von Trips began to menace Bonnier. However, it was Ginther who snatched back a place from the bearded Porsche pilot, to take up station behind Hill in pursuit of Moss. Stirling was driving a superb race with a car that was

Ginther. With Hill and von Trips in the next places, Ferrari had a 100 per cent. finish, and it would have been something like a walkover had it not been for the matchless driving of Stirling Moss, giving away something like 30 b.h.p. to the red car of Ginther's.

Von Trips ceased to circulate two laps from the end, but a new rule gave him



fourth place. It was forbidden to push cars to the finish, and the organizers were careful to stop a practice which had resulted in something like a fiasco, when crippled cars had suddenly emerged from the dead park in an effort to qualify for a place.

Maurice Trintignant (Cooper-Maserati), Allison (U.D.T.-Laystall Cooper), Herrmann (Porsche) and Clark (Lotus) were still running at the end, the first-named being five laps adrift.

Just to prove that it was no fluke, Moss shared fastest lap with Ginther, with 1 min. 36.3 secs. (73.07 m.p.h.). After this wonderful achievement, AUTOSPORT created a new title for Stirling Moss—"Mister Motor Racing!"

The World Championship placings read: Moss, 9 points; Ginther, 6; Phil Hill, 4; von Trips, 3; Gurney, 2; McLaren, 1. Lotus took eight points in the Formula 1 Constructors' contest.

So to Zandvoort, eight days later, and in complete defiance of the F.I.A. ruling whereby World Championship events must have an interval between them of at least 14 days. The Dutch chose Whit Monday for their date, and it was either that or no race at all. Fifteen drivers were invited, and Porsche managed to secure four entries, with de Beaufort entering two cars, one for himself and one for Hans Herrmann. Ferrari had Ginther in a third car, whilst Trevor Taylor took the place of the injured Ireland, using a 1960 Lotus. Moss and Surtees made up the remainder of the seeded entry, which comprised Clark (Lotus), G. Hill and Brooks (B.R.M.s), Bonnier and Gurney (Porsches), Brabham and McLaren (Coopers), P. Hill and von Trips (Ferraris).

permitted a private period the following morning. This did not count for grid positions, but in the final practice, the red cars soon showed their true form, with all three drivers getting below 1 min. 36 secs. Phil Hill was quickest with 1 min. 35.7 secs. Moss did a 1 min. 36.2 secs., to share second row of the grid with Graham Hill (1 min. 36.3 secs.).

It was a Ferrari surge to Tarzan Corner, with Taffy von Trips leading from Phil Hill and Ginther. The former had experienced a last-minute panic on the line, when the clutch refused to withdraw. Hectic work by mechanics got the car right with seconds to go, the Dutch benevolently delaying the depart by a few minutes.

Graham Hill nipped smartly in front of two of the Ferraris, and Jim Clark steamed ahead of the others to stay with Phil Hill. However, there was no catching von Trips in this race. The excitement was provided by Jim Clark and Phil Hill, who had a superb scrap, passing and repassing each other on every part of the circuit. Not far behind came Graham Hill, and Ginther was hard put to it to stay in front of Moss, Bonnier and Brabham. The B.R.M. had been taken by Clark's Lotus on lap 4, and was eventually passed by both Moss and Ginther.

Neck and neck went Hill and Clark, the vast crowd yelling with excitement as the sleek little green car now and then nipped ahead of the far faster Ferrari. The Lotus road-holding was 100 per cent., and Jim Clark had the bit between his teeth with a vengeance. Still, von Trips held a comfortable 4 to 5 secs. lead which he gradually increased despite a record lap by Clark of 1 min. 35.5 secs.

Ginther on the very last lap, and took fourth place by less than a car's length.

The remarkable fact about this race was that 15 cars started, 15 finished, and not a single driver halted at the pits. The result considerably altered the Championship table, which now read:

- |                        |         |
|------------------------|---------|
| 1. Moss and von Trips  | 12 pts. |
| 3. Phil Hill           | 10      |
| 4. Ginther             | 8       |
| 5. Clark               | 4       |
| 6. Gurney              | 2       |
| 7. McLaren and Brabham | 1       |

Ferrari led the Constructors' section with 14 points as against the 12 secured by Lotus.

The 21st Grand Prix of Belgium at Spa-Francorchamps was regarded as a Ferrari certainty, and so it proved, for the Italian cars occupied the first four places from start to finish, the order finally being Hill, von Trips, Ginther and Gendebien, the last-named being in one of the older cars, painted yellow for the occasion.

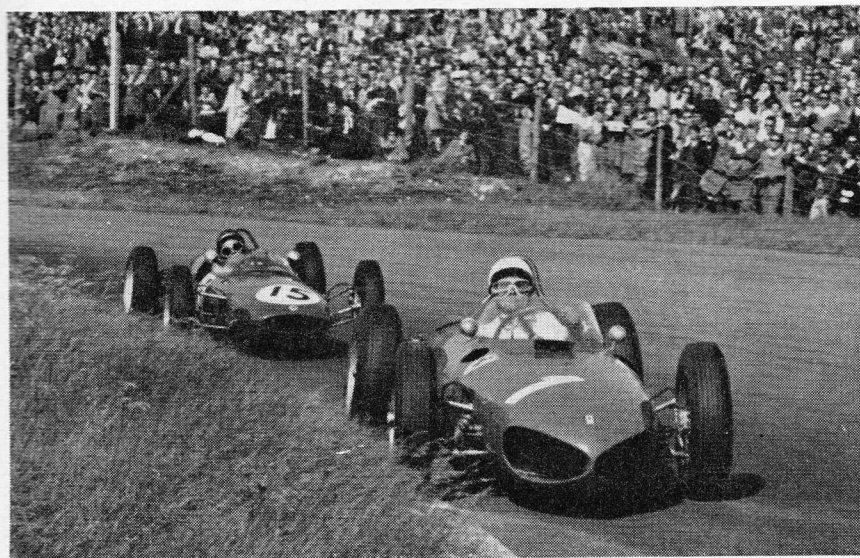
No one quite understood the starting grid problem. Originally 16 drivers were seeded, but three extra places were guaranteed for the best practice times. For some strange reason the total was raised to 21. Ginther had to qualify for a place, which he did with fourth fastest in training. John Surtees, using more or less two-wheeler tactics on the fast bends, produced an astonishing 4 mins. 6 secs., to share second row of the grid with Ginther. The front row comprised Phil Hill (3 mins. 59.3 secs.), von Trips (4 mins. 0.1 sec.) and Gendebien (4 mins. 3 secs.).

Poor Cliff Allison crashed on his first training lap with the U.D.T.-Laystall Lotus, severely injuring himself and completely writing off the car. The E.N.B. Emerysons were in continual trouble, and Mairesse and Bianchi switched to borrowed Lotuses, the former in Tony Marsh's machine, and the latter in Seidel's entry. Marsh's car was hurriedly treated with yellow distemper, and was hardly in showroom condition. Ireland, just out of hospital after his Monaco crash, joined Clark in Team Lotus. The Scotsman's car had experimental SU carburettors in place of the Webers. Jack Lewis delighted everyone by qualifying his Cooper-Climax, and Bandini managed to obtain a place with his Centro-Sud Cooper-Maserati. Masten Gregory did the same with the Camoradi Cooper-Climax, and de Beaufort brought the Porsche representation up to three.

The issue was never in doubt, for the V6 Ferraris simply left the opposition behind. Gendebien delighted the Belgian crowd by taking the lead for three out of the opening seven laps, but an oil leak sprayed lubricant on to his rear tyres, and he had to leave the three red cars to fight it out. It was obviously Phil Hill who was to take the chequered flag, but he could not afford to make a single mistake, for von Trips was his shadow. Ginther received a rocket from Tavoni for suddenly sprinting up with his team mates, and immediately fell back again. However, he had the satisfaction of setting a record lap with 3 mins. 59.8 secs. (131.54 m.p.h.).

Behind the Ferrari procession, Graham Hill (B.R.M.) and John Surtees (Cooper-Climax) battled it out, but Hill stopped to fix a broken exhaust pipe and replace damaged magneto leads. This left Sur-

(Continued on page 25)



*FOLLOW-MY-LEADER: Phil Hill (Ferrari) leads Jim Clark's Lotus at Zandvoort, the pair scrapping all the way during the race and providing real excitement.*

Moss had a Cooper as well as the Monaco-winning Lotus, but settled for the Cheshunt car. Surtees preferred the "normal" Cooper to his experimental streamliner. Sefac Ferrari produced no fewer than three of the new 120 degrees cars, an older machine being kept as a trainer and in reserve.

Blustery weather kept down training times, but Brabham managed to circulate in 1 min. 36.6 secs., just 1½ secs. faster than the next best, Moss. Ferraris did not appear for this session, but were

(98.23 m.p.h.). Ginther was menaced all the time by Moss, who slipstreamed the Ferrari all the way down the straight.

Graham Hill waltzed round when a brake locked, dropping back to seventh place behind Brabham. Towards the end Jim Clark found the handling of the Lotus rapidly deteriorating as the tanks emptied, and he had to give up the chase of Phil Hill.

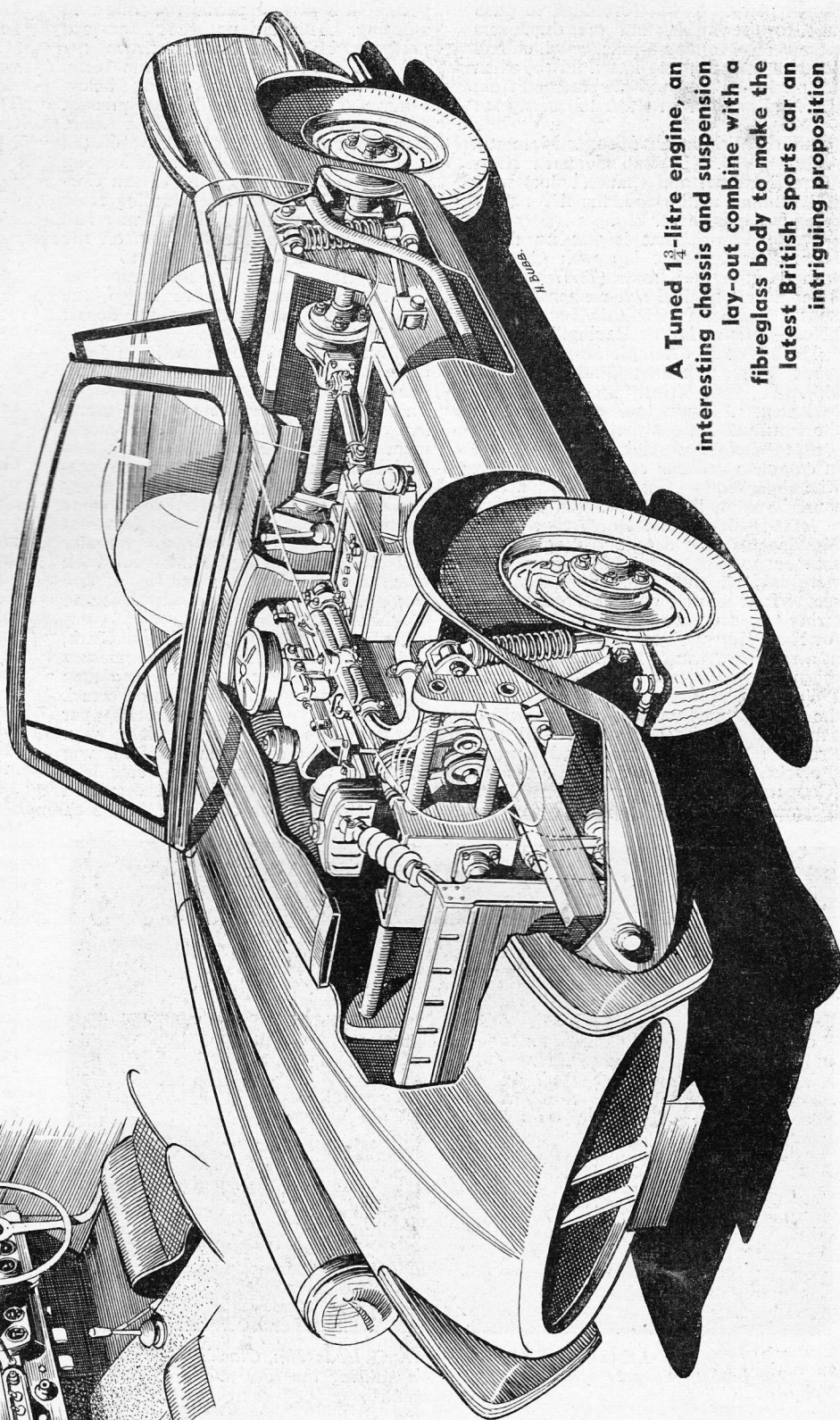
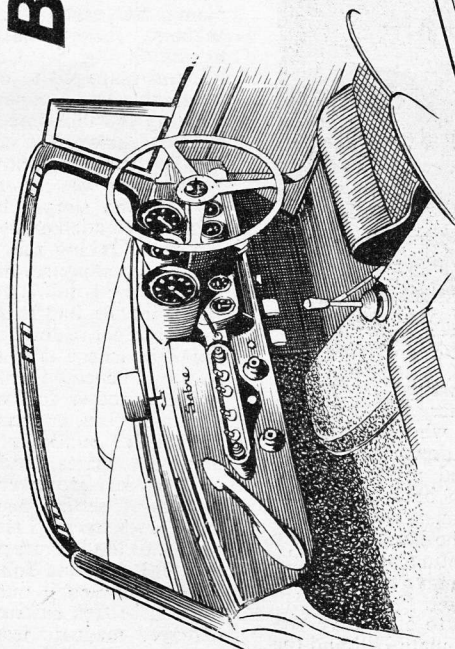
Von Trips sailed on to a decisive victory, followed by team-mate Hill and the gallant Clark. Moss out-manoeuvred



# THE RELIANT SABRE

## *Britain's Newest Sports Car*

Specially drawn for AUTOSPORT by  
HAROLD BUBB



A Tuned 1 $\frac{3}{4}$ -litre engine, an interesting chassis and suspension lay-out combine with a fibreglass body to make the latest British sports car an intriguing proposition





# THE RACING CAR SHOW

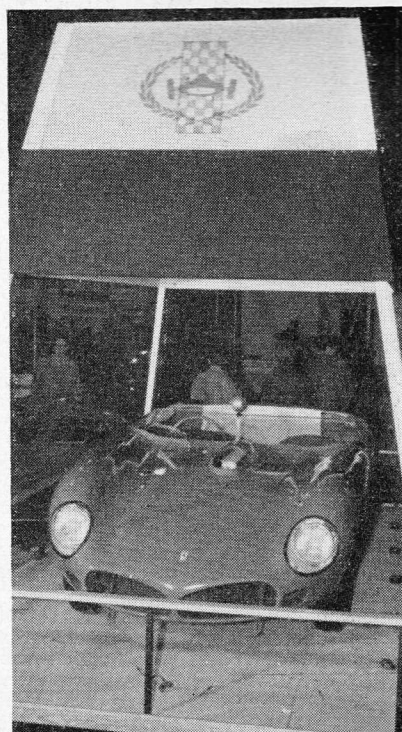
BY JOHN BOLSTER

PHOTOGRAPHY BY GEORGE PHILLIPS

**I**AN SMITH and the B.R.S.C.C. have done it again! The Racing Car Show at the Royal Horticultural Halls, S.W.1, is even better than last year's exhibition. Every enthusiast living closer than Australia should regard this show as a "must".

There is a splendid opportunity to examine new racing, sports-racing, sports and sporting cars, as well as do-it-yourself kits and tuning equipment galore. In addition to all these new things, "Cars of the Champions" and "Cars of Technical Interest", some of them almost historic, are shown. Then there are the people who sell motoring papers and books—AUTOSPORT among them—and the suppliers of motoring clothes, in addition to the various clubs and associations.

Of the latter, the B.R.S.C.C. itself, of course, takes pride of place, and club enquiries of all kinds are dealt with on the stand, in addition to the ceremony of signing on the dotted line. A club that you can't join, unless you're a real "racer", is the B.R.D.C., but its officials will give advice on motor racing to anybody. Many people will wish to congratulate them for doing more than any



other body to make British drivers great and the British Grand Prix an internationally respected event. O.R.M.A. looks after the B.R.M. supporters.

The most important car at the show is the 3-litre Ferrari, the sports car champion of the world. Having a higher maximum speed than any current Grand Prix car, this 12-cylinder, 315 b.h.p. two-seater delights one by its absolute fitness for a single purpose—winning races. The Lotus Twenty, champion of Formula Junior, made many of us look fools last year, for it went far faster than we thought was possible and set all our predictions at naught—so much for "experts"!

The 1961 AUTOSPORT G.T. Champion is the Marcos, that outstanding wooden monocoque car. The car is less attractive in appearance than the latest example of the marque, but handsome is as handsome does. No car is more worthy of admiration than David Good's Cooper-J.A.P. and, of course, a "Mini" has got in, John Whitmore's little bullet. Representing the rally boys, Bengry's Volkswagen completes the section.

Among the cars of technical interest the Ferguson is the most enthralling.

ABOVE: General view of the New Hall on opening day.

LEFT: Centrepiece—the 3-litre front-engined Testa Rossa Ferrari.





Stripped of its body panels, it repays hours of close study. Wickedly fierce-looking is the Grand Prix Lancia of the side-tank type, bringing memories of the great Castellotti. The B.R.M. fuel-injection V-8 engine is shown and looks capable of bringing the championship back to England.

The Allard Slingshot is an American-style dragster of immense potency, though its rash of chromium and primary colours may sadden some purists. Easily the oldest car at the show is Bloody Mary, the pride and joy of your Technical Editor, who designed her when he was very young. She is still capable of a most frightening performance.

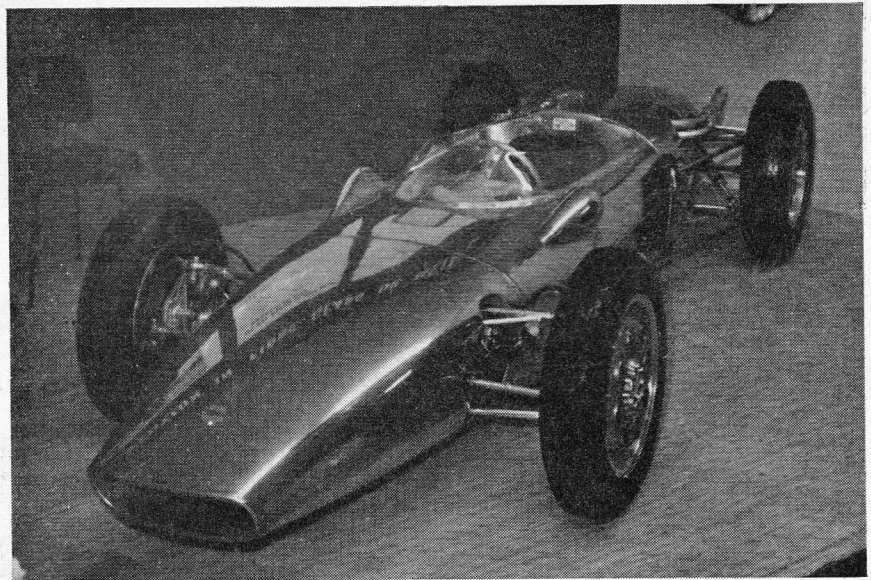
The new competition vehicles include the Lotus Twenty-two Formula Junior car (fully described on page 20) and the Twenty-three sports-racing model. The F.J. machine now has Girling outboard disc brakes all round, and the rear suspension follows Grand Prix practice in having a top link, the half shaft no longer doubling for this duty. The engine is canted over at 30 deg. from the vertical to reduce the body size and lower the centre of gravity still further. The rear-engined sports car has the F.J. suspension and brakes, while its power unit, a Cosworth-Ford of 1,100 c.c., is also shared with the single-seater.

The new Cooper F.J. car looks lower and sleeker than ever, but the bonnet is bolted shut to discourage the curious, such as Colin Chapman and Frank Nichols! The new Merlyn is an F.J. car of delightful appearance and exceptional finish. A "hot" 1,100 c.c. Ford engine does its work through a five-speed Volkswagen gearbox and the wheels are, of course, all independently sprung. Unfamiliar to us is the M.B.M. Formula Junior car, made in Switzerland where racing isn't allowed! Its rear wheels are located on extremely rugged wishbones, with no trailing arms, and the engine is a Ford. A somewhat similar M.B.M. sports car is powered by the 1,100 c.c. twin-cam Osca engine.

Fresh from putting up a tremendous show at "the Hatch", the new Elva sports car has a Coventry Climax engine, mounted at the rear of a space frame. The gearbox is by Volkswagen and the light alloy wheels are of 15 ins. diameter as opposed to the now more usual 13 ins. The appearance is most original. Of very similar design, the F.J. Elva may be Ford, B.M.C. or DKW-powered. The

ABOVE: This very smart new G.T. car is the new Turner coupé, seen alongside its better-known sister.

BELOW: The new Formula Junior Ausper, with intriguing suspension arrangements.



eagerly awaited Gemini was not ready at the start of the show, and a do-it-yourself Elite took its place.

Alexander Engineering have an enormous display of every sort of kit and "extra", including a Mini sun-roof. Among the other stands, Jack Brabham's very potent Midget-Climax (or Sprite-Climax) has been the subject of an AUTOSPORT road test. Club Lotus show the very sporting Lotus Super Seven, also AUTOSPORT tested. Cosworth show their super-tuned Ford engines of 1,000 c.c., 1,100 c.c. and 1,340 c.c., which develop power outputs that are almost incredible. Only a few months ago such performances by pushrod-and-rocker engines would have been regarded as impossible, yet lap speeds prove that there is no exaggeration.

C.R.S. Auto Engineers exhibit simple box-section chassis to take the side-valve Ford units. It would be easier to list the things *not* shown on V. W. Derrington's stand, so great is his display. Exhaust systems, carburetters, light alloy cylinder

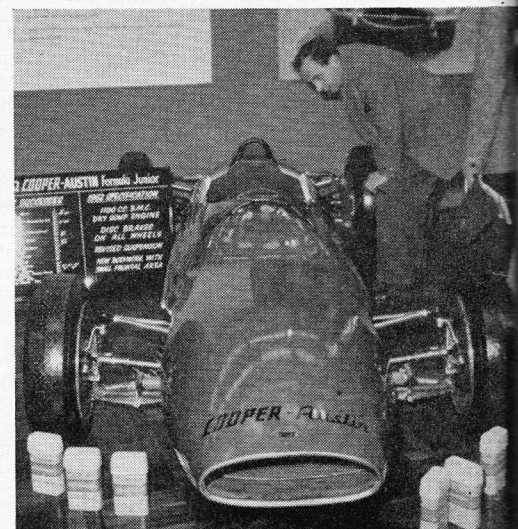
heads and wood-rimmed steering wheels are among this fine collection. Downton Engineering can make your Mini-Minor do 100 m.p.h.! E.B. (Staffs) have their Debonair plastic body, an attractive job, which we shall meet again *chez* L.M.B.

Falcon Shells make a fibreglass body for the old-type Ford chassis, called the Caribbean Mk. IV. They also produce a competition kit with a multi-tubular Terrier frame. The Gaston stand features Weber and SU conversions and all sorts of speed equipment. Gilbern show a really well-finished four-seater G.T. coupé with an M.G.A. engine. G.M. Carburetter Co. have Mangoletsi inlet manifolds and numerous engine conversions.

Heron Plastics show a very small, stark coupé, and Roland Kerr has a fine collection of racing and rally equipment. W. J. Last have the T.V.R. Grantura, but the expected new model is not yet with us. Lawrence Tune Engines exhibit their exciting Deep Sanderson sports car with a Mini-Minor engine at the rear. It is light, fast and inexpensive, but not yet a good-looker. Layton Sports Cars show a T.V.R. and an M.G.A. engine with cross-flow head and Weber carburetters.

Les Leston has a vast display, especi-

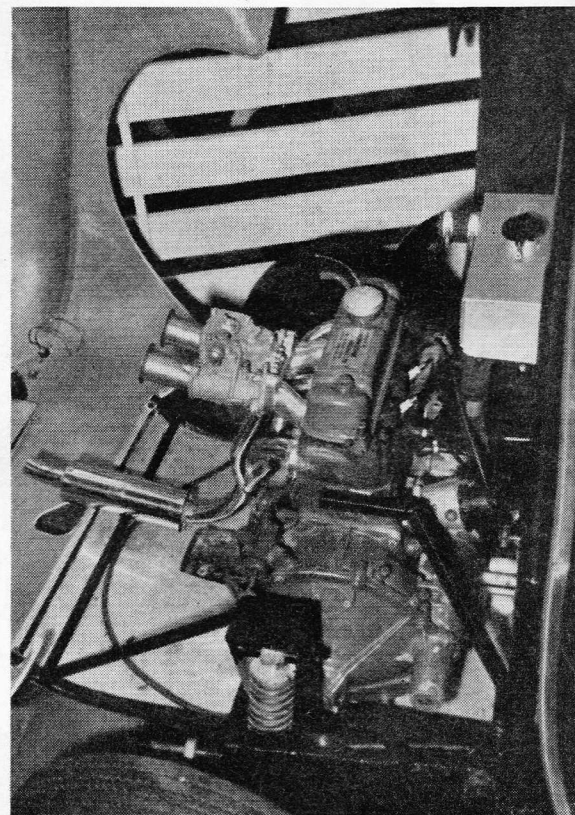
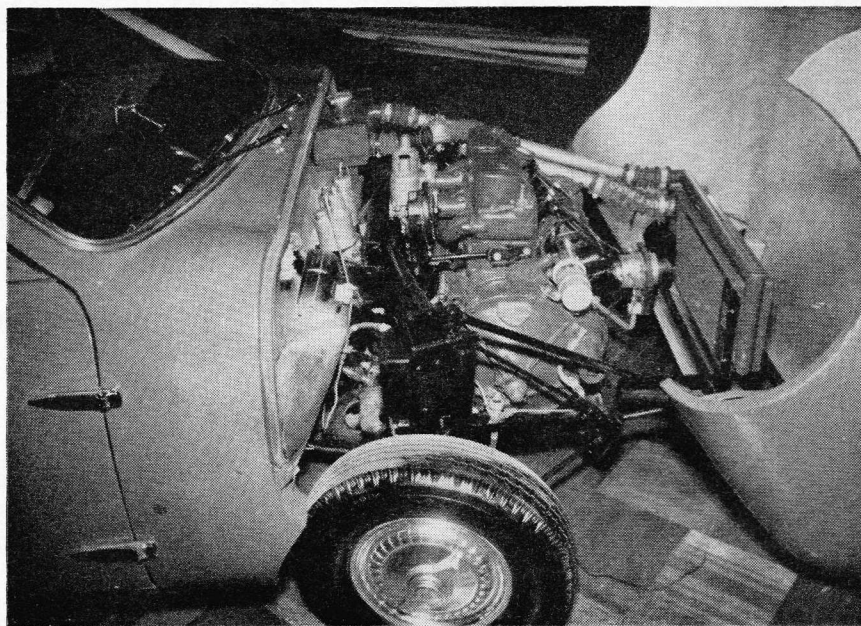
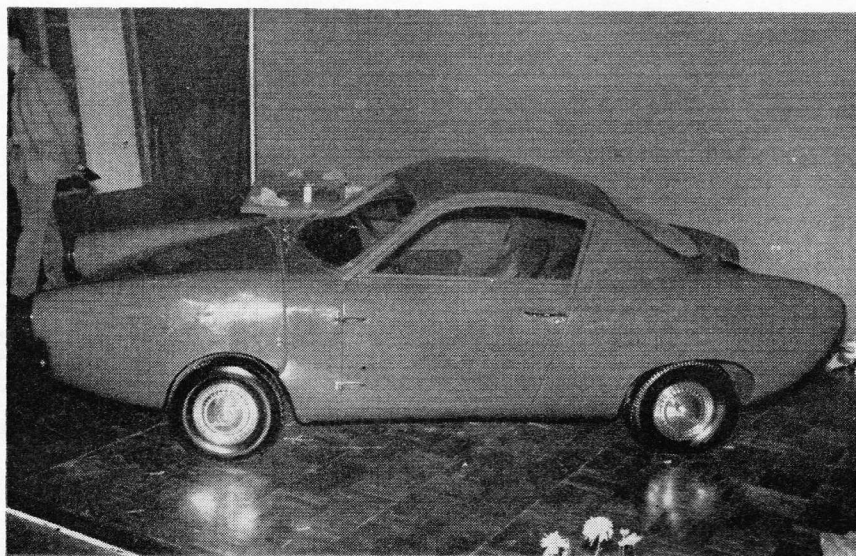
BELOW: The new Formula Junior Cooper, with 1,100 c.c. dry-sump B.M.C. engine and all-round disc brakes.





# TRANSVERSE ENGINES

A widening trend apparent at the Show is the use of transversely-mounted power units. On the right is the new 850 c.c. Musketeer Coupe and (below) its front-mounted power unit. Below (right) is the "works" of Chris Lawrence's Deep Sanderson Coupe (illustrated in last week's issue), the engine being rear-mounted.



ally of things to wear. L.M.B. Components show their unusual chassis, which employs many Ford components and carries the Debonair body. The Mangoltsi exhibition of Weber carburetors even includes the triple downdraught units for the F1 Ferrari. John Mitchell shows bits and pieces for making Ford and B.M.C. cars go very fast indeed.

The Motor Cycle have a thrilling display of fierce bikes, including the fantastic racing Vincent big-twin "Nero". Motor Racing Publications sell gramophone records of racing as well as books.

The Musketeer is a special G.T. body to which the mechanical organs of a Mini-Minor are attached. David Plumstead shows Jack Brabham's F1 Cooper because the engine was given the Progre treatment. This is a very advanced anti-friction process, which works by molecular penetration and has Ministry of Aviation approval.

Rally Equipment have navigation aids, safety belts, tuning kits and a great deal more. Rochdale Motor Panels exhibit their Rochdale Olympic car, a G.T. coupé with a Riley 1.5-litre engine that sells in kit form at a highly competi-

tive price. When one mentions that S.A.H. Accessories is run by S. A. Hurrell, it is at once clear that this is the mecca for Triumph owners, and every tuning accessory is available for the TR.

Shorrocks have a most comprehensive range of popular engines fitted with superchargers, all very neatly installed. Speedex are selling the incredibly effective Marcos G.T. and also have a remarkably cheap kit to build a little G.T. car with a Sirocco body. As for Speedwell, it would be hopeless to try to catalogue all their vast range of tuning equipment for B.M.C. cars, especially the Sprite. However, a mention should be given to their very fine new light alloy head for such things as Minis and Midgets.

John Sprinzel, as would be expected, has the very effective Sebring Sprite on his stand. Tornado Cars show the Talisman, a very potent G.T. car that really is a four-seater. The tuned Ford Classic engine has a pair of twin-choke Weber carburetors and the rear suspension is independent. Jack Turner shows his well-known and so successful little two-seater and he also has a brand new

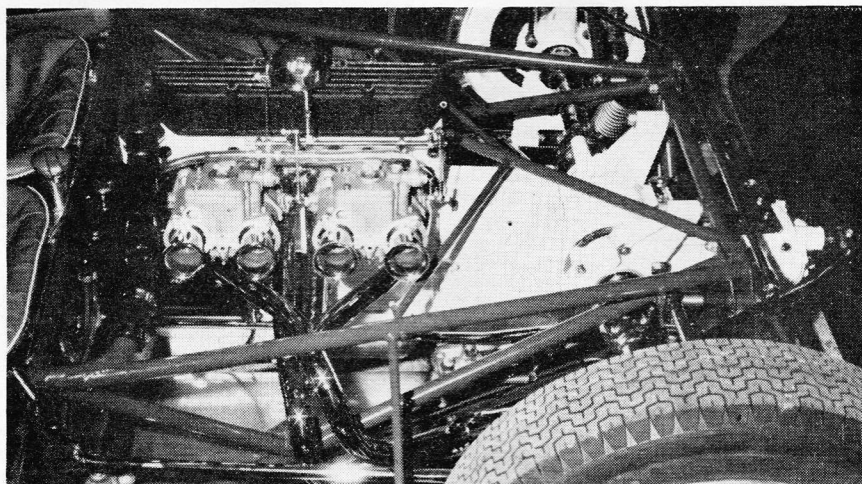
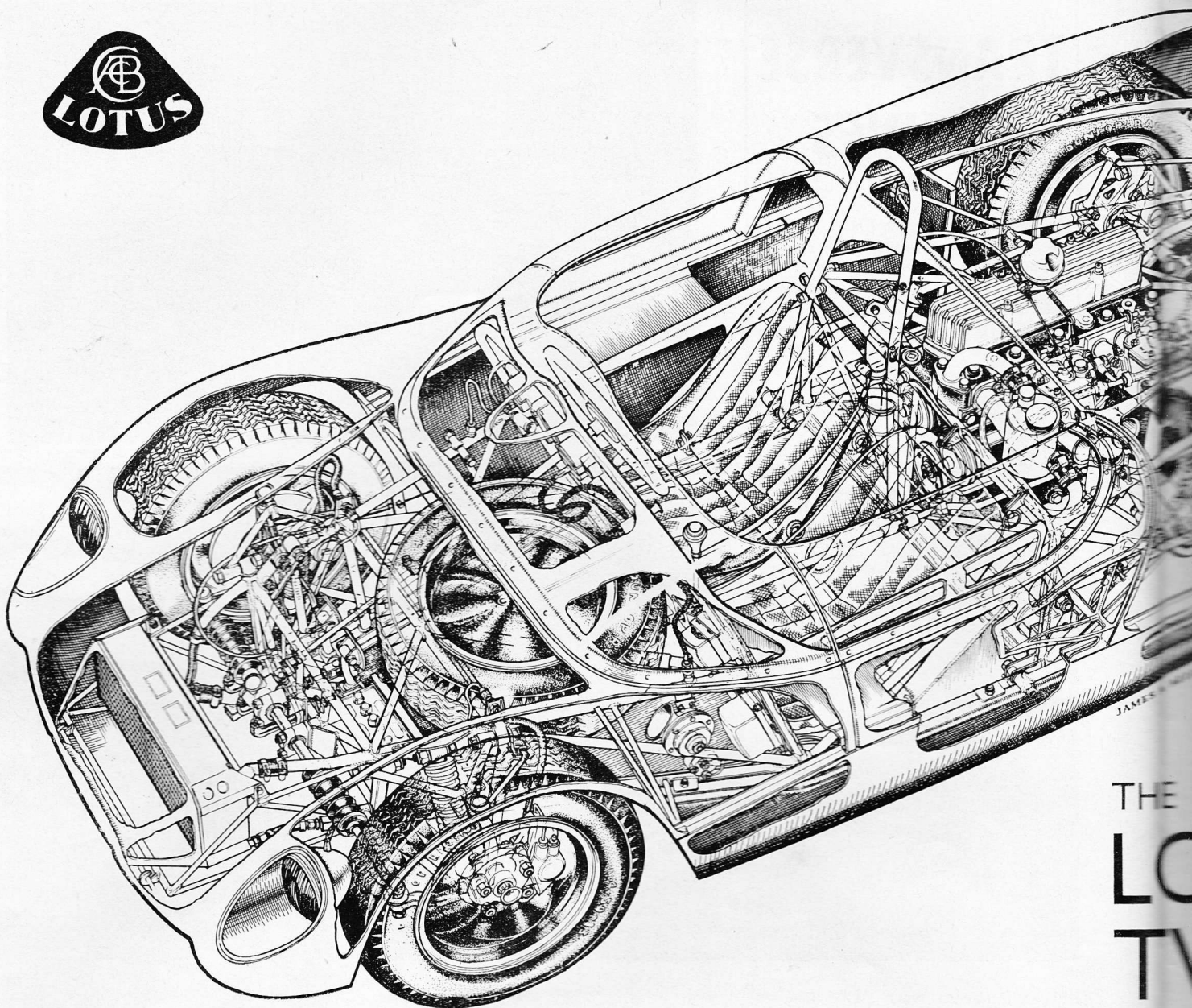
Turner coupé that is, oh, so easy on the eye.

Williams and Pritchard show the quality of their body building by exhibiting the Ausper F.J. car with polished aluminium hand-beaten panels. What beautiful work this is! C. T. Wooler has close-ratio gears for Fords and four-speed conversions for three-speed boxes. This firm also specialize in remote control gear levers.

After you have booked up for next season's races at Grand Prix Box Office, and actually tested a safety belt in action on Michael Richmond's stand, why not have a bash at Bert Lamkin's model car racing game, which is bigger, better and even more realistic this year.

Congratulations, Ian Smith and B.R.S.C.C., for this is a really excellent show.





*COSWORTH-FORD ENGINE—1,100 c.c., 103 b.h.p.—is mounted behind the driver in a space-frame, all-independent chassis.*

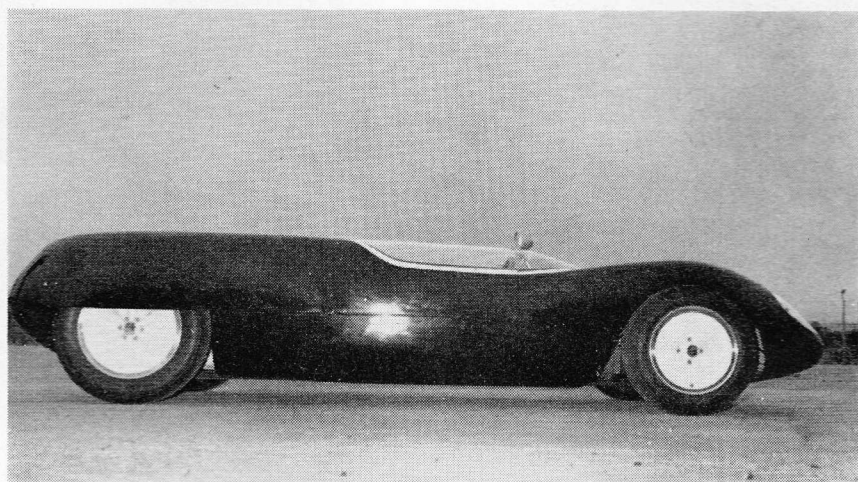
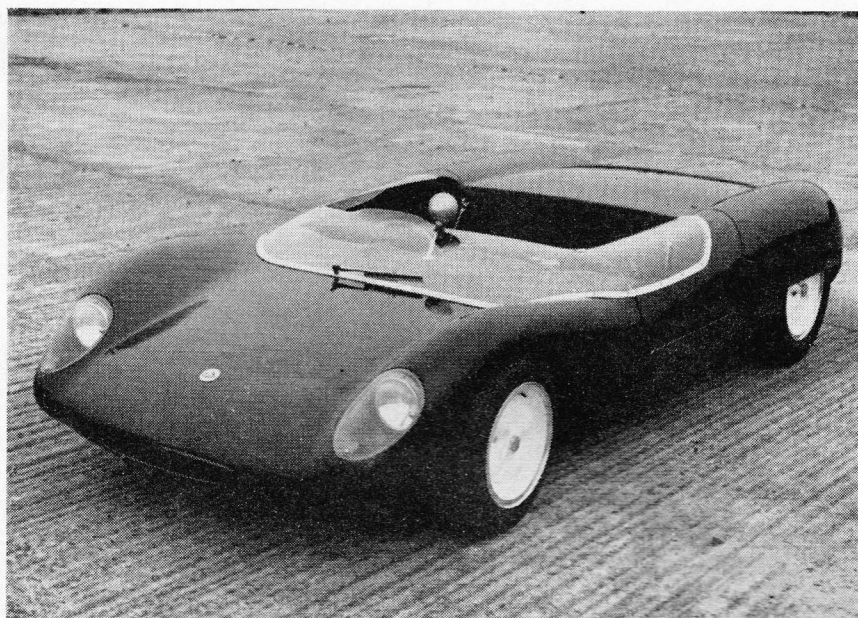
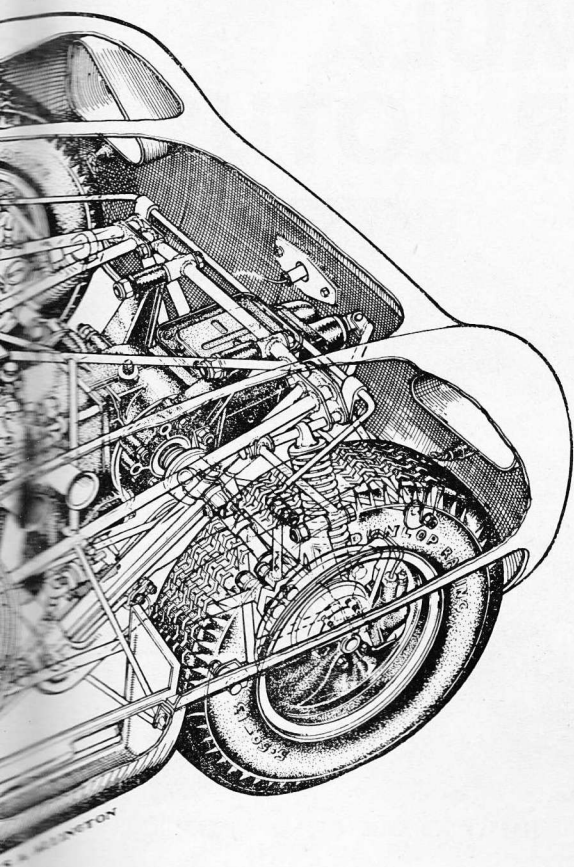
IN 1960 Lotus produced the Nineteen or Monte Carlo, a sports version of their current Formula 1 car. Now comes the 23, a two-seater based on the all-conquering 1961 Formula Junior Lotus and incorporating most of the modifications found on the 1962 model. If early tests are any guide—Peter Arundell has lapped the Silverstone club circuit in 1 min. 7.6 secs., well inside the 1,100 c.c. lap record, in a bodyless prototype—this car is going to take a lot of beating.

The basic specification of the 23 includes an 1,100 c.c., 103 b.h.p. Cosworth-Ford engine mounted behind the driver in a space-frame chassis, with all four 13-in. wheels independently sprung. Disc brakes are fitted as standard, and 1,470 c.c. or 997 c.c. engines are available at extra cost. Transmission is by a modified 7½-in. Ford clutch and either Renault- or Volkswagen-based four-speed, close ratio gearbox/final drive unit.

As with the engine and gearbox, the front suspension is similar to that of the

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# THE LOTUS TWENTY-THREE

BY DAVID PHIPPS

1961 F.J. Lotus, consisting of unequal length double wishbones, the lower one acting on co-axial coil spring/damper units; the dampers are the latest Armstrong GT7 "upside down" type, designed to minimize unsprung weight by mounting the piston at the inboard end. The four-stud cast magnesium front wheels are fitted with 4.50 x 13 tyres on 5-in. rims. Steering is by Lotus rack and pinion gear.

The rear suspension is based on that of the 1961 F1 Lotus, with a top lateral link, a wide-based lower lateral link and parallel longitudinal radius arms. Coil springs and GT7 dampers are used, and power is transmitted by splined drive shafts. In this case six-stud wheels are used with 5.50 x 13 tyres on 6-in. rims. Anti-roll bars are fitted at both front and rear, to offset the effects of using fairly low roll centres, and the brakes—9½-in. Girling discs—are mounted outboard all round.

The chassis is basically similar to that of the 1961 Lotus Junior, but widened to accommodate two seats. It consists of three bays, and every frame except the one through which the driver's body projects is fully triangulated. Thanks to increased cross-section area it is considerably stiffer than that of the Junior. The forward bulkhead provides mounting points for the front suspension, the steering rack, the battery, the pedals and the cross-flow radiator (with integral oil-cooler). The scuttle bulkhead—of the "perforated hoop" type, consisting of two tubular rectangles linked by sheet steel—locates steering column, seats, gear lever, instruments (9,000 r.p.m. tachometer, oil pressure and water temperature gauges, ammeter) and switches. The rear radius arms are mounted on the engine bulkhead, which also supports the nine-gallon fuel tank, helps to locate the seats and takes loads from the engine mountings (at the junction of two side-frame diagonals). Engine loads are also accepted, via the gearbox mountings, in the rear bulk-

head; the latter also provides mountings for the remaining elements of the rear suspension.

The top left and bottom right longitudinal chassis members are used as water pipes linking engine and radiator, whilst the top right and bottom left members act as oil pipes; the interior of these tubes is specially treated to produce an anti-corrosive phosphate film.

The bodywork, of resin-bonded glass-fibre, complies with Appendix J, Group IV, 1962, in respect of windscreen height, luggage space (alongside the engine), ground clearance and turning circle. There is also ample room for extra fuel tanks for use in long distance races. Full electrical equipment is fitted, including SU fuel pump, Lucas dynamo and starter, voltage regulator, fuses, head-, side-, tail- and brake-lights, windscreen wiper and horn. Overall length is 11 ft. 8 ins., width 4 ft. 11½ ins. and maximum height 2 ft. 3 ins. (to the top of the windscreen). Weight, ready to go, is 880 lb.

Early reports on the 23 are that the handling is every bit as good as that of the 1961 Junior, while the brakes are described as "fantastic". The queue starts at Delamare Road, Cheshunt, Herts.

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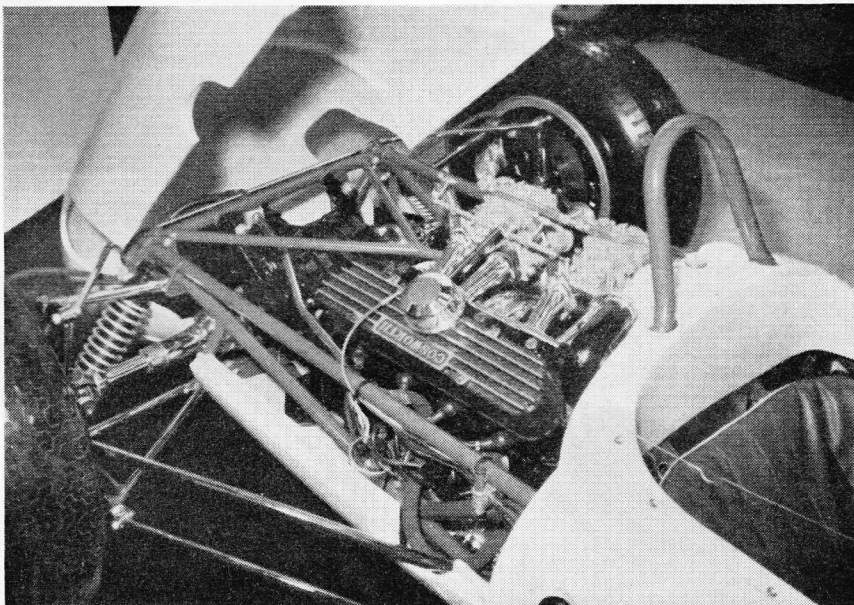


THE 1962 Formula Junior Lotus, the Twenty-two, is basically similar to the Twenty, but with several important improvements. These include an inclined engine (1,100 c.c. Cosworth-Ford as standard), "Formula 1" type rear suspension disc brakes, 13-inch rear wheels, widened track and "upside down" dampers. A half-inch rear anti-roll bar supplements the  $\frac{3}{8}$ -inch one used at the front, the oil system—as well as the water system—is taken through chassis tubes (as on the 23), a thicker radiator is fitted and the engine oil filter is mounted on the chassis.

Tilting the engine 30 deg. to the right has allowed a noticeable reduction in the size of the rear bodywork, but the chief reason for this change is to provide a better induction tract, giving scope for further increases in power output. At present the guaranteed minimum output of the 1,100 c.c. Cosworth-Ford engine is 100 b.h.p. at 7,500 r.p.m.

The rear suspension is identical to that of the 23, and the  $9\frac{1}{2}$ -inch Girling disc brakes are mounted outboard all round—largely because there is no room for inboard rear calipers. Wheelbase is unchanged, but track is now 4 ft. 3½ ins. at the front and 4 ft. 2 ins. at the rear—increases of 2½ ins. and 2 ins. respectively. The only other change is the price, increased £100 to cover the extra cost of the 1,100 c.c. engine and disc brakes.

# THE FORMULA JUNIOR LOTUS



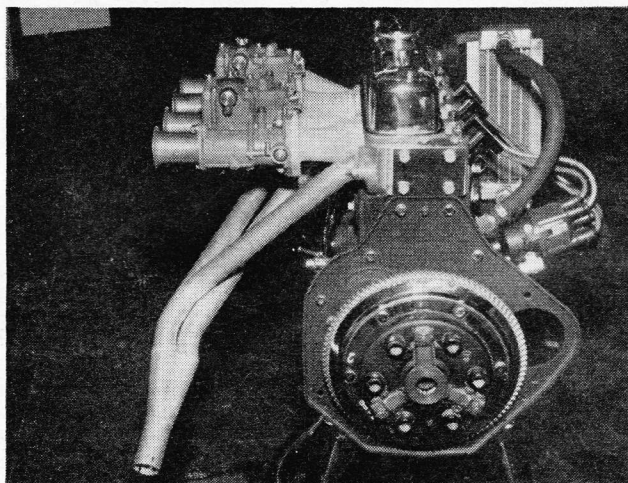
## JIMMY CLARK CITED AFTER MONZA ACCIDENT

(From "L'Equipe", 27th December, 1961)

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 "AN Italian barrister, Signor Carpinelli, has recently filed a complaint against Jimmy Clark at the Monza court alleging that the British driver caused 'homicide by imprudence' during the 1961 Italian G.P. Signor Carpinelli is acting on behalf of the father of one of the spectators who died as a result of the tragic accident on the second lap of the Monza race. According to the barrister Clark infringed the sporting code, which specifies that the driver first into a corner has the right of line and approach. It is well known that von Trips was in front of Clark at the time of the accident, and while he made no driving error it was Clark who provoked the collision which led to the catastrophe.

★  
 "Signor Carpinelli has now demanded that Clark must be declared responsible, and must be held liable for damages to the relatives of the victims. He also demands that the organizers must be held jointly responsible, with Clark, referring to the declarations made by an Italian magistrate at the time of the international conference of Stresa, declarations according to which the responsibilities of the organizers of motor races cannot be limited to the application of security measures imposed by the civil authorities."

SPECIFICATION of the new F.J. Gemini for 1962 includes inboard 9½ ins. disc brakes, inboard suspension all round, 1,100 c.c. dry-sump Cosworth-Ford engine, six-speed close-ratio gearbox, side-mounted radiator, new lightweight 13 ins. magnesium wheels and a new space-frame chassis. There is a possibility of a rear-engined sports car being developed from this very advanced machine.



★  
 ABOVE: The Cosworth-tuned Ford engine in the new Lotus Twenty-two.

LEFT: New from Speedwell for the Racing Car Show is an alloy cylinder-head for "A"-type B.M.C. engines.

## TREVOR TAYLOR WINS

TEAM LOTUS had their fourth successive victory in the South African series of races when Trevor Taylor won the 120 miles Cape Grand Prix in 1 hr. 30 mins. 54 secs. (81.5 m.p.h.), by one-fifth of a second from Jim Clark, who had scored a hat-trick in the preceding races. The two Lotus drivers swapped the lead for lap after lap; Clark dropped back after spinning on oil dropped by another car, but within a couple of laps he was back on the tail of his team-mate's car. He set up a new lap record for the 2 miles Cape Town circuit of 1 min. 28.9 secs. (82.2 m.p.h.), 1.2 secs. faster than Bonnier's figures set up in 1960.

The Swedish driver was third in his Porsche, and behind him came Masten Gregory in one of the UDT-Laystall Lotuses.

## COUNTRY CLUB CLOSES

TOO few members have consumed too little beer and the Country Club at Botsome Lane, West Kingsdown, Wrotham, Kent, has closed its doors for the last time. Although Hugh Stanwell took every possible step to attract clubmen (including providing a driving test and trial area) there simply wasn't enough support to put the club on an economic footing. The swimming pool, sun beach and car park will still be open for the time being and soft drinks, etc., will be on sale.

ON 27th January the Dursley M.C. and L.C.C. will run their third Kingshill Trophy Rally. Regs. for this closed event from Mrs. B. Cousins, Wild Goose Garage, Dursley, Glos.



## THEY MADE NEWS IN THE NORTH—No. 4

**Malcolm Bateman**

**M**ALCOLM BATEMAN, member of the R.A.C. Competitions Committee and regular R.A.C. steward in the North, is an enthusiast dedicated to encouraging the fact that more sport should be off the public roads. It was not surprising, therefore, that the competition car he built himself should be designed only with a view to short speed events of the sprint type. But Northern enthusiasts were still surprised to see his R.M.B. special when it made its first appearance a few years ago.

The stark sports-type special was the first competition-only car ever to make its appearance with an automatic transmission; it was suspended on bonded rubber/metal caravan-type spring units and it had an enormous V-8 engine of 5.6 litres which had formerly done duty in a Sno-Cat.

Since its first appearance at the end of 1957 the R.M.B. special has been altered quite a bit and improved in many ways, but in spite of its power and potential, it has still to win an award in a hill-climb.

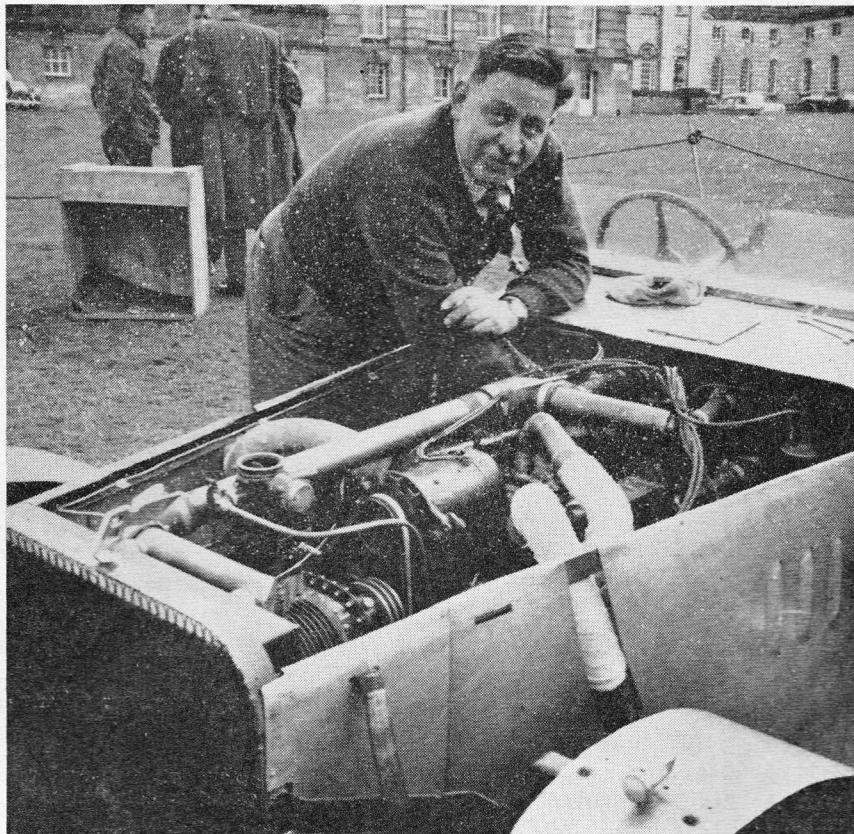
Unlike most of the other vehicles featured in this series the story of the R.M.B. is not a success story, but that does not worry Malcolm Bateman a bit. The fact that he has a car in which to compete at events quite satisfies him, and although he is constantly looking for ways to improve his machine, if he never does gain an award, I am sure he will not in the least be put out.

The car was started during 1957 to replace an earlier competition car. "I had an offer for it I could not refuse, so it went," said Malcolm. "Then I had to have another car, and I had fancied the idea of a special with a big engine for sprints, so this was the opportunity I needed."

So Malcolm had a quantity of square tubing delivered to his home at Sutton, near Keighley, and went to work on the chassis. Then he looked for an engine, and a huge side-valve Cadillac unit was obtained from ex-W.D. sources, mated to its original hydramatic gearbox. The back axle came from an XK 120 Jaguar—the highest ratio that could be found as the Cadillac unit revved only to 3,500 revs., and the suspension was from the bonded caravan units.

Morris Minor rack and pinion steering guided the front wheels, which were on a beam axle.

The car was driven for a season in that trim before the modifications started. The automatic gearbox had to go, as it had no reverse gear and this brought up difficulty with scrutineers. It was replaced by an E.N.V. Wilson-type pre-selector box which is still in the car. Several types of suspension were tried, but finally the back wheels were suspended on coil springs bought for £1 from a scrap yard and which were originally front springs on an A70 pick-up.



*MALCOLM BATEMAN makes an adjustment to his RMB II special before running at a Castle Howard hill-climb. The Wade blower can be seen in the picture.*

The front suspension has a bit of history. It was on Tony Brooks's Vauxhall Villiers before he put it back to standard form. Malcolm bought this and narrowed it by five inches to fit his R.M.B., fitted some Aston hubs and two-leading shoe Jaguar brakes and found the arrangement first class.

The body frame is made of electrical conduit clad in sheet aluminium and, although unlovely, is strictly functional. The radiator is the only specially made part of the car.

The car has appeared at speed events all over the North in vain quest for a class award. The better handling of modern machinery has offset the advantage extra litres could give.

The main trouble seems to be persuading the Cadillac engine to consume enough mixture to develop power all the way up the rev. range.

To help in this respect, the car now has a Wade blower fitted, running at about four pounds pressure. This has helped, but still Malcolm is not satisfied that enough mixture is reaching the engine.

"I think I shall have to fit two carburettors between the blower and the engine," he said. "They may not both be of the same type, or even of the same make, but I think two may do the trick—if they don't, I shall still enjoy myself driving the car, anyway."

Lack of a suitable venue has prevented taking any definite performance figures, but "le patron" believes that R.M.B. II will cover the standing quarter-mile in about 16 secs.

In events it has never been far behind the leading cars in the unlimited sports car class and certainly looks impressive, pouring out clouds of rubber smoke from the inside rear wheel.

Some day soon the class opposition will blow up or have a driver off-colour, and then Malcolm Bateman and the R.M.B. will score a class win and at last one of his motoring ambitions will be fulfilled.

**Continuing the series by**

**PETER CRAVEN**





# The First Natal Grand Prix

Second South African Victory for Jim Clark and Team Lotus

STORY BY ANTONY HULL

**J**IM CLARK, in the works Lotus, ran away with the first Natal Grand Prix on Sunday, 17th December, in what looked like an almost uncontested victory, leading Stirling Moss, in the U.D.T.-Laystall Lotus, across the finishing line by about 34 seconds.

Jo Bonnier in the works Porsche finished third but almost a whole lap in arrears. In fact, Clark did lap him but eased off during the closing laps and allowed him to repass.

Bonnier set up the fastest lap during Thursday's practice with a time of 1 min. 35.55 secs., a speed of approximately 84.5 m.p.h. Clark was second fastest, 1 min. 36.41 secs., and Gregory and Barth both managed laps in 1 min. 39.85 secs.

These times came down with a wallop on Friday, Clark hurtling round in 1 min. 26.10 secs. (94.06 m.p.h.), Bonnier in 1 min. 26.79 secs. and Taylor in 1 min. 29.02 secs., these three thereby filling the first three positions on the grid. Moss arrived too late to take part in official practice and had to start at the back of the grid.

The surface of the track broke up badly during practice and it was obvious that it would deteriorate to an even greater extent during the 89-lap race. Three months of continuous rain caused the contractors to lay the surface on a mud base and even your scribe could feel the tarmac subsiding as he walked around it. The condition of the track

was in fact terrible and it marred what could have been an excellent race.

The grid was as follows:—

J. Clark 1 m. 26.10 s.	J. Bonnier 1 m. 26.79 s.	T. Taylor 1 m. 29.02 s.
M. Gregory 1 m. 29.20 s.	T. Maggs 1 m. 29.38 s.	
W.B.G. Johnstone 1 m. 29.42 s.	S. van der Vyver 1 m. 30.51 s.	E. Barth 1 m. 30.59 s.
A. Pheiffer 1 m. 31.37 s.	L. D. Serrurier 1 m. 31.83 s.	
E. Pieterse 1 m. 32.05 s.	D. W. Philp 1 m. 33.32 s.	J.H.S. Guthrie 1 m. 33.48 s.
H. Menzler 1 m. 33.56 s.	N. A. Lederle 1 m. 33.65 s.	
B. van Niekerk 1 m. 34.20 s.	S. P. Viljoen 1 m. 34.65 s.	D. E. Jennings 1 m. 35.37 s.
T. Blokdyk 1 m. 36.39 s.	S. T. Tingle 1 m. 37.63 s.	
D. C. Wright 1 m. 41.71 s.		S. Moss

The two Lotuses shot into the lead at the start leaving Jo Bonnier well behind and rapidly pulling ahead of the rest of the field. Their phenomenal progress was only equalled by that of Moss who, having started at the back of the grid, was carving his way through the field in a fantastic fashion. Masten Gregory in the other U.D.T.-Laystall

*THE START: Jim Clark (8) tears away from the start closely followed by Trevor Taylor (9), Jo Bonnier (4), Tony Maggs (3), Masten Gregory and Edgar Barth.*

PICTURES BY DALE GORDON

Lotus, however, was not going at all well, the reason being that he blew a head gasket on the first lap. The position at the end of five laps was Clark, Taylor, Bonnier, Gregory, Maggs, Johnstone, Moss, van der Vyver.

Tony Maggs was rapidly catching Gregory and soon passed him, but Moss was moving at an incredible rate, passing Gregory immediately thereafter and closing up fast on the European Formula Junior expert. Gregory, however, was going slower and slower and he pulled into the pits and retired on lap 16. The two works Lotuses, in the meantime, had pulled out a very large lead over Bonnier and it began to look as though we would see a repeat of the Rand Grand Prix. It was not to be, however, and Taylor left the race when his rear suspension collapsed and the car rolled, Trevor emerging without a scratch to show for it. Despite this setback, Team Lotus still had a good chance, for Clark held a commanding lead and was lapping as fast as Moss. By lap 15 the position was Clark, Bonnier, Maggs, Moss, Johnstone, Barth. On lap 16 Moss passed Maggs and set off in pursuit of Bonnier whom he caught and passed on lap 23. Yeoman Credit suffered a setback at the same time when Maggs had a repeat of his Kyalami troubles and had to retire with serious overheating, but Johnstone, in their remaining car, was going very well in fifth place although he was clearly pushing it.

The race now settled into a bit of a

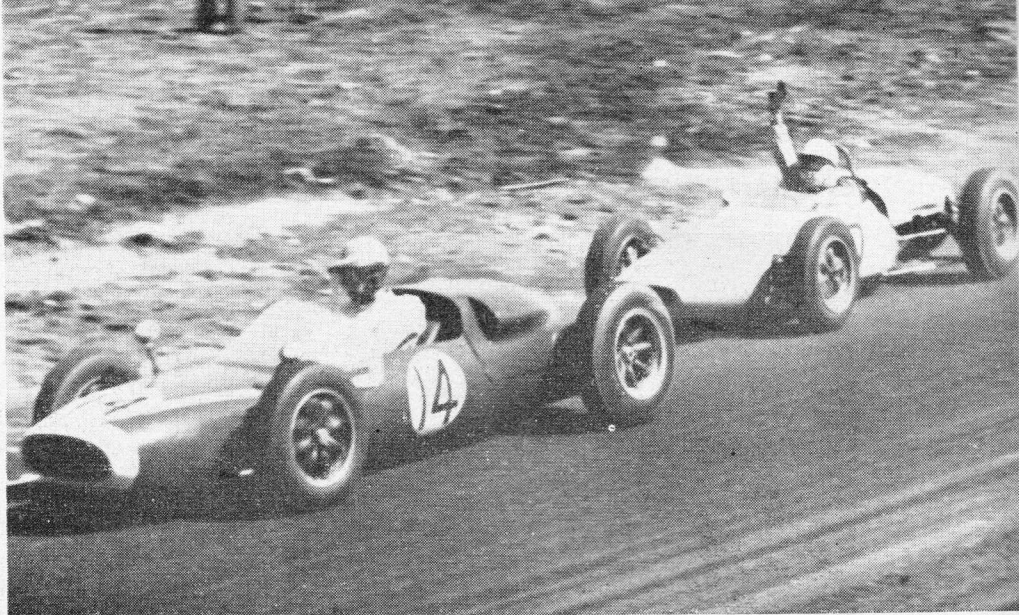




ABOVE: The weary victor! Jim Clark relaxes at the finish.

★

RIGHT: Moss signals as he tries to overtake Donald Philp (Quadro Climax).



LEFT: Comparative newcomer to F.1 Trevor Taylor at Club Corner. Taylor was well up in the field when his rear suspension collapsed, forcing his retirement.

★

BELOW: Jo Bonnier on the Draai. Bonnier was in second place till the irrepressible Moss passed him to finish behind Clark.

procession which was enlivened by the flying Moss, who nearly overdid it on a number of occasions in his frantic efforts to catch the dark green Lotus. Clark, however, was easily holding his own and confirming Stirling's statement of the previous night that he is one of the most underrated drivers in the world.

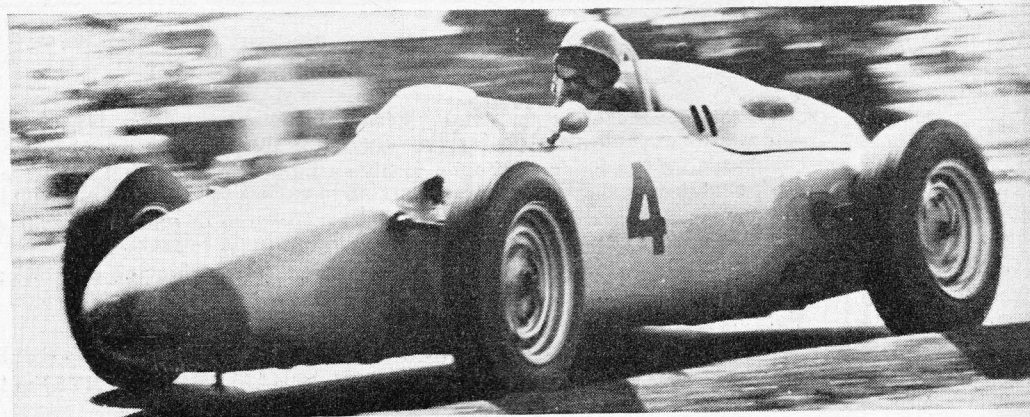
Of the South African drivers, van der Vyver in sixth place was doing best but he had lost a gear and this was slowing him down considerably. Ernest Pieterse, who was the fastest local driver at Kyalami, had retired with overheating trouble. The heat was pretty intense but not nearly as bad as it had been on the Rand and fewer cars were forced to retire from it. The track was breaking up as had been expected and Moss said after the race that it made passing difficult, although he seemed to be doing a lot of that all the same, his fist getting a real airing in the process.

The position remained unchanged until lap 55 when Johnstone struck a bank and spun the remaining Yeoman Credit

Cooper off the track. The car was a bit graunched but Johnstone fortunately emerged unscathed. This made the position Clark, Moss, Bonnier, Barth, van der Vyver, Serrurier, and that was how they stayed until the finish.

#### Results

1, J. Clark (Lotus-Climax); 2, S. Moss (Lotus-Climax); 3, J. Bonnier (Porsche); 4, E. Barth (Porsche); 5, S. van der Vyver (Lotus-Alfa Romeo); 6, L. D. Serrurier (Cooper-Maserati); 7, A. Pfeiffer (Cooper-Alfa Romeo); 8, T. Blokdyk (Cooper-Ford); 9, D. Jennings (Jennings-Porsche); 10, J. Guthrie (Cooper-Alfa Romeo).





# Report From Eire

by BRIAN FOLEY



*NO BUILT-IN JACKS REQUIRED! Four man-power and one woman-power help support Des Cullen's NSU Prinz 30 while Cullen adjusts the handbrake during the Stonethrowers' Cup Trial.*

## NOVEMBER TRIALS AND ERRORS

THE first November Hewison Trophy qualifying event was the Irish Motor Racing Club's Autumn Trial. Almost half the entry was disqualified for refusing to obey a rule which automatically disqualified any driver leaving his car at a test to inspect the test layout and/or to watch another driver performing. Inspection of tests sites by foot is standard practice, and is absolutely essential in the interests of safety. Judging by the objections to this rule, it is extremely doubtful if it will ever be enforced again. With such acknowledged experts as Seamus Griffin, Des Cullen, Kevin Sherry, Fintain Kealy and Leslie Vard, etc., amongst those disqualified, the results do not show true form. Cecil Vard (Austin Seven) took the Premier Award with 231.9 marks, from Larry Mooney (Volkswagen), 259.8; David Glover (Sprite), 262.4; Doug Glover (D.G. Special), 267.9, and Stephen Griffin (G.T.S.), 269.2. These are the results as announced at

the prizegiving; I believe a different set of results appeared later, in which Stephen Griffin was not mentioned at all, and Ronald Graham (Austin Seven) pushed Doug Glover back from second to third place in the Experts' Class.

With the exception of the I.M.R.C. Autumn Trial fracas, the remaining November events were comparatively tame. Des Cullen (NSU Prinz) won the Carrick-on-Suir Collins Cup Trial and the Galway Trial. The Cork "20" Rally was won by Noel Brooks, who navigated John du Moulin. Joe O'Mahoney (VW) was the best driver, as he beat du Moulin's less manageable Ford Anglia in the driving tests. Reggie Redmond (M.M.3) won the Leinster Motor Club's G.V.B. Cup Trial; he tied with Peter Jenkins (G.T.S.) on the observed sections of this "mud plug", but won the Premier Award by beating "Jenks" in a long driving test which was employed to decide such ties. Stan Wilson came down from the North to take third place

with his left-hand-drive Winkler. The Kilkenny M.C. Byrne Cup navigation trial was won by Brian Eardley/Maurice Bryan in an Austin Seven. Seamus Griffin (Griffin-Ford) won the Premier Award in the Co. Monaghan M.C.'s November Trial. John Moore was second overall in his Austin Seven and, on the following day, won the Premier Award in the Connacht M.C.'s Winter Trial. First class awards in this Hewison Trophy qualifying event were taken home by: Redmond (M.M.3), O'Connell, Elliott, and Mooney (Volkswagens), Ivis (Austin Seven), Malcolm (Buckler), and McManus (Volkswagen).

## M.G. WINTER TRIAL

COMPETITORS were given 11 tests, including three easy observed sections, over varied surfaces which included mud, water and snow. Des Cullen has acquired his own NSU Prinz, an early-type Mark II with 30 b.h.p. motor, fitted with a Mark IV camshaft, high pistons, etc., and some more mods, to come. Cullen served notice that he intends continuing the successes he had with the Reg. Armstrong-sponsored NSUs, by winning the Premier Award with a total of 290.1 marks. Cecil Vard (Austin Seven) and Stephen Griffin (G.T.S.) were almost breathing down his neck with 291.3 and 292.5 marks, respectively. Cecil Vard won the 1,000 c.c. Saloons class from fellow-Austin Seven drivers Leslie Vard and Johnny Moore. Steve Griffin won the Open Cars class from Reggie Redmond (M.M.3) and Fintain Kealy was the best of the Volkswagen drivers.

## R.A.C. RALLY

THE motoring press overlooked the very fine effort put up by the Dublin ladies, Miss Rosemary Smith and Mrs. Delphine Bigger, in the R.A.C. Rally. Driving in their first big event abroad, they brought their Mini-Minor into third place in the Ladies' Class. They have twice won the Ladies' Award in the International Circuit of Ireland Rally, in 1960 driving a Triumph Herald coupé and this year in an Austin Seven.

## ASCOT CUP TRIAL

HEAVY rainfall on the night before the Ascot Cup Trial at Ballycorus, Co. Dublin, ensured a more than adequate supply of glutinous mud for the Trials Drivers' Club, Hewison Trophy Qualifying event on 9th December. Some of the observed sections were much too steep, tight, and/or slippery for the rather small gathering of specials, and many

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This unit has been developed to give a minimum of 100 b.h.p. with exceptional torque curve, smoothness and reliability, and a further version giving in excess of 105 b.h.p. but with less torque is offered as an alternative.

Your existing unit can be converted irrespective of present specification, and special allowance is made for displaced parts. Full details and quotation upon request.

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drivers had to resort to manpower to extricate their cars from the axle-deep goo. Young Stee Griffin was having his first sortie in a mud plug and, partnered by his brother Shay, he won his first-ever Premier Award. Driving the same 1,172 c.c. G.T.S., Shay finished second in the Ascot in 1960. That year's winner, Reggie Redmond, was second this time in his M.M.3. Third was keen Belfast "mud plugger" Stan Wilson in his Winkler.

### STONETHROWERS' CUP TRIAL

**D**URING the past two seasons, Austin Seven exponent John Moore has notched up a considerable number of class wins but he has not figured all that



prominently in the list of Premier Award winners. Since October, Moore has really got into the groove in a big way and he won the Circuit of Clare, Waterford Tyresoles Cup Trial, and the Connaught Winter Trial. All three of these events were Hewison Qualifying Trials. His latest Premier was won at Clonmel on 10th December and the event was the Tipperary Club's Stonethrowers' Cup Trial. Although this driving tests trial was not a Hewison effort, it was nonetheless very well supported. Moore's total was 392.2 marks. His nearest rival was Shay Griffin in second place with 403.2 marks, and into third place came Des Cullen with 412.1 marks.

#### Results

**Premier Award:** J. S. Moore (Austin Seven), 392.2 marks. **Small Saloons:** 1, D. Cullen (NSU Prinz), 412.1; 2, T. Power (Austin Seven), 414.6; 3, M. Ivis (Austin Seven), 428.0. **Large Saloons:** 1, P. O'Flynn (VW), 425.8; 2, L. Mooney (VW), 430.0; 3, T. Connolly (VW), 450.3. **Open Cars:** 1, S. Griffin (Griffin-Ford), 403.2; 2, J. O'Donoghue (Odnik), 431.6; 3, M. Duffy (Sprite), 602.1.

### AUSTIN OWNERS' NIGHT TRIAL

**T**HE Austin Owners' Club Night Trial on 15th December was yet another Hewison Trophy Qualifying Trial, and it was again another very closely contested event. Shay Griffin took the honours but with only 1.8 marks to spare over second man Cecil Vard. Leslie Vard brought his Austin Seven into third place. Shay Griffin has now gained his necessary three qualifications for the Hewison Final. Stee Griffin, younger brother and protégé of the Hewison holder, has now qualified in four trials and he may well be Shay's greatest rival for the Hewison. Jack Fildes is driving exceptionally well in the new M.G. Midget, and he won a

First Cass Award in the Night Trial. Fildes only started competition driving last September. Jack O'Donoghue had his second outing in his little Austin Seven-based Odnik (shown above) and again he was in the awards list. Jack will be remembered for handling both Irish and latterly Canadian affairs for AUTOSPORT.

#### Results

**Premier Award:** S. Griffin (Griffin-Ford), 242.1 marks. **First Class Awards:** C. Vard (Austin Seven), 243.9; L. Vard (Austin Seven), 247.7; D. Cullen (NSU), 249.5; S. T. Griffin (G.T.S.), 257.5; J. Fildes (M.G. Midget), 263.7. **Second Class Awards:** J. O'Donoghue (Odnik), 264.9; A. Malcolm (Buckler), 266.3; R. Redmond (MM3), 267.1; L. Mooney (VW), 267.3. **Next Best Austin Driver:** R. H. Graham (Austin Seven), 271.5. **Novice Award:** A. Reed (Minor 1000), 274.5.

### M.E.C. OBSERVED SECTION TRIAL

**M**OTOR Enthusiasts' Club held the third Hewison mud plug at Enniskerry on 16th December. Appropriately the

Premier went to M.E.C. Secretary Peter Jenkins (G.T.S.) with 262 marks, from Stee Griffin (G.T.S.), 250 marks, and Brian Hood (L.E.2), 242 marks. The remaining finishers were: Reggie Redmond (M.M.3); Frank Nuttall (Morris Special); Des Bradley (Dellow); Ritchie Humphries (Ford Spl.); and Gerry Freeman (Dellow). Also classed as finishers were Fintain Kealy, who sportingly drove his Volkswagen, and David Popplewell, who drove Mick Archer's NSU Prinz, while Archer bounced in the back. Perhaps M.E.C. might run a mud plug for saloons only? I am sure it would be a "take".

### Seasonal Survey—continued

tees firmly in fifth place, but during the last few laps Dan Gurney came close with his Porsche. The Yeoman Credit driver fully realized the danger from the American, and crossed the line with 4.2 secs. in hand, and 50 secs. behind Phil Hill. There was nearly a last-lap sensation, as von Trips drew level with Hill coming out of La Source hairpin, appeared to lead momentarily, then eased off to allow the Californian to take the flag—much to the relief of Tavoni who had watched the occurrence with an open mouth.

For the third successive *Grande Epreuve*, all Ferraris had finished, and this decisive victory made the World Championship tables look completely different. The placings were:

1. Phil Hill ... 19 pts.
2. Von Trips ... 18
3. Moss and Ginther ... 12
5. Clark ... 4
6. Gurney and Gendebien 3
8. Surtees ... 2
9. McLaren and Brabham 1

In the Constructors' section the position was:

1. Ferrari ... 22 pts.
2. Lotus ... 12
3. Cooper-Climax ... 4
4. Porsche ... 3

Round Four, the Grand Prix de l'A.C.F., was considered to be yet another Ferrari benefit, but as things turned out this was anything but the case, and a new name was added to the list of Grand Prix winners in Giancarlo Baghetti, driving one of the older 60 degrees cars, and not even tipped to be in the first half-dozen. In next week's issue, we continue the story and describe a truly remarkable race.

ASTON MARTIN	PORSCHE	AC	RUDDSPED	VOLVO	AUSTIN-HEALEY
<h2 style="text-align: center;">GRAND TOURING . . . .</h2>					
<h3 style="text-align: center;">ASTON MARTIN</h3>					
<p><b>RUDDS are Alfa Romeo Distributors</b></p> <p>Demonstrations of 1962 models.</p> <p>1961 TI <b>Right hand drive</b> saloon. <b>£1,299</b></p> <p>1962 Bertone 2 litre, 5 speed, 4 seats, as exhibited at Earls Court, <b>£3,200. Right hand drive</b> as optional extra.</p> <p>1962 Giulietta Sprint Coupe, White. <b>£2,050</b></p> <p><b>Right hand drive</b> as optional extra.</p> <p>1960 Giulietta Sprint expected shortly. <b>Right Hand Drive. £1,675</b></p>					
<p><b>ASTON MARTIN</b></p> <p><b>RUDDS are Aston Main Agents</b></p> <p>Mark 3, 2/4 seater, 1958. Registered late '57, Green/Grey. 62,000 miles. <b>£1,599</b></p> <p>Mark 3, 2/4, 1959. Chrome Wheels. <b>£1,725</b></p> <p>Mark 3, 2/4, 1959. Chrome Wheels. <b>£1,825</b></p> <p>Demonstrations of current models. Early delivery one DB4 overdrive saloon.</p>					
<p>Mark 3, 2/4, 1959. Overdrive. <b>£1,875</b></p> <p>Mark 4, 1960, low miles. <b>£2,950</b></p> <p>Mark 4, GT with Ruddspeed exclusive 4 seat conversion. All 1962 mods. 7,000 miles only. <b>£3,850</b></p>					
<p><b>RUDDS Porsche Distributors</b></p> <p>1961 (March) Super 75 unmarked coupe. <b>£1,785</b></p> <p>1961 (May) Super 75 almost unused. <b>£1,885</b></p> <p>New from stock. Expected shortly, one sportster 1960 unmarked at <b>£1,450</b></p>					
<h2 style="text-align: center;">. . . . AT RUDDS</h2> <p style="text-align: center;"><b>HIGH STREET, WORTHING 7773-4</b></p>					



# Club News

By MICHAEL DURNIN

REGS. are now available for the **Rallye Militaire**, which is to take place on 17th-18th February, this year on a restricted permit and open to B.A.M.A., B.A.R.C., Bristol M.C. and L.C.C., Forces M.C., Hants and Berks M.C., London M.C., M.G.C.C., Oxford M.C. and competitors in previous Rallyes Militaires. These regs. carry two snippets of verse as a preface which I feel sure will be of interest to others than prospective Militaire competitors:—

"The wild thing went from left to right and knew not which was which,

But the wild rose was above him when they found him in the ditch."

—G. K. Chesterton.

and

"Too late for love, too late for joy,  
Too late, too late!  
You loiter'd on the road too long  
You trifled by the gate."

—Christina Rossetti.

While these poets were perhaps inspired by their respective muses to take an unnecessarily pessimistic view of likely happenings, no doubt the fine reputation which the Militaire has earned in the past will persuade many enthusiasts that it is not an event to miss. Regs. are available from Major A. McC. B. Grant, R.A., Rallye Militaire, R.M.C.S., Shrivenham, near Swindon, Wilts. The event will cover some 300 miles and will be in four stages, including one or more special stages. The entry list closes on 13th February. . . . For those who are not fortunate enough to be taking part in the Monte Carlo Rally, **Cambridge U.A.C.** are, as usual, offering a very fair alternative in their Mini Monte, which is scheduled for 27th-28th January. The rally will cover 250-300 miles, starting and finishing at Ilkley, and is open to Airedale and Pennine M.C.C., B.A.R.C., Bolton-le-Moors C.C., B.T.R.D.A., Caldervale M.C., Combined U.M.C., East Yorkshire C.C., Ilkley and D.M.C., Lancs and Ches C.C. and London M.C. There will be marshals at every gate, timing will be by sealed watches and all navigation will be by six-figure map references which will be issued 10 mins. before the start. Regs. are available from Miss K. Arnold, 16 Brookside, Cambridge, who must have all entries by 19th January. . . . Regs. for the **Harrow C.C. C.L.J. Cup Rally**, 20th-21st January, are available from Norma Butcher, 178 The Mall, Kenton, Harrow, Middlesex. The event will cover 120 miles. . . . **Evesham A.C.** inform me that they have been granted national status for the annual sprint, which is to be held at Long Marston on 24th June. They hope to include a standing quarter-mile class to attract entrants of the dragster type. . . . **Shenstone and D.C.C.** and **Leicestershire C.C.** are to have a closed production car trial starting from the Bull's Head, Shenstone, near Lichfield (at 10.30 a.m.), on 14th January. Regs. from J. W. Rowley, Emery Bros., Ltd., Victoria Rolling Mills, Lichfield Road, Birmingham, 6. . . . **Herts County**

**A. and Ae. C., Verulam A.C. and Chess Valley M.C.** are to run their closed Three of Herts Rally over 180 miles on 20th-21st January. The rally will start from Deep Mill Service Station, Great Missenden, on the A.413, at 10.30 p.m., and regs. are available from M. A. Woodland, "Merrymede", Pine Grove, Brookmans Park, Hatfield, Herts. . . . The 27th-28th January seems to be a very popular date. Another club using it are the **Romford E.C.C.**, running their Clockwatchers' Rally. Open to Billericay M.C., West Essex C.C., Ford S.M.C., N.L.R.C.C., B.R.S.C.C., B.A.R.C., London M.C., Basildon N.T.M.C. and Eastern Association championship contenders. The event will cover 225 miles but there will be a shorter route for novices. The start will be from Lynfield (149/806128) and regs. are available from C. A. Pelling, 40 Squirrell's Heath Road, Harold Wood,

Romford, Essex. . . . The eighth Daffodil Rally, organized by the **Warrington and D.M.C.**, will cover 200 miles in Cheshire, Derbyshire and Staffordshire on 10th-11th February, and is open to North-Western Association Clubs. Start and finish from 101/606775. Regs. from R. J. Mann, 2 Waverley Avenue, Appleton, near Warrington, who must have all entries by 5th February. . . . Another floral one, the Crocus Rally of the **Blackfriars M.C.** will take place on 10th-11th March over 180 miles in the Chilterns. Start will be at Chesham, Bucks, and finish at Bray, near Maidenhead. The event is open to B.A.R.C., B.P.A.C., C.S.M.A., East Surrey M.C., Harrow C.C., Kodak C.C., London M.C., Metropolitan Police M.C. and Sevenoaks and D.M.C. Secretary of the rally is E. Pennells, 21 Avondale Drive, Loughton, Essex, who will accept entries until 28th February.

★

*ROOFLIGHTS are much used in Scandinavia to shine on to corners well ahead of the car. Here navigator Picko Troberg illuminates a curving left-hander for driver Charlie Lohmander on a Monte Carlo Rally practice in Sweden. They are driving one of the first Cooper Minis to reach Scandinavia.*

★





# FESTIVE FROLICS

B.A.R.C. Boxing Day  
Driving Test Meeting,  
New Brighton

PHOTOGRAPHY BY FRANCIS PENN

## Results

Open Cars up to 1,300 c.c. and Minis: 1. D. B. Smith (Austin-Cooper), 20 penalties; 2. K. N. James (Austin Seven), 78; 3. W. B. Holland (Austin-Cooper), 101. Closed Cars up to 1,300 c.c. (other than Minis): 1. M. Esmor-Thomas (Volkswagen), 25; 2. T. H. Crutchley (Anglia), 188; 3. P. F. Bullen (T.V.R.), 200. Closed Cars, 1,301 c.c. and Over: 1. J. M. Ross Denby (Rapiet), 57; 2. J. D. Mason (Riley), 439; 3. K. Moore (Zodiac), 555. Open Cars over 1,301 c.c. and Specials: 1. H. E. O'Brien (M.G.A.), 98; 2. G. Walls (Austin Special), 100; 3. L. Baldwin (Austin-Healey 3000), 127.



ABOVE: D. B. Smith's Cooper-Mini "stops astride the line". BELOW: W. A. Jones's SAAB was out of luck for an award. BELOW, LEFT: A fast reverse for C. Turgdon's Sprite.



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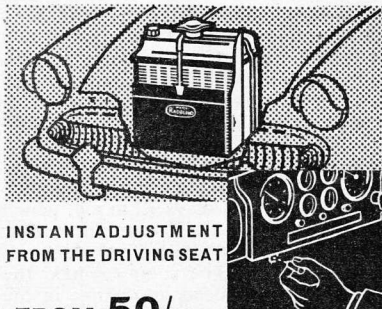
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## SOUTH AFRICAN GRAND PRIX:

# Another Win for Jim Clark

BY DALE GORDON

**J**IM CLARK, the brilliant young racing driver-cum-farmer, certainly set out to verify Stirling Moss's statement that he is "one of the world's best drivers and also one of the most underestimated". In a brilliant display of driving skill, Jim Clark demonstrated that the world championship is no pipe-dream for him.

Race day dawned rather gloomily, but the sun soon came out from behind the rain clouds that would have suited Stirling Moss so well, and a vast array of cars was already gathered on the surrounding hill tops. It was after lunch, in the blazing sun, that the cars were finally positioned on the dummy grid. Last-minute instructions were given and finally the mass of Grand Prix machinery took up positions on the starting grid proper. These were as follows: Clark in pole position, Moss and Taylor occupied the first row, Bonnier and Gregory were next followed by Formula Junior expert Tony Maggs, Edgar Barth and South African champion Syd van der Vyver. Behind them were the rest of the field.

At precisely 2.15 p.m. the flag dropped and Jim Clark and Trevor Taylor roared off, squeezing out Moss, who lay just behind them. Soon after the first bend Moss passed Taylor and settled down in his effort to catch Clark. After the first lap the race order was, first Clark, second Moss, third Taylor, fourth Bonnier, fifth Gregory, sixth Barth. A good indication of the pace was given by Clark's first lap time of 1 min. 36.9 secs.—91.34 m.p.h.—only 0.38 m.p.h. slower than the previous lap record of 91.72 m.p.h. which was held by Bonnier. Five minutes after the start A. Pheiffer pulled into the pits for a plug change; he soon rejoined the race, there having been no change in the leaders' positions.

Then, in an effort to avoid a car spinning in front of him on the Esses, Clark lifted his foot, braked hard, and spun himself, allowing Moss to snatch the lead by almost 20 secs. At the end of lap 7 the order was: 1, Moss; 2, Taylor; 3, Clark; 4, Bonnier; 5, Gregory; 6, Barth. It was not generally known but Clark damaged the gearbox on his Lotus and was subsequently getting both second and fourth gears in the same gate of his gearbox. It took him quite a while to sort

it out and find a method of gear changing that solved his problem.

At 2.30 p.m. E. Pieterse abandoned his Heron-Alfa at Beacon Bend with gearbox trouble, eventually getting the car to the pits. One minute later Masten Gregory pulled into the pits with a broken brake pipe and was out of the race. Five minutes after this B. G. Podmore abandoned his Cooper-Alfa. Lap 13 was unlucky for Trevor Taylor, who left his cowl at Cox's Corner and entered the pits with water pouring out of his radiator, and thus ended his race.

On lap 16 Clark passed Taylor and was 15 secs. behind Moss. At this time D. Philp (Quodra-Climax) briefly visited the pits. The position at the end of 21 laps was: 1, Moss; 2, Clark; 3, Bonnier; 4, Barth; 5, van der Vyver; 6, Maggs, who was already one lap behind the leaders. Now it was van der Vyver's turn and he was lapped by Moss and Clark and at this stage Bonnier was more than 40 secs. behind Clark. On the 25th lap Clark was timed at 1 min. 33.4 secs.—93.6 m.p.h.—the fastest lap up to this time. Moss and Clark were timed for four laps and their comparative times were as follows:

Moss	Clark
1 m. 34.4 s.	1 m. 33.6 s.
1 m. 34 s.	1 m. 33.9 s.
1 m. 36.5 s.	1 m. 36.1 s.
1 m. 36 s.	1 m. 34.8 s.

At 3.05 p.m. C. Trundell brought his Cooper-Climax into the pits for a plug change which took six minutes. After the 31st lap the positions were as follows: 1, Moss; 2, Clark; 3, Bonnier; 4, Barth (half lap behind); 5, van der Vyver (one lap behind); 6, Maggs; 7, Sam Tingle. The last man had at this stage only completed 28 laps. Jim Clark was really driving like a master in his pursuit of Moss and recorded a fantastic 1 min. 33.1 secs.—94.2 m.p.h.—which is the new lap record. It was evident that with times like these it would not be long before Moss was not only passed, but left behind as well. Shortly after this Bosman went off at Beacon Bend and was out of the race with a broken drive-shaft. At about this time the first five cars were timed at Potters Pass and their times were as follows:

Moss	124.3 m.p.h.
Clark	124.3 m.p.h.
Bonnier	116.7 m.p.h.
Barth	115 m.p.h.
Van der Vyver	110 m.p.h.

Clark was reaching close on 150 m.p.h. on the main straight. The gap between him and Moss was now only 6 secs. The climax of the drama in the battle for first place came in lap 38 when Moss and Clark came out of Beacon Bend neck and neck. They accelerated together, passed the pits and Clark inched ahead on the straight. This was, in fact, the beginning of the end for Moss. Moss pulled in behind Clark and tried to stay in his slipstream but could not keep up with Clark's fast and furious driving and fell slowly, but surely, behind. Moss was, nevertheless, a joy to watch in his pursuit of the leader but with his older model Lotus-Climax could not keep up with the new works machine.

By lap 52 Maggs, who had been duelling with van der Vyver for fifth position, passed him and settled down to chase Barth, whom he overtook on lap 60. At this time Viljoen retired with unknown troubles, followed 8 mins.

later by Wright. Suddenly Viljoen emerged from the pits and rejoined the race only to retire on Rifle Bend 10 mins. before Clark was to take the flag. There was little change in the positions of the cars after this and although Moss was taking his revs. higher than usual there was nothing he could do in his quest for first place. He actually cut the lead by a couple of seconds but Clark's pits had the race well in hand and, guided by the appropriate signals, Jimmy poured on the coal again and widened the gap. Moss managed to turn in a lap at 94 m.p.h., but could not keep it up.

The chequered flag was now brought to the finish line and as Clark entered the straight it was raised. Then, watched by a crowd of 67,000 people, Clark took the flag to win the South African Grand Prix, the Barnes Floating Trophy and R1,000 (£500). The overjoyed crowd went wild and Jim Clark's is generally regarded as having been a very popular win. The crowd broke the barriers and surged around the cars and drivers while Clark received his victory garland and trophy. So dense was the mob that it took the drivers a considerable time to set out on their lap of honour. The final placings were as follows:—

1. Jim Clark, Team Lotus (Lotus-Climax), 2 h. 6 m. 49.2 s., 92.2 m.p.h.—0.30 m.p.h. faster than the former lap record.
2. Stirling Moss, UDT/Laystall (Lotus-Climax), 2 h. 7 m. 4.9 s.
3. Jo Bonnier (Team Porsche).
4. Tony Maggs, Yeoman Credit (Cooper-Climax).
5. Edgar Barth (Team Porsche).
6. Syd van der Vyver (Lotus-Alfa).
7. D. Serrurier (L.D.S.-Alfa).
8. S. Tingle (L.D.S.-Alfa).
9. R. van Niekerk (Lotus-Ford).
10. H. Menzler (Lotus-Borgward).
11. A. Pheiffer (Cooper-Alfa).
12. D. Jennings (Jennings-Porsche).
13. J. Guthrie (Cooper-Alfa).
14. D. Philp (Quodra-Climax).
15. D. Wright (Cooper-Alfa).

One of the incidents of the race occurred when Moss tried to overtake one of the slower cars and touched the rear wheel. As a result of this he had a slight dent on the front right-hand side of his bonnet.

Jim Clark later stated that the track is excellent and he would definitely return next year to defend his title, when the ninth S.A. Grand Prix would be the last event in the World Championship.

*We regret that pressure on space has prevented the inclusion of photographs: an illustrated feature on this race will, however, appear next week.*

## TUBELESS TYRES FOR BLUEBIRD?

**T**UBELESS tyres may be used on Donald Campbell's Bluebird for the forthcoming attempts on the World's Land Speed Record at Lake Eyrie, Australia, this year. In order to cope with increased thickness of tread due to a surface more abrasive than Utah, tubeless tyres may save valuable weight. Tubed tyres will also be taken to Australia.

**D**ESPITE further financial losses in 1961 John Webb Air Services, Ltd., are to continue their B.A.R.C.-Webbair flights in 1962, but on a reduced scale. A full 1962 brochure will be available early in February.



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1958 Jaguar XK 150. Velvet Green. Wire wheels, disc brakes, twin spots, silver-top motor are among its many extras. Vivid performance. £850.

1955 Lagonda Tickford Saloon. Green with matching trim, fitted with floor change, radio, etc. Excellent. £895.

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**1961** DB4 GT, 4,000 miles only. Dark green/black leather, radio, safety belts. Absolutely as new. £3,600 or near offer.—Box 4451.

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**TWO MODIFIED AUSTIN 7s.**  
Must be sold.

The ex-Christabel Carlisle car with Don Moore engine, bucket seat, full instruments, etc., in red. An unusual dark blue Downton car with full instrumentation.

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Sundry spares including five spare wheels fitted R5 D9 tyres.

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**M.G. TD**, 1951/52, 2-seaters. Choice of three examples in black, red or grey, all equipped with various extras, from ... **£225**  
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**M.G. SPARES**—Most parts in stock for all models 1930 onwards, including valves, guides, springs, rockers, dynamos, road springs, wheels, hubs, vertical drive assemblies. Prompt postal service, c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, 3 Kingston Road, Wimbledon, S.W.19. LIBerty 3083.

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**1½-litre Coventry Climax Mark 1 Engine Spares** which include pistons, connecting rods, special cylinder heads, etc.

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**Special-bodied Formula 1 Cooper (1961)**, ex-Surtees. Available either complete with 1½-litre Coventry Climax Mark 2 engine, or less engine and gearbox.

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(Continued on page 33)

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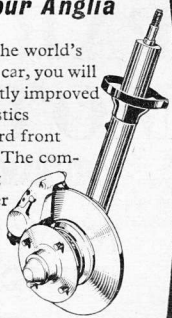



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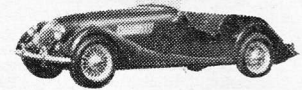
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(Continued on page 35)



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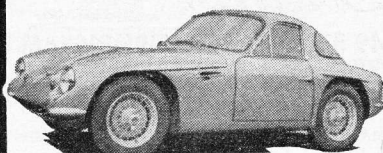
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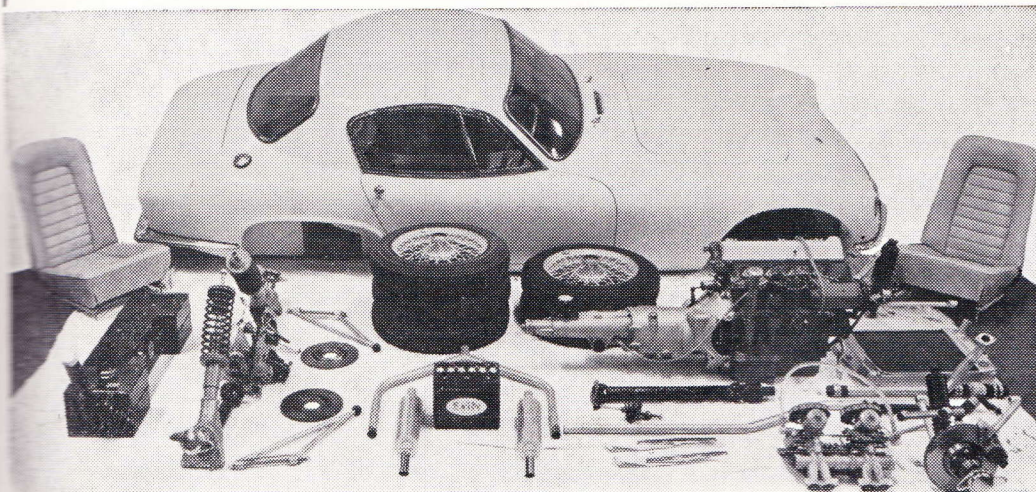
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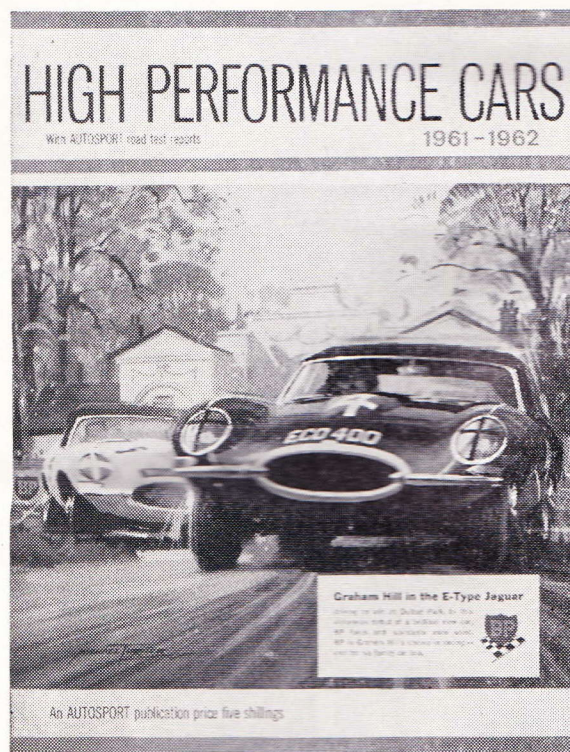
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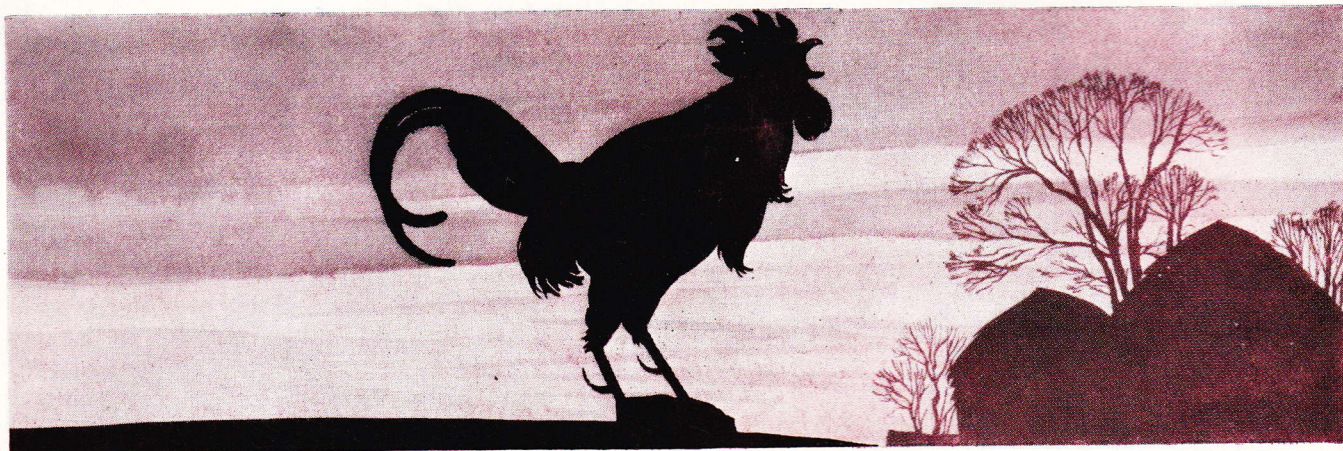
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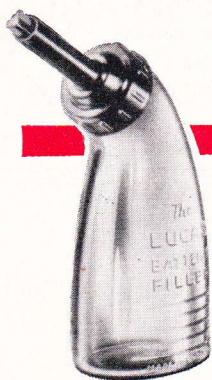




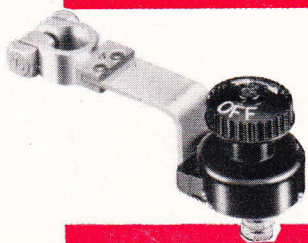


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