

THE MONTE-HALFWAY

# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

JANUARY 26, 1962

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EVERY FRIDAY  
Vol. 24 No. 4

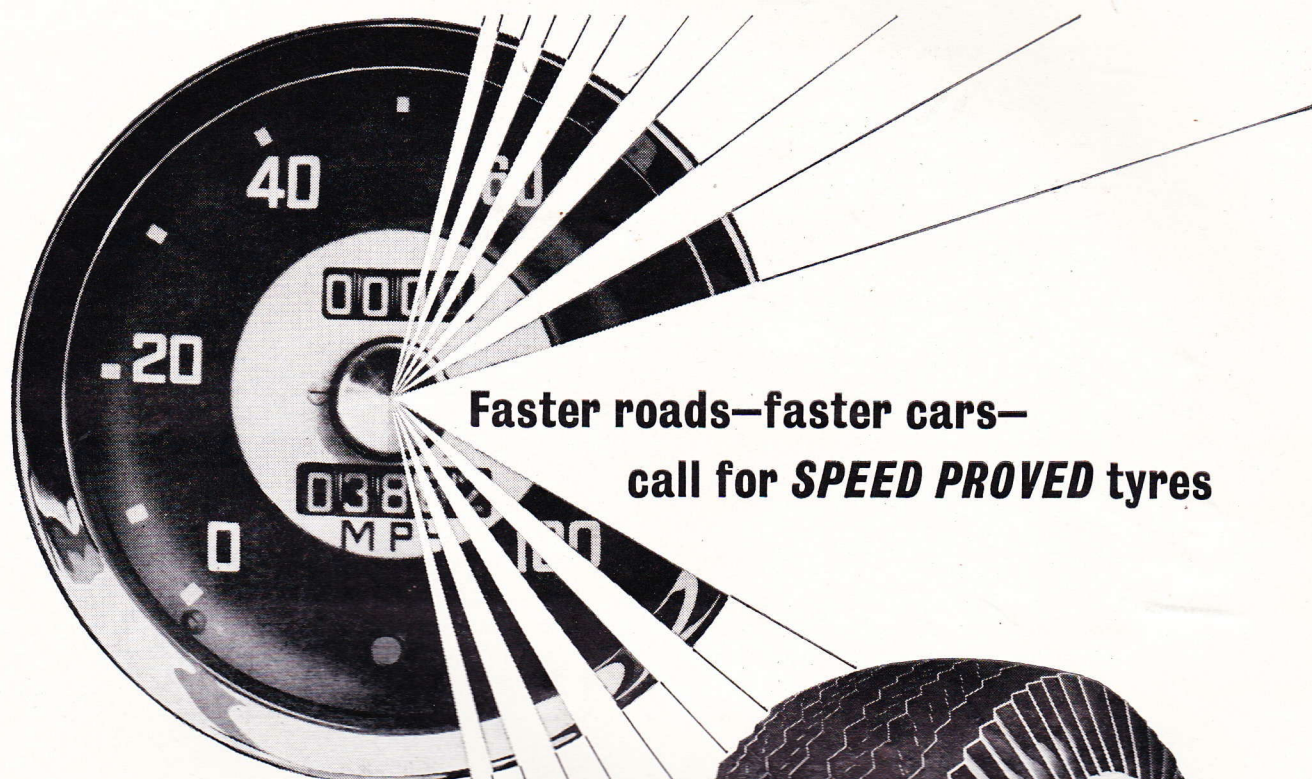
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THE MONTE CARLO RALLY — FIRST REPORTS AND PICTURES  
MOTOR RACING IN RUSSIA : DRIVING TESTS AND AUTOCROSS





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Vol. 24 No. 4

January 26, 1962

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## EDITORIAL

### THE MONTE IS ON

By the time these words appear on your breakfast tables it is probable that the results of the 1962 Monte Carlo Rally will be known, discussed, commented upon and, probably, dismissed to make room for speculation concerning the outcome of the next important motoring event. Yet it can be guaranteed that the results, whatever the outcome, will receive more attention by the general public than any other event in the motoring competition calendar, for few, if any, events receive such tremendous publicity or attract such widespread interest among sections of the public for whom motoring sport has absolutely no attraction. The results of this year's event will in fact be of especial interest to everyone, however, for the unbelievably clement weather conditions struck by competitors in the early stages of the event resulted in an unusually large number of starters remaining in the rally for the real business of the event—the testing special stages through the mountains. Here, it seems, the weather had already deteriorated as we closed for press on Tuesday this week, and the competing crews were faced with the possibility of some extremely tough and searching motoring before reaching journey's end at Monte Carlo. To achieve success in the Monte Carlo Rally requires, as is well known, a considerable share of good luck as well as the usual factors of superlative skill and a first-class motor car. But whereas, in previous years, that same factor of luck has resulted in a percentage of potential winners falling out for one reason or another before the special stages have been reached, this year the lack of difficult conditions has meant that, with the exception of one or two unfortunate crews, most of those with a real chance are still well in the running.

### FORMULA JUNIOR

In this issue we publish the first part of our annual survey of the past season's Formula Junior racing. In its pages the story of the gradual end to "one-make domination" is traced, and this alone should indicate the great interest likely to be shown in the formula next season. Lotus, Cooper and Gemini, the three principal protagonists in 1961, have each announced their intentions of racing a revised car in the coming year: each of the new machines is considerably developed from the 1961 versions and, to add to the potential fireworks, Frank Nichols has produced a Junior that embodies all the lessons he learnt with the Elvas that pioneered the formula in this country as well as many more. Junior racing is all set to be even more closely fought than ever before: small wonder, then, that many people are taking a tremendous interest in this, one of the most exciting forms of single-seater motor racing.

### OUR COVER PICTURE

SNOW AND ICE came late to the competitors in this year's Monte Carlo Rally. But, although dry roads and, for some, sunshine were the worst that nature could do to stop the cars, the traditional "Monte" scene was eventually found. Here the David Cobbett/Peter Rolfe Ford Zephyr crosses the Col de la Schlucht in more typical rally surroundings.



GODFREY EATON has replaced Ken Nightingale, who has retired, as secretary to the Bugatti Owners' Club.

WE hear that a Formula 1 Ausper should be ready for 1963—powered by a V-6 Australian-designed engine!

IN view of the popular usage of the word "Mini" when referring to the current Austin Seven model, it has now been decided officially to rename this model and its derivatives the Austin Mini.

BRIAN NAYLOR is giving up racing. Ill-health has forced him to abandon plans for competing at Daytona Beach, after eight years of racing in which he has scored 67 wins. The future of the J.B.W. marque is undecided, but Brian will not easily be forced out of competition altogether—even if he is only a spectator!

SIR ALFRED OWEN will open the Motorists' Fair at Bingley Hall, Birmingham, on 10th February at 11.30 a.m. Bill Appleyard, the organizer, hopes to make this an annual event. The show, which runs until 17th February, includes an exhibit of single-seater racing cars as well as catering for the "man-in-the-street" motorist.

ANDRÉ PILETTE and Firmin Dauwe (an ex-Belgian motor-cycle champion) will race Merlyn Formula Junior cars in most of the 1962 Continental races. The team manager will be Richard Fitzwilliam and the cars are to be powered by 1,100 c.c. dry sump Holbay-Ford engines. Ian Raby will race a team of Merlyns this year, while the Midland Racing Partnership are also known to be more than interested.

AN inaugural meeting of an entirely new motor sporting organization supported mainly by the wives of racing drivers was held in London recently. A temporary committee has already been formed and potential members will shortly be circularized. Amongst the aims of the club will be the raising of funds for at least two worthy charity organizations and efforts to provide social facilities at race meetings for all members. Those interested are asked to contact Mrs. Peggy Sandberg, 2A Brick Street, London, W.1. The first meeting will take place at the Headfort Place Hotel, Headfort Place, London, S.W.1, on 7th February at 6 p.m.

AT the Racing Car Show John Gott was presented with a Michael Turner painting by rally drivers in appreciation of his efforts on behalf of British rally drivers all over Europe.

A CAR is to be exhibited at the Design Centre next month for the first time ever. It is a rear-engined racing model, the 1962 Formula Junior version of the Ausper, made in England from British components by Competition Cars of Australia, Ltd.

AMONG the guests attending the fourth annual dinner of Ecurie Ecosse Association at the North British Hotel, Edinburgh, on 3rd February, will be the two Scottish drivers Innes Ireland and, fresh from his record-breaking South African season, Jim Clark.

ARRANGEMENTS have been made between Alvis and Bristol Siddeley for Alvis cars to be serviced at the Armstrong-Siddeley Service Depot at The Hyde, Hendon, which will also be the official London and Home Counties Area Spares Depot for Alvis cars.

CONGRATULATIONS department: Bill Moss, Gemini "works" driver and even better known for his successes with the E.R.A. R5B, "Remus", announced his engagement this week to Miss Ilma Warr. Miss Warr is the sister of Lotusman Peter Warr.

ENTRIES so far received for the three-hour G.T. and sports car race at Daytona Beach, U.S.A., on 11th February, include: Stirling Moss (Ferrari G.T.), Lloyd Ruby (Lotus), Jim Rathmann (Corvette), Bill Kimberly (Maserati), Fireball Roberts (Ferrari), and Dr. David Lane (Lister-Corvette). Formula Junior races will be held on the day before this race.

FONTAINE INNS, LTD. have acquired a long lease of "The Richmond Arms", which is situated half a mile from Goodwood, from the Duke of Richmond and Gordon and it is proposed to carry out extensive alterations and improvements. Eric Brown, a director of the company, who is well known for his motor sporting exploits, including Brooklands and more recently his driving of a D-type engined Jaguar XK 120, has designed the alterations and furnishings and will supervise the work on the site.

## PIT and PADDOCK



TOP PEOPLE? Rupert Jones and Phil Morgan set off on the Monte—complete with a rolled umbrella and a copy of The Times on the back shelf of their Mini. Thus equipped, Englishmen can meet any emergency!

JOSEPH SIFFERT, the Swiss driver who was so successful in Continental Junior races last year, will be seen this year in a Lotus 22.

STIRLING MOSS, driving Rob Walker's 24-litre Lotus 21, won the Lady Wigram Trophy Race in New Zealand last Saturday. He beat Jack Brabham (2.7 Cooper) and John Surtees (2.7 Cooper).

WITH two months to go until the closing date for entries, 83 have already been received for the 10th East African Safari which is being run through Kenya, Uganda and Tanganyika from 19th-23rd April. Britain will be represented by Ford, Morris, Hillman, Sunbeam, Austin, Standard, Humber and Rover; France by Renault, Simca and Peugeot; Sweden by SAAB; Germany by Auto Union, Volkswagen and Mercedes-Benz; Italy by Fiat; and Australia by Holden.



WHICH TWIN IS THE TONY? To sort out the confusion that often arises, we publish photographs of those Marsh people. In the picture on the left Tony is wearing Anthony's hat, while Anthony wears Tony's; on the right Anthony is in the car and Tony (in his own hat) is not. And after all that, may we say that Tony Marsh does the driving, while Anthony Marsh (when he is not being the London distributor for Downton Engineering "goodies" at Lorraine Engineering) is the commentator. All clear now?



# THE FORCES MOTORING CLUB NEW YEAR SPRINT IN SINGAPORE

BY J. G. YOUNG

THE Forces Motoring Club New Year Sprint, held at Sembawang circuit on Sunday, 14th January, was one of the most spectacular meetings held here in Singapore for a long time, B.T.D. being made by an "Alexanderized" Mini-Minor driven by Kevin Murphy with an incredible 71.23 secs. on this wet, twisty 1.2-mile course.

Practice on Saturday had to be abandoned through heavy rain and puddles 6 ins. deep in places. As it was still raining slightly on Sunday morning, the turnout was rather poor, with only 16 cars arriving. Practice got under way at 10 a.m. with everyone doing three laps.

The meeting opened at about 11.30 a.m., rain still making the track very, very slippery. Kevin Murphy was first off, sounding very potent as he went round for the flying start of his timed lap. It was perhaps unfortunate that he led off, for he returned the very fast time of 74.92 secs., which made most of the competitors try perhaps that little bit too hard. Next, A. A. MacLaren went round very nicely indeed in 79.72 secs., driving a practically unmodified Sprite Mk. 2. He was followed by L. F. Howells in his beautiful Turner-Climax, who unfortunately only got about 400 yards from the start when he did a 180 whilst braking for the first bend. This started the rot! Eric Cooper, driving his much-raced Sprite Mk 1, mounted the kerb just after the first bend, but managed to hold it very well, getting back on to the road some 30 yards later, and going on to record 87.09 secs. Maurice Young next tried to get his namesake, yours truly, at the same tricky first bend after the start. After a monumental slide he came to rest not three

feet from where I had been standing. I had already dived head-first into the bushes, camera and all.

After a few motor-cycle events the cars were let loose again, but no fast times were recorded. John Armstrong (Lotus 7) and Peter Hodson (Lotus 11-Climax) found their cars rather a handful on the wet track. All the same cars appeared in the sports unlimited class, most of them cutting down on previous times. Howells made an even bigger nonsense. This time he got round the first bend but slid and over-corrected no fewer than five times before spinning off into the bushes, fortunately without damage to either himself or the car. B. R. Willis (TR3) also decided to go hedging and ditching, but did not do it as spectacularly as Howells.

After a few more motor-cycle events the Mini-Minor of Kevin Murphy again took the road, this time with Frank Wagner at the wheel. Frank had arrived late and was given permission to do his three practice runs followed by a timed one to count for Class 6 (modified saloons up to 1,000 c.c.). Kevin Murphy climbed in to start the second runs and, after hitting and mounting the kerb for about 30 yards, returned the fantastic time of 71.23 secs. Once again Frank Wagner took over, determined to beat his co-driver for B.T.D. Unfortunately he misjudged his speed into the first corner, struck the kerb and gently rolled over on to the roof. Both he and the car escaped almost unscathed; the car needed a new front wheel and Frank a "drop of the hard stuff".

This spectacular prang rather sobered the rest of the second runs; only John Armstrong (Lotus 7) making a reasonable time of 73 secs.

John Armstrong (Lotus Seven) starts out for one of his many runs, looking very determined.



## HOW TO LOSE A MINI!

TOP: Frank Wagner, driving Kevin Murphy's "Alexanderized" Mini-Minor which made B.T.D., starts his performance.

★

CENTRE: The Mini-Minor half-way.

★

BOTTOM: Complete. The car needed a new front wheel and Frank a "drop of the hard stuff".



SEAMUS GRIFFIN, here bringing his 1,172 c.c. Griffin-Ford around on the handbrake, won the Leinster Motor Club's Le Fanu Cup Trial.

### LE FANU CUP TRIAL

THE Leinster Motor Club traditionally hold their Le Fanu Cup Trial on St. Stephen's Day, and the 1961 event was, as usual, outstandingly well supported. A bitterly cold north-east wind certainly helped to blow away any after-Christmas hangovers. Seamus Griffin won as he pleased, with almost 20 marks to spare over second man Des Cullen. Cullen had little to spare from Larry Mooney who was in turn closely followed by Stephen Griffin. Seven tests were held in all, the last test having a "Le Mans" start.

#### Results

**Premier Award:** S. Griffin (Griffin-Ford), 153.6 marks. **First-Class Awards:** D. Cullen (NSU), 172.2; L. Mooney (VW), 172.8; S. T. Griffin (G.T.S.), 173.6; A. Malcolm (Buckler), 176.2. **Second-Class Awards:** C. Vard (Austin Seven), 179.6; W. B. Kehoe (VW), 181.0; J. S. Moore (D.G. Special), 182.4; D. D. Glover (Sprite), 183.4. **Ladies' Award:** Mrs. Edna Guthrie (VW), 201.6. **Novice Awards:** J. Mitchell (Austin), 198.2; P. Byrne (Austin), 198.0; F. Kehoe (Morris), 201.0.

### M.E.C. "MUD PLUG"

ON a very snowy 30th December, the Motor Enthusiasts' Club held a members only "mud plug" at Newtown Quarry, Enniskerry. Michael Archer borrowed his G.T.S. back from M.E.C. Secretary Peter Jenkins, and won the Premier Award. This was Archer's first Premier since he won the Le Fanu Cup Trial in 1959. Michael recently became engaged to Miss Doris Bradshaw, younger sister of three times Sexton Trophy-winner Bill Bradshaw.

#### Results

1, Michael Archer (G.T.S.), 186.0 marks; 2, Reggie Redmond (M.M.3), 172.0; 3, Tony Warnock (J.P.N.), 170.0. **Also finished:** Maurice Roche, Pat Naismith, Robin Rhodes, B. Carnagie, Gerry Freeman, B. Doyle and T. Hession.

### P. COONEY MEMORIAL CUP TRIAL

THE Carrick-on-Suir Motor Club were in hard luck with their Hewison Qualifying trial held on New Year's Eve, 1961. All Ireland was literally frozen



### BRIAN FOLEY'S

## Report From Eire

### THREE TRIALS IN SIX DAYS



VARIATIONS on a theme (above): Jack O'Donoghue's Odnik, an Austin 7 based four-seater special.

BELOW: John Moore, who borrowed Doug Glover's D.G. Special for the Le Fanu Cup Trial.

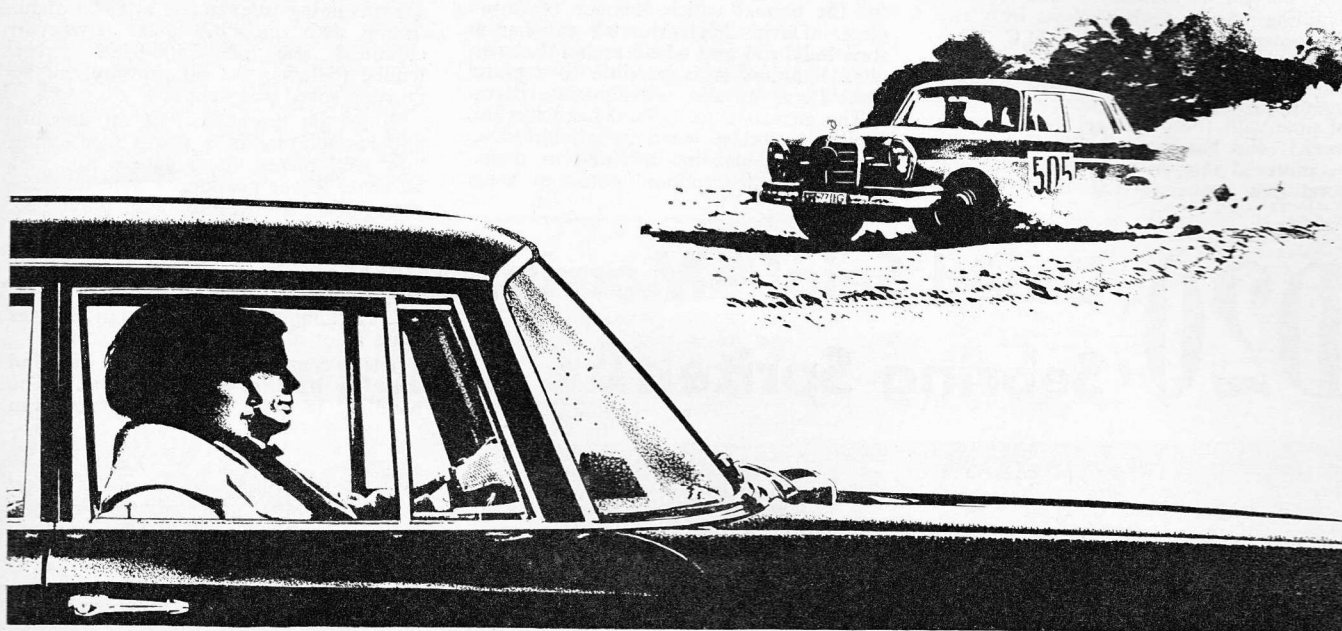
solid on 31st December, and only 16 drivers braved the extremely hazardous roads to South Co. Tipperary. Conditions at Carrick were exceptionally good, and eight tests were held. John Moore won his fourth Hewison Premier and if he maintains his current form he will certainly go very hard to take the Hewison Trophy in March. Des Cullen was second again, but for some reason or another he has failed to win a Hewison trial in the current series. Larry Mooney was third overall and the best Volkswagen driver. Second and third in this class were Pat O'Callaghan and Brian Kehoe, who finished ahead of Tom Burke and Paul O'Flynn. Several drivers have not yet qualified for the Hewison Final, and with only seven qualifying events left there is bound to be a mad scramble to get into the final.

#### Results

**Premier Award:** J. S. Moore (Austin Seven), 255.2 marks. **Short-Wheelbase Saloons:** 1, D. Cullen (NSU Prinz), 256.9; 2, N. Smith (NSU Prinz), 284.2. **Long-Wheelbase Saloons:** 1, L. Mooney (Volkswagen), 275.3; 2, P. O'Callaghan (Volkswagen), 288.8; 3, W. B. Kehoe (Volkswagen), 298.9. **Open Cars:** J. Fildes (M.G. Midget), 275.7.



## Conclusive Proof



Results are the proof of true performance and 1961 was not sparing in her share of successes for Mercedes-Benz production cars. Among other international motoring events they achieved major victories in the Algiers-Central African Rally, the East African Safari and the Production Car Grand Prix in Argentina. In addition to this a further

90 class awards in national and international competitions featured on the Mercedes-Benz list of winners. To pass these stringent tests with flying colours is conclusive proof of outstanding performance. You'll find the same technical performance, quality, safety and dependability in every Mercedes-Benz which leaves our works.

**MERCEDES-BENZ**





## PATRICK McNALLY TRIES TWO SUCCESSFUL COMPETITION CARS

WHEN John Sprinzel's team of Sebring Sprites won the Six Hour Relay last year at Silverstone, the potential of those cars was very forcibly brought home to the public. Actually, their win was not at all surprising to those of us who had been following their progress last year. The "casual watch" put on any one of these cars, as they circulated round the Club Silverstone showed figures varying from 1 min. 15 secs. to 1 min. 17 secs., good times for a 2-litre G.T. car!

A week with David Seigle-Morris's Sebring D20, one of the winning team, told me all I wanted to know. The handling was in a class of its own and the power output of the B.M.C. "A"-type quite incredible. In fact, had I not already bought a car for next season's racing I would certainly have spent a lot of time with John Sprinzel the following week! For here was a car which could be motored fast on the road under any conditions, never giving the driver a

leaf springs, but these are stiffer than standard with adjustable DAS 9 shockers.

Girling 8½ discs with Ferodo DS 11 pads are fitted to the front and large eight-drum brakes with V.G. 95/1 linings are used on the rear wheels.

Sixty-spoke wire wheels fitted with 5.20 x 13 Dunlop R5 D9 tyres increase the track by 2½ ins.

The steering is by rack and pinion and 2½ turns of the 15 ins. steering wheel turns the wheels from lock to lock—the turning circle is approximately 31 ft. 6 ins.

The G.T. bodywork is all alloy, except for the bonnet which is made of fibreglass. David Seigle-Morris's car has a steel bulkhead and wheel arches, but for ultra lightness it is possible to replace these items by alloy or fibreglass parts.

The attractive G.T. fixed head has ingenious cellulose windows which have sliding portholes incorporated in them. Also, there are rubber chocks to keep

down to a shade over 11 cwt. and with a reputed 88 b.h.p. we can see all too easily why it goes so well.

The performance is simply terrific, being nearly as good as that of a Lotus Super 7. Acceleration times of 0-30 m.p.h. 2.8 secs., 0-50 m.p.h. 6.3 secs., 0-60 m.p.h. 8.2 secs. and 0-80 m.p.h. 15 secs. must make it one of the fastest cars on the road. The lack of axle tramp, and a fast gearbox, of course, helped to make the figures what they are. The quarter-mile was covered in 16.8 secs., making it one of the select few to break 17 secs. Maximum speed was governed by the axle ratio and I found that the car was doing 105.8 m.p.h. at 8,000 r.p.m. in top with the 4.875 axle. However, continual use of 7,500-8,000 r.p.m. tended to lower the oil pressure, so the cruising speed was kept at 85-90 m.p.h.

Whilst on the subject of oil pressure and temperature it is worth mentioning how well placed these gauges are. At all times it was possible to note oil pressure, water temperature and, of course, revs. without completely diverting one's attention from the road.

The lovely little 15-in. steering wheel makes the steering feel like that of an F.J. machine, though over rough surfaces quite a lot of kick-back can be felt.

The suspension gives a hard ride and there is little or no body roll. The handling is quite phenomenal for even

## D20: David Seigle-Morris's Sebring Sprite . . .

moment's worry, and raced every Saturday too.

As I said to Paul Hawkins when I returned D20, unless the 105E-engined G.T. cars really "get next to themselves" next season, the Sebrings are going to have it all their own way.

We have the product—now what exactly are the ingredients?

The power unit is a 995 c.c. Sebring engine with a compression ratio of 11.1. Large valves are fitted to the "Weslake" racing shape combustion chambers, and double valve springs make the valve bounce limit about 9,000 r.p.m. A Formula Junior camshaft with special bearings is fitted and driven from this is a racing distributor. Naturally, the whole unit is beautifully balanced and has an F.J. crankshaft, rods and pistons. The power is transmitted via a lightweight flywheel to the nine-spring competition clutch with specially modified in-and-out stops and mechanism.

Fuel is brought from the 12-gallon alloy fuel tank in the boot by twin SU fuel pumps which feed into two 1½ ins. SU carburettors. From here the fuel is drawn into a "Sprinzel" inlet manifold. Once burnt, the gases escape through a highly efficient straight-through manifold, the actual exhaust pipe emerging just in front of the nearside rear wheel.

A close ratio needle roller gearbox copes admirably with the usable 8,000 r.p.m., and dispatches the power to a 4.875 rear axle, with special half shafts with sealed wheel bearings.

Lubrication is a full pressure feed wet sump system with full flow external oil filter and full flow oil cooler mounted next to the radiator.

The suspension is not too radically altered from the standard Sprite. Front suspension is by wishbones with helical springs (harder settings) and an anti-roll bar; while the rear is still quarter elliptic



the cellulose windows/sidescreens from blowing in or out at high speed.

The interior is trimmed in black leatherette with thick carpets, the dash being very attractive but simple in design. Rev. counter naturally occupies pole position and is flanked on either side by oil pressure, water temperature and fuel gauges.

These modifications bring the car

with worn R5s in the wet one had to be going very fast before the back went away. Correction is very easy, but it would easily have been possible to over-correct with such positive steering.

The car really sits down on the road when cornered hard, and handles more like a racing car than a production sports car, a great tribute to B.M.C. and, of course, John Sprinzel.



Operation of the clutch, though built for racing, is simple enough even in town, but excursions to the Metropolis were restricted as the exhaust note was reminiscent of an F1 car. Whilst on the subject of driving in traffic, Champion N3 were found to be quite adequate, though for fast work N58Rs were used. Needless to say, the noise level inside the car was high, but this was to be expected as the car was in racing, not road, trim.

The brakes were not quite as good as I expected; however, this was probably due to the fact that new pads had only just been fitted. Nevertheless, they always pulled the car up progressively, the rear drums never locking even at low speeds.

The engine pulls well from surprisingly low revs., but the close ratio needle roller gearbox lets one keep the revs. between 5,500 and 7,500 where the maximum power is to be found. For such a highly modified unit the flexibility is quite startling, showing clearly how well the combustion chambers have been balanced, for with an 11.1 compression

and such an advanced camshaft unless the whole unit was absolutely in harmony it would be unbearable at less revs.

The driving position could not be faulted and the all round visibility was also excellent. The fibreglass seat was extremely comfortable and the placing of the foot controls ideal for heel and toe.

The car looks most attractive in steel grey and, quite honestly, looks nothing like a standard Sprite at all. In fact I had great difficulty in convincing some people that it was indeed a B.M.C. baby sports car.

When I had the car no chokes were fitted, so one had to choke the carbs. manually while trying to start—as it was necessary to juggle the throttle at the same time, we found it easy to place a piece of material in front of the carbs., so we had two hands, one for starter and one for the throttle. Since then I gather a choke has been fitted.

D20 has, since I had her for test, been sold—or at least very nearly. One consolation is the new owner intends to use

the car for hill-climbs, so that means one less Sprite to finish behind!

### Performance

0-30 m.p.h. 2.8 secs., 0-50 m.p.h. 6.3 secs., 0-60 m.p.h. 8.2 secs., 0-80 m.p.h. 15 secs. Quarter mile 16.8 secs.

### Speeds in the Gears

1st, 36 m.p.h.; 2nd, 56 m.p.h.; 3rd, 80 m.p.h. Maximum, 105.8 m.p.h., with 4.875 ratio.

Sebring alloy bodywork, fixed head coupé, with fibreglass bonnet. £250.

Wire wheels, 60-spoke racing, Girling front discs, large rear drums. £96. Ferodo DS 11 pads front, VG 95/1 rear.

Suspension. Adjustable DAS 9 rear shockers, competition front settings anti-roll bar. "Race rear springs". £25.

Wood-rimmed steering wheel (Healeys). £10. Fibreglass seats. £9 19s. 6d.

Interior trim in black leatherette and carpet. £20.

Weight, without fuel, 11 cwt. Sebring "Race" specification, approximately 88 b.h.p. £280 exchange unit.

Engine: 995 c.c. 11.1 CR. Large valve head. "Weslake" racing shape combustion chambers. Double valve springs. Formula Junior camshaft and distributor. Fully balanced engine unit, with heavy duty crank, rods, pistons, lightened flywheel, nine-spring competition clutch, with our modified in-and-out stops and mechanism. "Sprinzel" inlet and exhaust manifolds. Sebring race, with twin 1½ ins. SU carburettors. Close ratio needle roller gearbox. 4.875 axle ratio, with special halfshafts and sealed wheel bearings. Full flow oil cooler "Sprinzel" pattern. £12 10s.

12-gallon alloy fuel tank. £25.

## ... and Neil Dangerfield's Triumph TR3 SAH137

DRIVING cars which have been raced successfully is always an exhilarating task, and Neil Dangerfield's TR3 sampled recently was certainly no exception—despite the recent appalling conditions.

A brief history of the car showed it to have been purchased from Syd Hurrell in early 1960 to replace Neil's ex-Nancy Mitchell works M.G.A. Since then it has participated in 40 races, 11 sprints, three driving tests and two rallies, and has never failed to finish an event. A very creditable performance and a great tribute to Syd Hurrell who did all the tuning and race preparation.

Race history showed the car to have been placed 16 times, including four wins in scratch events and sprints, gaining no fewer than eight firsts and three seconds.

However, the main results were winning the Alick Dick Trophy in 1961 (the annual race for TRs only); this following Syd Hurrell's win in 1959 in the same car (to all intents and purposes!), and a class win in the 1961 AUTOSPORT Championship and fourth overall. Neil also set up a new 2,000-2,500 G.T. class record at Silverstone during the Clubman's Championship meeting when he circulated in 2 mins. 4 secs., beating the old record by 18.2 secs. Perhaps the most interesting win was at a B.A.R.C. Goodwood meeting when the T.R. was running with no compression at all on one cylinder. The explanation for this feat was that Dangerfield was first away from the Le Mans start and the second man conveniently spun, holding up the rest of the field.

The modifications to the car are extensive, though the engine is the original with the exception of a new crankshaft being required during four years' continuous racing. Ameliorations to the engine include a S.A.H. cylinder head with a 10.1 compression ratio which is,



of course, flowed and balanced; 2.2 pistons and liners, a four-branch manifold, a high-lift camshaft, competition valve springs, and a lightened flywheel have also been fitted. The whole engine has been balanced and an oil cooler keeps oil temperature on a reasonable level. The standard H.6 SU carburettors are used, but are fitted with special needles, and a Lucas sports coil and Lodge H.N.P. plugs make the electrics that little bit more efficient.

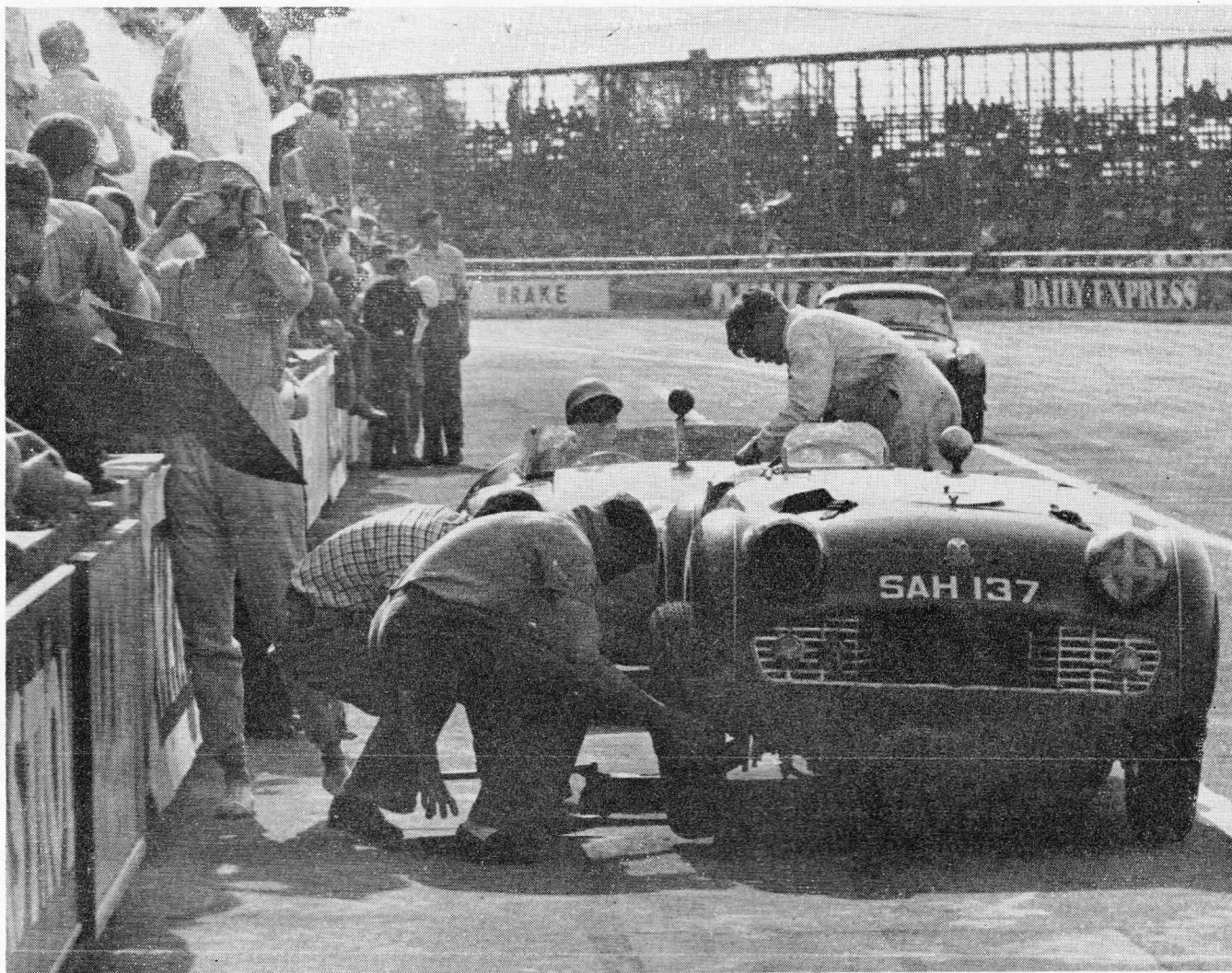
Body modifications include fibreglass front wings, rear wings, bonnet, boot lid, gearbox tunnel and front apron. The last-named piece of equipment is in TR3A style. Chassis and suspension mods. include competition front springs, Variflo front and rear shockers and S.A.H. torsion anti-roll bar. Wire wheels

Neil being pressed by Philip Arnold at the chicane during a members' meeting at Goodwood.

have also been fitted with the disc brake modification, and the extra weight of these is offset for weight saved by using fibreglass body parts.

I collected the car in London anticipating the tortures one begins to expect from a highly modified car—namely, oiling plugs and a fantastically noisy exhaust note. This is where I was quite wrong, for the car is as docile in busy traffic as a standard car and the exhaust is refined and not unduly noisy—however, this could be misleading because when the open country was reached it





*Neil freshens up whilst mechanics feverishly carry out the compulsory wheel change during the Martini 100 meeting.*

at once became obvious the fantastic power available.

The engine is beautifully balanced and pulls well all the way through the rev. range; though naturally enough the maximum power is found between 4,000 and 5,500 r.p.m. A touch on the throttle and the rev. counter leaps up the scale to 6,000 without the vibration one gets by taking a standard TR up to 2,000.

The instrumentation was standard except for the inclusion of a vacuum gauge and about 50 scrutineers' labels on the passenger's grab handle! The seating was slightly altered, the new seat affording better lateral location for the driver as well as being a good deal more comfortable.

The steering was typically TR, being a good deal heavier than one expects of a sports car; however, for all this once adjusted to it the steering proved more than adequate.

The brakes with their various modifications were excellent and although pedal pressure was relatively high at all speeds, the retardation was always consistent and tended to inspire confidence.

The suspension was completely transformed from standard, the new shockers giving a much stiffer ride and reducing the roll to a minimum.

It was possible to overdo things on corners, yet still correct without drama, a characteristic not too often associated with the Triumph sports car. Well worth mentioning here were the tyres, which were Michelin X run at 35 p.s.i. all round. It was found that better treads on the front and more worn on the rear also enhanced the handling. Personally I dislike Michelin X tyres run anywhere near recommended pressures.

The acceleration and maximum speeds figures proved to be quite exceptional, but the appalling weather during the period of tests prevented all but the most elementary figures being taken. However, the speeds in the gears using the available 6,000 r.p.m. were 1st, 36 m.p.h.; 2nd, 60 m.p.h.; 3rd, 90 m.p.h.; ov. 3rd, 110 m.p.h.; and top, 120 m.p.h. Top overdrive would give the car a theoretical maximum speed of over 130 m.p.h., but due to conditions and Michelin X tyres being fitted a run of over 120 m.p.h. was considered fast enough.

The acceleration to 60 m.p.h. was excellent and one run of just under 8 secs. was an enormous improvement—the mean 60 figure being 8.2 secs. Unfortunately wet and icy weather put a finish to all other figures, but those taken showed the car to have a great potential.

Cruising at well over 100 m.p.h. tired the car not a bit and oil pressures and water temperatures were always constant during high-speed runs. The new TR4 box with its closer gate and synchromesh on all four will, however, be a great improvement on all TRs, for the gearbox left something to be desired with its wide gate. However, with the overdrive the ratios were near ideal with the very useful wide rev. band.

Towards the end of my period of "ownership" Neil's red and white Triumph was being fairly thrown about through the turns as well as being hammered down the straights, for with its transformed handling and the fabulous power available it encouraged enthusiastic driving. However, as its owner had written to me to say he wanted to drive at the B.R.S.C.C. Brands meeting, enthusiasm was tempered with discretion.

Neil is just about to take delivery of a new TR4 for next season, so if you want a car of proven potential I suggest you contact him.

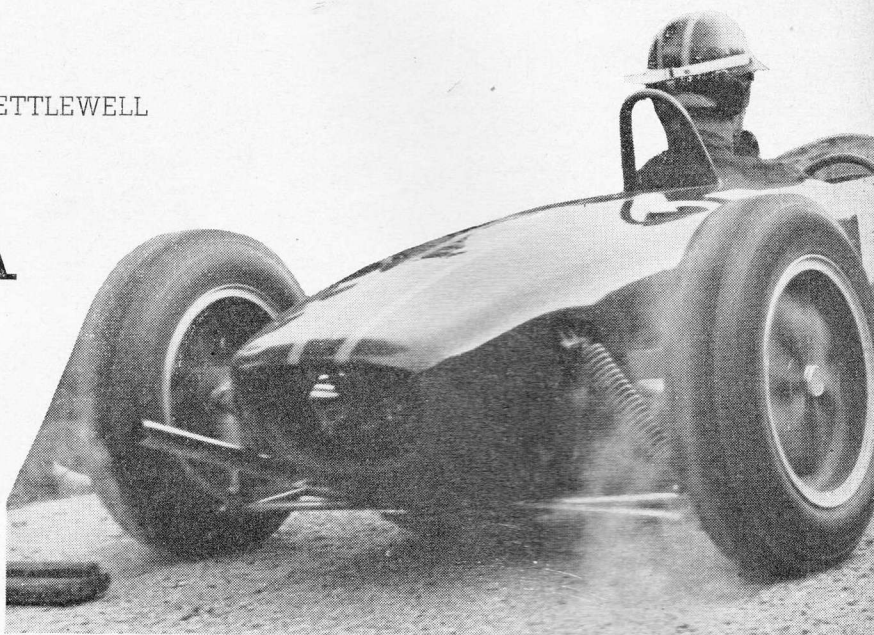
CASCALOID polythene brake fluid reservoirs are used in the Jaguar Mk X. The brake fluid is always visible and cannot permeate through the containers which have wide necks for easy filling.



## SEASONAL SURVEY

BY MICHAEL KETTLEWELL

# FORMULA JUNIOR 1961



LAST year nearly every British race meeting, whether of club or international status, had included in its programme an event for Formula Junior cars. This must surely prove that this class of racing is the most popular in the entire history of our sport. Formula Junior too has achieved its original intention—to provide Italy with Grand Prix drivers. The basis of the formula was conceived in late 1956 by Count "Johnny" Lurani as a means of training Italy's future drivers—and she had none after Luigi Musso's death in 1958. Lurani must be smiling now as his formula can be said to have laid the foundations for Giancarlo Baghetti's wins at Syracuse and Rheims, and Lorenzo Bandini's promising performances. Italy, of course, is not alone in having been blessed in this way—every country has benefited. Jimmy Clark gained his "single-seater legs" in Junior racing and this helped him to become the great Grand Prix driver that he is.

The competition was so furious last season that several unintentional incidents occurred, caused mainly by over-enthusiasm on the part of some drivers coupled with the closeness of the racing. These incidents provoked sharp criticism from those who should have known better; nevertheless, despite much abuse and many catty remarks, Formula Junior continued to gain strength.

DURING the winter of 1960/61, the boffins worked busily behind locked doors building new Juniors and extracting more power from innocent touring-car engines and, from the information that leaked out, it was most obvious that the supremacy of both Lotus and Cosworth was to be severely challenged. The Lotus 18 had caused quite a stir in 1960 for it was an entirely new type of rear-engined racing car. It formed the basis for many of its later challengers—the Gemini, Elva, Alexis and Emeryson, to name but four. Holbay, Superspeed, Arden and Alexander-Martin were producing Ford 105E engines just as powerful as Cosworth. Everyone was looking forward to a first-class season of Formula Junior racing—and I doubt if anyone was disappointed.

The first indications of things to come were shown to us on 11th March at Goodwood, the opening meeting of the season. Trevor Taylor, Peter Arundell and Mike McKee were there to give the Cosworth-Ford-engined Lotus 20s their début, while the Lola Equipe non-started. Taylor went ahead, as expected, but Bill Moss kept the other two at bay with his "old" Lotus 18, which also had the 1961 Cosworth unit. Arundell eventually passed Moss, though McKee retired with brake trouble. The Australian Frank Gardner, in his very fast Holbay-Ford-equipped Lotus 18, finished fourth.

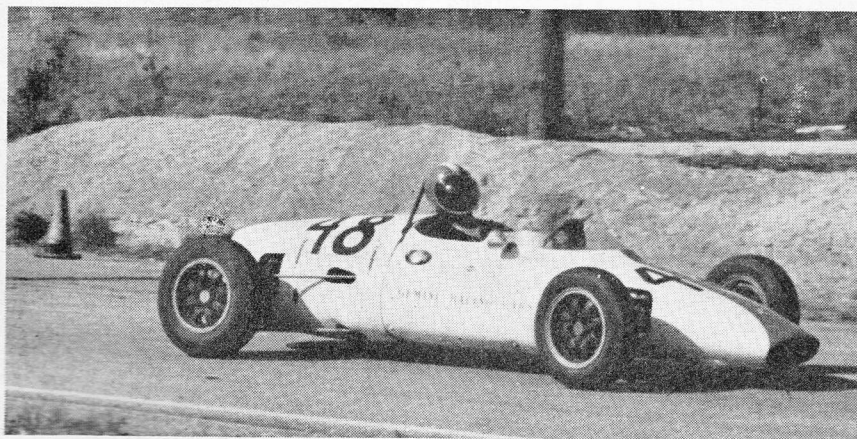
At the Oulton Park club meeting the following Saturday, during which Rudi de Waldkirch was tragically killed when his Lotus rolled, Gardner narrowly beat Moss. On Sunday, at Snetterton, McKee beat Moss, Peter Ashdown finished third in a Gemini-Ford Mk. 3A, and motorcyclist Bob Anderson was fourth in a 1960 Lola-Ford.

The first international British meeting, Snetterton on 25th March, saw the works Lolas, Kiefts and Tyrrell Coopers, as well as the Geminis, opposing the Lotuses. B.M.C. had provided Ken Tyrrell with 1,098 c.c. Austin engines for his Coopers and the extra weight penalty seemed to have little effect, though the extra power certainly had! This 1,100 idea set the Ford-engined boys thinking! Trevor Taylor and a recovered Jim Russell, in Lotus 20s, steamed ahead, with Tony Maggs (Tyrrell Cooper) and McKee in hot pursuit. Taylor eventually won from Maggs and Russell was third, McKee having retired. Peter Arundell (Lotus) arrived home fourth, Gardner fifth and Dick Prior (Lola) sixth. The Arden-Ford-engined Kiefts, driven by Tom Dickson and John Rhodes, had both been well in the hunt.

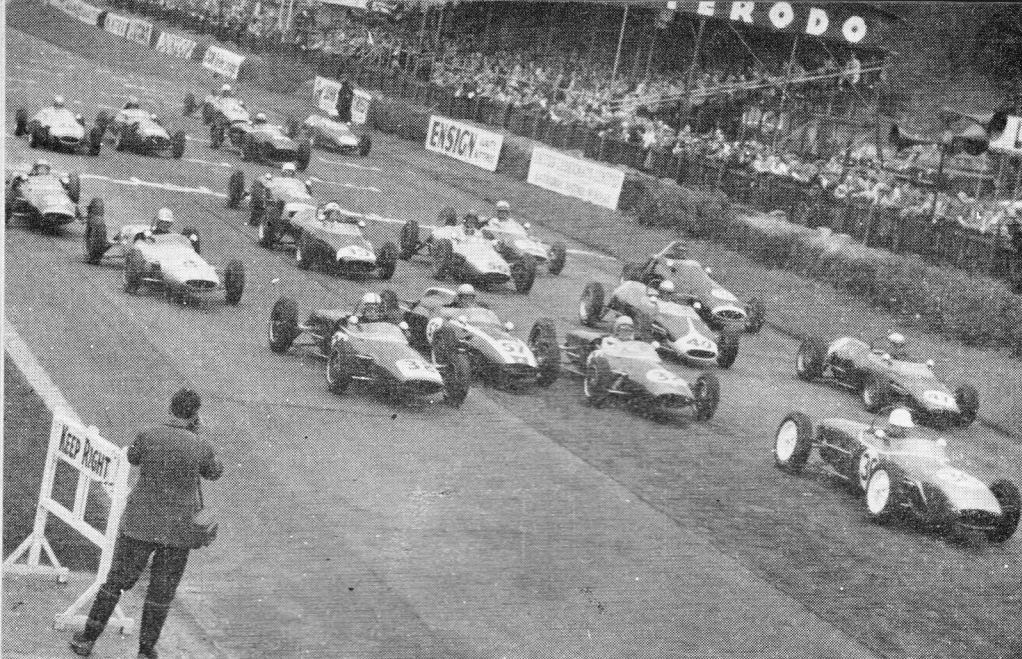
Well, Lotus had won; however, it was noticeable that their opposition was much stronger than the previous year. An indication of the future was witnessed at Sebring, in Florida, the previous day, when the prototype rear-engined Gemini, conducted by Charlie Kolb, made mincemeat of the opposition which consisted of Messrs. Chapman's and Cooper's latest efforts! Kolb, who in 1960 won 35 of his 41 races, mainly with an elderly Elva, beat Walt Hansgen's Cooper-Austin, Jim Hall's Lotus 20 and Pedro Rodriguez, who drove the "Pepsi-Cola" Cooper-Austin with which brother Ricardo had won the big \$10,000 Mexico City race on 15th January.

A multiple shunt on the grid and some

*CHARLIE KOLB driving the rear-engined Gemini to its first international victory at Sebring in March. This convincing win against the might of Lotus and Cooper was a foretaste of what to expect in Britain in 1961.*







THE START of the Chichester Trophy Race at Goodwood on Easter Monday is shown above. Seconds after this photograph was taken cars spun, cars were dented, a wheel flew into the air and, to cap it all, Mike Parkes (Gemini) climbed on to Alan Rees (Lotus) when the latter went sideways in front of him (below).

exceptionally hairy driving branded the Chichester Trophy event at Goodwood on Easter Monday as a very naughty race! Left immobilized after the start were Jim Russell, Mike McKee and Alan Rees (Lotuses) and Mike Parkes (Gemini)—the latter on top of Rees! Dan Collins, from the Wild West of America, tested the strength of the Armoured Car Co.'s Lotus 18 by motor-ing straight on at Woodcote on the opening round while in the lead. This left the works Lolas of Dick Prior and John Hine in command with Tony Maggs (Cooper) and Brian Hart (Terrier) giving chase. The Terrier was going magnifi-cently—it had been fitted with a 1961 Cosworth motor and felt much the better for it. Cars were revving all around the circuit—which looked more like a battlefield! Prior smacked the chicane. Maggs scraped past into the lead, but Hine clobbered his poor team-mate good and hard. Jon Goddard-Watts went a-mowing in the f.w.d. Bond-Ford—a car that failed to live up to expectations and was “dropped” early in the season. Peter Arundell (Lotus 20), well back after being “involved” at the start, pulled his finger out and closed on Maggs to such an effect that they dead-heated! The Terrier slowed to lift a leg and allowed Peter Ashdown's Lola-Ford and Bob Anderson's Lotus 20 to slip through into third and fourth positions.

Bill Moss scored at Brands Hatch, where there was also an accident which involved Richard Utley in the new Caravelle-Ford when Peter Warr (Lotus) spun. Moss's Lotus 18 beat the equally well-conducted example of John Mew. John Rhodes won comfortably at Mallory Park in his Midland Racing Partnership Cooper-Austin—a fair bit of carving-up went on there, too! The wise had travelled to Italy where, at Cese-natico on Easter Sunday, the Swiss Joseph Siffert, driving a Lotus 18, beat David Piper's Lotus 20 after John Love's Tyrrell Cooper suffered a detached plug lead when firmly in front.

Henri Grandsire, in an Ecurie Edger Lotus 18, beat Siffert at the tiny Roman Vallelunga circuit the next week-end and Piper was third. It was Siffert's turn again at Lake Garda the Sunday after, though this time Colin Davis, driving a

Taraschi-Fiat, was second. Piper and the Fitzwilliam Team Lolas of Bill McCowen and Rob Slotemaker had fallen by the wayside. In Vienna that day Gerhard Mitter drove his DKW-powered Lotus 18 to victory following the retirement of local lad Kurt Bardi-Barry (Cooper). Ian Raby and Chris Andrews finished second and fifth in their Empire Racing Team Cooper-Fords, separated by the Cooper-Fiat of Kurt Ahrens, Jr., and Peter Carpenter's Lotus-Fiat.

On the previous day there was a national meeting at Oulton Park and as so many entered, two heats and a final were arranged. Trevor Taylor pipped Arundell in the first heat, while Peter Procter (Lotus 18) won the second. The pace of the final was scorching and many retired, Arundell being the first after an electric start. Tony Maggs led briefly until Trevor Taylor nipped by to go on to win. The South African then pitted with a plug lead adrift so his Rhodesian team-mate John Love finished second. Bill Moss was a terrific third in his Lotus 18 ahead of Alan Rees (Lotus 20) and Procter. Across the Atlantic the next day, Sebring winner Charlie Kolb won at Marlboro, again in the Gemini.

A breathtaking dice between Trevor Taylor, Peter Arundell, Jim Russell and Bob Anderson, all in Lotus 20s, brought excitement to the Aintree International meeting on 22nd April. Poor Anderson crashed, being trapped in the wreckage for some time, while Russell dropped back to be overtaken by John Love (Cooper) who eventually finished third behind Taylor and Arundell. Peter Procter urged his Lotus home fifth ahead of Dick Prior and John Hine (Lolas) and Bill Moss who was trying out a Kieft. On Sunday, 23rd April, the Finns Jouko Nordell and Leo Mattila (Coopers) won the East German Halle-Saale race. At a national Silverstone meeting the following Saturday, Bill Pinckney deposited his Lotus 20 into the ditch at Woodcote, where Peter Procter had come to grief earlier. Frank Gardner, therefore, had an easy win in his Jim Russell Racing Drivers' School-entered Lotus 18, fol-lowed by Don Rickman (Lotus 18) and Peter Ellis (Lotus 20).

Joseph Siffert maintained his run of

Continental successes by winning the typically wet, cold and foggy *Eifelrennen* at the Nürburgring on 30th April. He finished nearly two minutes in front of Dennis Taylor (Lola) who, in turn, was nearly one and a half minutes ahead of Kurt Ahrens, Jr. (Lotus)—not the closest of races. In Denmark, an inter-Scandinavian race was won by the Dane Joerges Bagger (Lola) at the Roskilde Ring. Harry Carter won the Danville, U.S.A., race that day: his Lotus 20 beat Floyd Askov's Lotus 18.

The Junior race at the Silverstone Trophy meeting on 6th May was by far the most entertaining event of the day. Peter Arundell, Trevor Taylor, Mike McKee and Jim Russell (Lotuses) and Tony Maggs (Cooper) provided the excitement by scrapping relentlessly. Arundell stopped at the pits for repairs, and the cunning Russell gained a few seconds while lapping back-markers and maintained his advantage until the end. Tony Marsh, driving Ted Robins's Lotus 20, had been behind this struggling bunch for most of the race; suddenly he pulled out everything he had and overtook everyone but Russell, registering a shattering lap record of 102.70 m.p.h. while doing it! Trevor Taylor slowed right down, so Maggs finished third in front of McKee, Peter Ashdown brought his Lola home fifth and John Love (Cooper) was sixth.

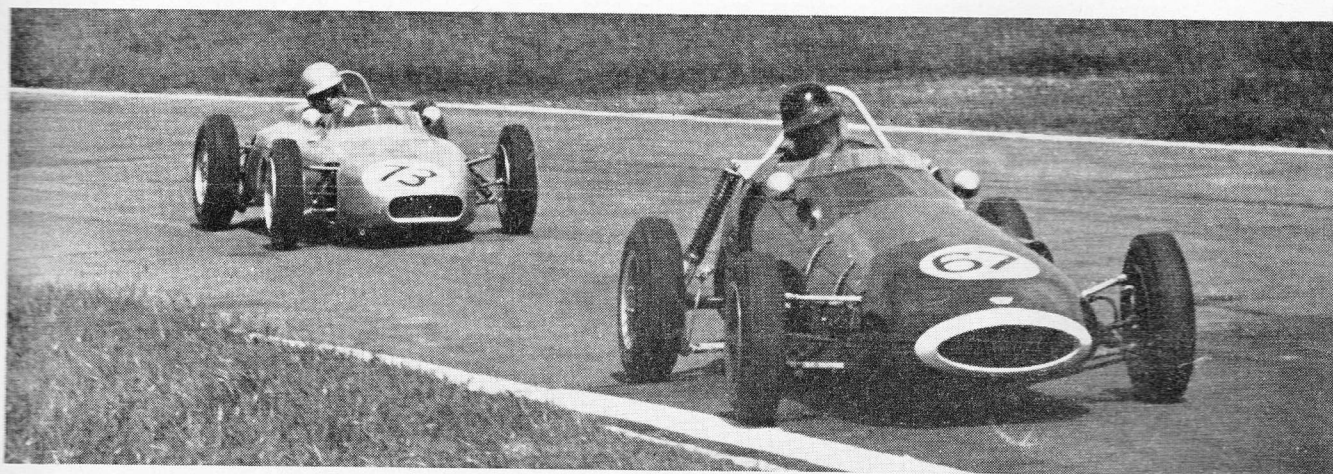
Bill Moss took his fabulous light blue Lotus 18 to Brands Hatch the next day for the informal “Lord's Taverners” meeting. He won, beating his old rival Frank Gardner who was now Lotus 20-mounted.

On Thursday, 11th May, the annual *Eläintarhanajo - Djurgardsloppet* races took place at Helsinki. Bill McCowen (Fitzwilliam Lola) inherited the lead when Yngve Rosqvist's Lotus 18 turned sour; however, at the very last turn, Carl Otto Bremer hurled his Elva-DKW past to beat him. Rosqvist was third ahead of the SAABs of Carl Magnus Skogh and Eric Carlsson, which were making their debut.

The Monaco Junior Grand Prix was run on Saturday, and once again the might of Britain, Italy, France and Germany was united. Trevor Taylor







ABOVE: Brian Hart (Terrier) and Bob Hicks (Caravelle) in the midst of their duel for second place at the Whit Monday Goodwood meeting.

★

BELOW: The start of the Daily Mirror Trophy Race at Oulton Park in May. Jack Pearce and the eventual winner Tony Marsh lead the field into Old Hall Corner.

bagged the first heat with his works Lotus and finished well ahead of John Love (Cooper) and team-mates Mike McKee and Peter Arundell. Tony Maggs (Cooper) won the second heat from the works Lolas of Peter Ashdown and Dick Prior. Twenty qualified for the final and, after Taylor's name had been inscribed on the retired list, Arundell won from Love and Maggs. McKee was fourth, the rising star Siffert fifth and John Hine (Lola) sixth. First of the "Continentials" was Corrado Manfredini, seventh in a Wainer-Fiat. Incidentally, Trevor Taylor's lap of 1 min. 45.3 secs. bettered Fangio's 1957 250F Maserati time by 0.3 secs.—such is progress!

Bill Pinckney (Lotus 20) was victorious at the Martini Silverstone meeting that day, beating the Lotus 18s of Peter Warr and Bill Moss—the latter suffering gearbox trouble. At Snetterton on Sunday John Rhodes (Cooper) beat Moss in the first of two races, young Chris Ashmore's Lotus 20 being third. Peter Pilsworth's Mark 2 Merlyn-Ford unfortunately retired. This marque was practically unknown in Britain, in spite of the announcement of the rear-engined Mark 3; practically all the cars were exported to America where they achieved some success. Moss turned the tables on Rhodes in the second race and Richard Attwood, at the wheel of his Holbay-Ford-engined Cooper, was a good third. Across the Channel, Bernard Boyer won at the Prix de Paris meeting, driving an Ecurie Edger Lotus. Robert Bouharde was classified second in his remarkable D.B.-Panhard ahead of David Piper (Lotus). In America, Chuck Dietrich's Elva emerged the winner at Cumberland. The favourite, Charlie Kolb, retired his Gemini on the first lap with gearbox bothers.

On Whit Sunday the Belgian Grand Prix des Frontières was run in two parts. On aggregate, Tony Maggs beat John Love by just one-tenth of a second; behind the two Tyrrell Coopers came Siffert, Warr and Piper (Lotuses). Lucien Balsiger won the Madrid Grand Prix that day in his Lotus 18.

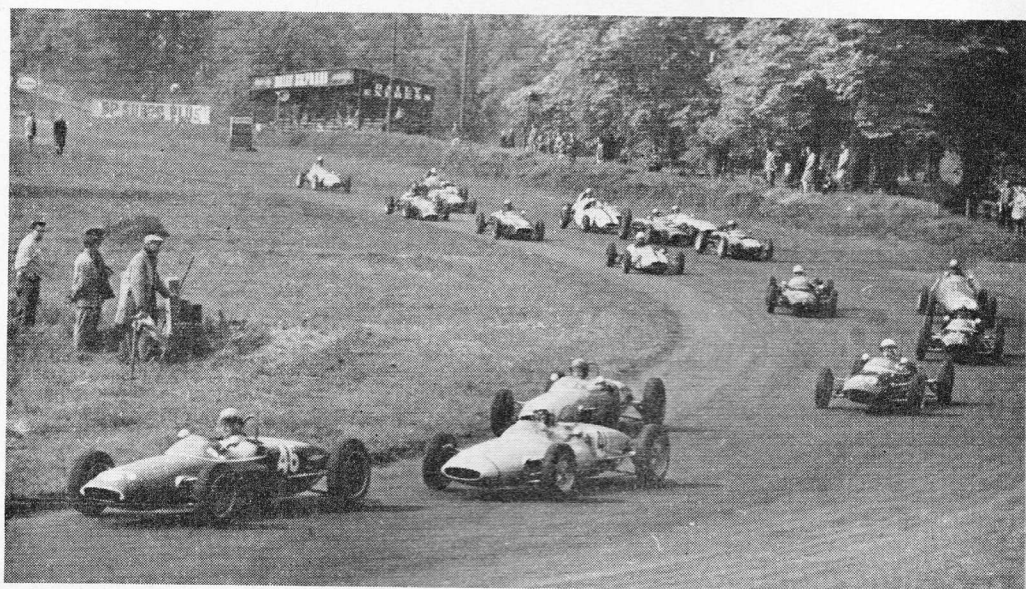
On Whit Monday Juniors raced at Crystal Palace, Mallory Park, Goodwood, Cadwell Park and Snetterton. At the Palace, Alan Rees went straight into a lead that his Lotus was never to lose. Behind, Jim Russell's Lotus shed a wheel forcing Mike Parkes (Gemini), Frank Gardner and John Whitmore (Lotuses) to spin in avoidance. Only Parkes continued, and he drove in a

most determined fashion, setting up a new Junior record of 80.71 m.p.h., to finish just four seconds behind Rees. Mike McKee (Lotus) was third and Bill Moss, now driving a works Gemini, fourth ahead of Dennis Taylor's red Lola. This unfortunately proved to be Jim Russell's last race. It was also the first time that the works Geminis had shown their true form, for after some dismal performances earlier on they were now a force to be reckoned with. Both cars employed Cosworth-Ford engines, the Martin unit tried in one car having proved unsatisfactory.

George Pitt (Diggory Gwyniad) seized the lead in the first heat at Mallory, and finally finished third behind Dick Prior and John Hine (Lolas). Peter Arundell (Lotus) won the second after a hectic

struggle with John Rhodes (Cooper) who unluckily retired on the last lap. Rhodes took over team-mate Bill Bradley's Cooper for the final but unfortunately he crashed—which gave Arundell the race on a plate. Peter Ashdown and Hine (Lolas) followed, Richard Attwood (Cooper) was fourth and Mike Costin fifth—driving his annual race for Team Lotus! The Gwyniad, which retired, was designed by Les Redmond, late of Gemini and Heron, and sponsored by Jim Diggory. Two were built, and Diggory sold them later in the season—which was a pity, for with a little development they could have become a serious challenge.

At Goodwood Angus Hyslop, a farmer from New Zealand on a driver-to-Europe scheme similar to that which brought Bruce McLaren over in 1958, led the race practically throughout, driving his Lotus 20 superbly. Brian Hart (Terrier) and Bob Hicks (Caravelle) were second and third after a fierce duel. A new and very low Holbay-engined Elva (the 1962 prototype), driven by Chris Meek, had challenged Hyslop but collided with the chicane due to brake trouble. Although the car showed much promise, it was rarely raced during the rest of the year. Reg Brown (Lotus 20) won at Snetterton, but Lotuses did not win at every meeting on this busy Monday, as Jack Pitcher's Alexis and Geoff







*JOHN RHODES at speed in his Midland Racing Partnership Cooper at Silverstone. The Wolverhampton-based M.R.P. had a very successful season with their Coopers and John Rhodes was their star driver.*

Gartside's Garford relegated the marque to third place at Cadwell Park.

Tony Marsh (Lotus) purloined the *Daily Mirror* Trophy at Oulton Park very easily next Saturday, finishing nearly half a minute in front of Rodney Bloor's Lotus 20. The Formula Junior Championship of Ireland was held that day at Kirkistown and several British competitors appeared including works Kiefts. John Rhodes in the Midland Racing Partnership Cooper battled merrily with Malcolm Templeton's Lotus 20, and they eventually finished in that order, 4.8 secs. apart. Whilst holding third place, Lionel Mayman spun his Kieft in front of Gerry Kinnane's Lotus 18, causing it to leap-frog over him. The other Kieft of John Turvey was third—

this car had a Martin engine instead of the Arden unit used earlier in the season.

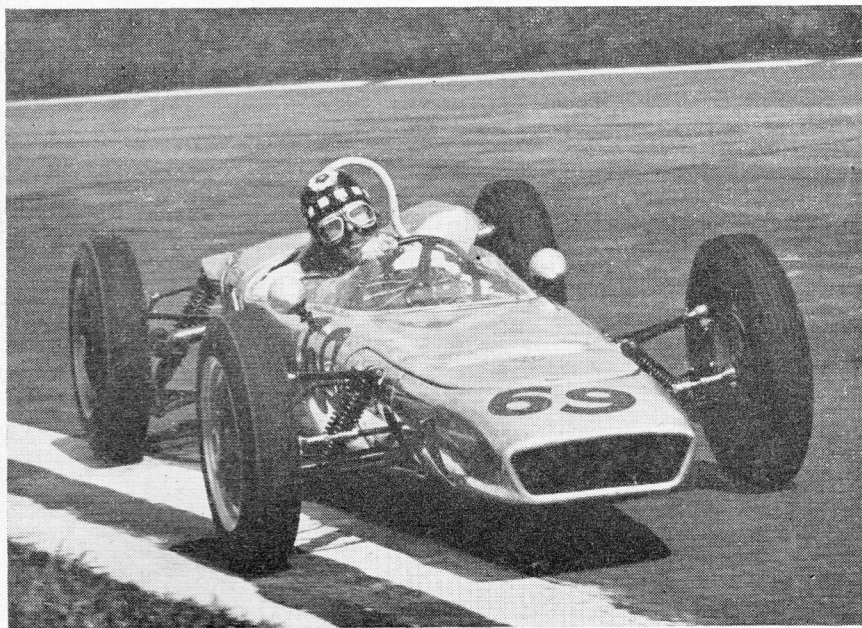
Tony Maggs and John Love (Tyrrell Coopers) scored at Magny-Cours in France on 28th May, finishing first and second in the Jean Behra race. Robert Bouharde's venerable D.B.-Panhard was third, only 6 secs. behind, and Henri Grandsire's Lotus fourth. Ian Raby's Cooper-Ford recorded the fastest lap. In Denmark, Angus Hyslop (Lotus) won at the Roskilde Ring from David Piper (Lotus), Sven Andersson (Lola), Yngve Rosqvist (Lotus) and Mike Anthony (Gemini), who were classified next on the aggregate of the two heats. Despite a poor start, Walt Hansgen's Cooper won at Bridgehampton, U.S.A., from Harry Carter's Lotus 20. Heinz Melkus,

in an East German Melkus-Wartburg, beat Willi Lehmann's Scampolo-Wartburg and André Liekens's Cooper-Austin in the East German Bernauer race.

The next big international meeting was Brands Hatch on 3rd June. With such teams as Lotus, Lola, Cooper (Tyrrell, M.R.P. and Gerard), Gemini and Emeryson present, the pace was expected to be really hot. Mike Parkes (Gemini) led for the first two laps, but a loose carburettor washer cost him 600 revs. along the straight, so Trevor Taylor (Lotus) was able to squeeze past. Indeed, the pace was so hot that several cars retired or spun, while Jon Leighton inverted his Lotus at Druids. Taylor would probably have won if the gremlins had not entered his engine, causing it to cut out for a few moments, allowing both Geminis to pass. When the two black-and-white Geminis of Bill Moss and Mike Parkes received the chequered flag, the last nail in the coffin of one-make-domination was firmly driven home. R.I.P.! Bill Moss too had at long last achieved an international victory. Taylor's Lotus was third, the next Lotus, that of Frank Gardner, being sixth—John Love (Cooper) and Dick Prior (Lola) separating them. After Monaco, the C.S.I. had decreed that it was permissible to employ any system of braking instead of the type as used on the car from whence the engine originated. Mike McKee's Lotus had disc brakes fitted at the front; nevertheless, this did not seem to help matters as he was only 10th.

In order to race both at Brands Hatch and Rouen the day after, Ken Tyrrell's Coopers had to practise at Rouen, practise and race at Brands, then compete at Rouen! This effort proved worthwhile for Tony Maggs and John Love scored the team's third one-two Continental victory in three weeks. Peter Warr's Lotus 18 beat Siffert's new and slightly sick Lotus 20 for third place while Bill McCowen (Fitzwilliam Lola) was fifth. The new, much-publicized French D.B. Junior, of which much was hoped, was a complete and utter failure. While the Tyrrell Coopers were winning at Rouen, the Finn Curt Lincoln, driving his Cooper-Austin, won a race at Budapest Airport behind the Iron Curtain.

*CHRIS MEEK drove a new, extremely low, rear-engined Elva at Goodwood on Whit Monday. Now, of course, we know that this car was the prototype of Frank Nichols's bid for 1962 honours.*





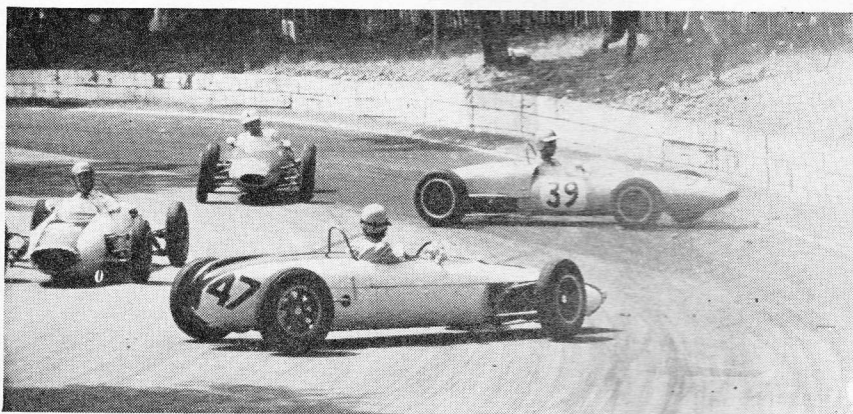
Eight of the interesting East German Melkus-Wartburgs, which feature a de Dion rear end, and assorted specials were thoroughly overshadowed by the machines of the Western World.

Joseph Siffert won his heat and the final at Teramo, in Italy, on 11th June; his Lotus vanquished the similar car of "Geki". Chris Andrews, who won the other heat, was fourth driving his Cosworth-engined Cooper. In Yugoslavia, Rolf Markl and André Liekens, both in Coopers, won the Portoroz race. At Caserta, the following Sunday, John Love (Cooper) beat Siffert, David Piper's Lotus was third and Renato Pirocchi's de Sanctis-Fiat fourth. The New Zealander David Young had been forced off the road by a local at Teramo, while at Caserta somebody spun in front of his Cooper and bashed in the front. Young was on a European tour with Angus Hyslop and Denis Hulme.

On Saturday, 17th June, a 50-mile race at Charterhall attracted an excellent entry—in fact the best that Scotland has received for many years. Trevor Taylor led until his works Lotus retired with a stripped crown-wheel and pinion. Peter Procter, driving his Lotus 18 with tremendous skill, won, managing to hold off Tony Maggs (Cooper) and Richard Attwood (M.R.P.-Cooper). On Sunday, one of Britain's longest Junior races was held—the "Eastern Counties 100" at Snetterton. After taking it easy for a while, Peter Arundell, just recovered from his accident at the Nürburgring, took command and won. Alan Rees (Lotus) finished second and Graham Warner (Gemini) third, while John Rhodes (Cooper) and Phil Robinson (Alexis) dead-heated for fourth place. Chuck Dietrich's Elva beat Bob Major's Osca in the 100-mile Elkhart Lake, U.S.A., race on 18th June, and Walt Mackay's Lotus 18 won at the Canadian Mosport meeting on 24th June.

The Tyrrell Racing Organization received a mild setback when Tony Maggs retired in the first heat at La Châtre on 25th June, letting Bill McCowen score for the Fitzwilliam Team. However, John Love saved the day, won the second heat and romped home to victory in the final. Henri Grandsire and Bernard Boyer were second and third in Ecurie Lotus (a 20 and an 18 respectively), Rob Slotemaker (Lola) was fourth and John Brown (Lotus) fifth. Bill McCowen dropped back as he investigated the straw bales too thoroughly.

On Thursday, 29th June, the Monza Lottery Grand Prix was held, not for



Inter-Continental cars as originally intended, but for Juniors, and to add interest Scuderia Centro-Sud entered two new red Lotus 20s for Lorenzo Bandini and Massimo Natili. As Joseph Siffert spun his Lotus in the first heat, Tony Maggs went on to win from Bandini and McCowen, setting up a new lap record of 111.65 m.p.h.—some going for a Junior! Natili won the second heat after Bob Anderson lost his Lotus on an oil patch and promptly collected Peter Arundell's Lotus, the similar car of "Geki", and other unfortunates. Maggs led the final from start to finish, averaging 106.29 m.p.h., the Tyrrell team adding yet another important victory to

their enormous list. Natili finished second, Slotemaker third and Paddy Gaston was fourth in Bob Gerard's Cooper-Ford.

On 1st July, Gaston Andrey, a Swiss driver residing in the U.S.A., won the Lime Rock race in a Lotus 18 bought the night before the race. The Formula Racing Association ran their meeting at Hanford the following day, but were handicapped by the ugly S.C.C.A. scare on at that time. Ed Leslie (Lotus 18) beat Bruce Eglinton's similar ex-Chris Andrews car.

(To be continued)

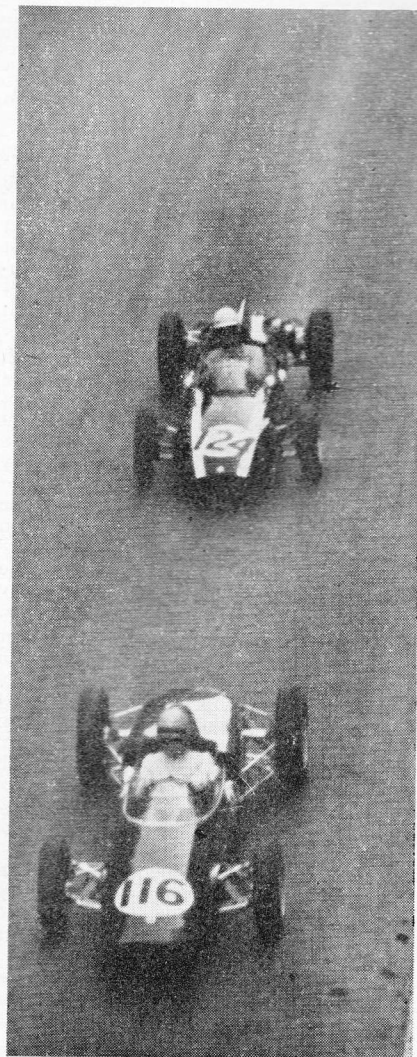
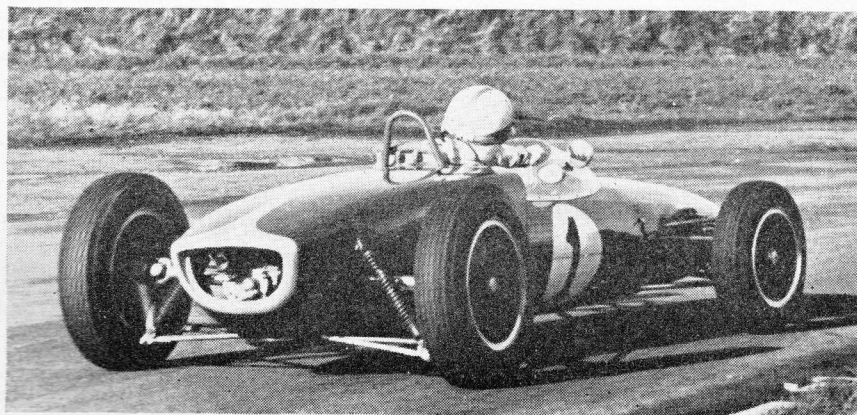
ABOVE: When Jim Russell's Lotus 20 lost a wheel at Crystal Palace on Whit Monday, much avoiding action was necessary! Here, Mike Parkes (Gemini) and John Whitmore (Lotus) are broadside across the track while Bill Moss (Gemini) and Steve Ouvaroff (Ausper) nip past.

★

RIGHT: John Love (Cooper) chased Peter Arundell (Lotus) around the streets of Monte Carlo last May.

★

BELOW: Mike McKee, the third driver of the works Lotus team, unfortunately had a poor season compared to his 1960 achievements. He is seen here on his way to his only F.J. win of 1961—at Snetterton in March.







## MOTOR RACING RUSSIAN STYLE

An end of season report  
published in the  
Soviet Union

AT this seasonal lull in Western motor-racing activities, at least in the Northern hemisphere, it is of interest to look at an article published recently in the Soviet Union. It is a full account of the 1961 national motor-racing championships in Russia, and gives many insights into the state of the sport in that country.

From amongst those placed in such events as those described will perhaps one day be picked the drivers to represent the U.S.S.R. in the West—an event awaited with much interest. So these are the names to watch for—though pity the poor commentators! Ray Baxter and Co. will no doubt shorten the chassis of the like of Zardiashvili and Garsevanshvili: “Zardy” and “Garsy” would be much quicker through the chicane! But if they send U. Bugrov you can make your own arrangements.

What a gesture it would be to offer one of their local champions a drive in one of our own National Open Production Car or Formula Junior events next season, with a suitable car provided in good time to let him get his eye in. Possibly the commercial value of such an appearance is not sufficiently attractive to the manufacturers at this time—though perhaps other sponsors could be found?

The lack of reliability over any distance of the half-litre pack is nothing new—but the ominous reprimand to those who build and prepare the motors sounds a little odd to Western ears.

The race organizers in Russia seem to get their share of knocking, too. As they say, there's no short cut to experience.

The appearance of the E-type Jaguar reported to have been delivered to the Soviet Embassy in London in the *Formula Libre* class next season might make a few faces redder than red!

An outline picture is already emerging, particularly in the “sports” car classes, of enthusiastic, organized racing in the Soviet Union of rather dull fold-along-dotted line/cut-and-glue-here cereal-packet flyers based on a very limited selection of chassis components and engines. Much is said in the present article to confirm it. None-the-less, such sporting zeal under apparently difficult conditions is to be admired and commended. No bolt-on tuning kits and suspension mods. are available, nor is there any prize money spoken of to help pay for them.

This interest in rocket specials instead of special rockets is refreshing nowadays. Here is the full report:

### The Grands Prix of Kaunas and Leningrad Motor Racing Championships of the U.S.S.R.

THIS year's U.S.S.R. track-racing championships again took place in two stages. The experience of last year showed that with competitions on two different circuits, varying significantly in configuration and cambering, the competitors' driving ability tells more fully; and in some measure the element of chance in determining the country's champions is excluded.

The first stage of the Soviet Union championship competition was held on a track laid out not far from the town of Kaunas, in the Kachergin spa district.

This was the site of the “Kaunas Grand Prix”, competed for by 60 of the best drivers from Moscow, Leningrad, Kiev, Minsk, Tiflis, Tallin, Riga and Kharkov. Results achieved in this newly instituted race were to count for the national championships.

The Kachergin circuit is in the form of a closed triangle of paved roads 5.4 kilometres in length. There are 14 bends of varying difficulty and, in addition, a sharp winding descent (the so-called *esses*) and a long climb with another sharp right-hander. All this goes to make the new track very interesting for the drivers, allowing them to demonstrate their ability to the full. Certainly in some sectors widening is still needed. By next year it is intended to put to rights this shortcoming; with this widening throughout its length to seven metres the Kaunas circuit will become one of the most popular venues for competition amongst the powerful cars.

First to come to the start on the Kaunas track were the small Formula III racing cars (up to 500 c.c. capacity). It must be said at once that their appearance brought the first disappointments. Out of the 15 starters only seven crossed the finishing line. The race distance of 108 kilometres turned out to be too much for half the Formula III cars, which fell out on account of engine trouble. This fact demands the close attention of the chiefs of the Tallin auto-repair works where these cars are made. Although their design is quite good, and they look the part, it is clearly essential with the experience gained in the Kaunas and Tallin races to take another critical look at the engine and improve the



preparation of the machines. What is more, this applies in no less degree to the other designs of half-litre cars, in particular to the car built in the Scientific Experimental Automobile and Engine Institute workshops, one of which was driven by last year's national champion, Master of Sport G. Surguchev. [A Formula Junior car from the same workshops—the NAMI-Moskvich—was described in AUTOSPORT on 17th February, 1961.—Ed.] In spite of best individual lap times at both meetings, the car's preparation cannot be said to have been satisfactory. This was particularly evident at Leningrad, where Surguchev fell out before completing three laps.

Here is how the race progressed.

First to show in front was the sportsman from Tallin, E. Griffel, with Leningrad Services' Co-operation Organization members, U. Bugrov and A. Sebejkin following in his wake. The latter passed his team-mate on lap three, and soon afterwards went into the lead. Covering the race distance of 108 kilometres (20 laps) in one hour and five minutes, Sebejkin became the first claimant of a gold medal. Second to pass the finish was Kalev Sports Club member A. Sejler, more than three minutes behind the winner. Fastest lap, as already reported, went to Master of Sport Surguchev, who covered the 5.4 kilometres in 3.22 minutes, an average speed of 106.5 kilometres per hour.

In the Formula Junior event Master of Sport U. Chvirov from Moscow took the lead from the very first lap. Never headed, he covered the race distance of 162 kilometres (30 laps) in 92 minutes (105 k.p.h.), with a fastest lap also to his credit of 111 k.p.h. Second man home was a representative of Leningrad, V. Kosenkov.

Sports cars in groups G and V came to the starter's flag together for a 60-lap race over a distance of 325 kilometres. In the first group K. Galygin from Moscow emerged victorious, completing the course in 3 hours 31 minutes. Second across the line was Leningrad man O. Butyrskij, and third, A. Sokolov of Moscow. In group V Master of Sport V. Ptushkin was the winner of this first stage; gaining the lead on the eighth lap he never subsequently lost it and covered the whole distance at an average of 96.1 k.p.h. O. Garsevanishvili, Master of Sport, from Georgia, was second, and third came Muscovite P. Goldin.

Sports cars in groups A and B also ran together. Master of Sport A. Sukhovej from Leningrad led the first group for 13 laps, after which Moscow's V. Korolev took the lead. Korolev in turn was outstripped by last year's national champion B. Kurbatov. And although Sukhovej managed to regain the lead for a time, the champion again headed the field for the last 10 laps, winning his class and also setting up fastest lap at 109.2 k.p.h.

Group B was led from the first lap by last year's champion, V. Marejkin. Starting a minute behind the cars in group A, he soon overhauled the majority of them to win at a race average of 102.9 k.p.h., with the fastest lap to his credit at 106.5 k.p.h. This performance showed convincingly the unsuitability of events for group A cars for inclusion in the national championship programme. It is not by chance that several drivers moved over voluntarily from group B to group A where—not without good

reason—they could count on greater success.

In this connection we want to say that the time has come to end group B racing also, for the old Pobieda engines have now grown unreliable. In our view sports car events ought to be held in two groups (with engines based on those of the Moskvich and the Volga) and the awards transferred to that group of racing cars where the Formula 2 machines are soon to appear. In this context in the interim, until the appearance of such machines based on the Zaporozhets car, it would be possible to make use of Formula 3 machines, fitting them with motor-cycle engines up to 750 c.c. in capacity.

In the *Formule Libre* event (race distance 162 kilometres) young army sportsman U. Protasov made the best start, and went on to win the class—though not without some anxious moments. On the seventh lap he was caught up by Master of Sport Zardiashvili, who quickly went into a lead which he held until lap 23. Protasov had to press his powerful car to the limit in order to avoid conceding the race, emerging with a race average of 108.8 k.p.h., and a fastest lap of 112 k.p.h.

Leningrad's Nevskij circuit saw the second stage of the competitions. Here the same catastrophic story of unreliability repeated itself amongst the Formula 3 cars. Although their race distance was only half that for the sports cars, two-thirds of the 500s fell out with various mechanical ailments.

Also characteristic of this class was the complete reshuffle amongst the prize winners, with the exception of A. Sejler from Tallin who, thanks to his win on the Nevskij circuit, became the 1961 class champion of the Soviet Union. As a result of the combined stages A. Sebejkin collected the silver medal and the bronze went to B. Bejshans of Riga.

In the concluding appearance of the Formula Junior cars Leningrad's Grigorij Zinin tore into the lead right from the start. But although he stayed there for 23 laps, the actual battle for the championship was being fought out between two other contestants—V. Kosenkov from Leningrad, and the winner of the first stage, U. Chvirov. Kosenkov managed the best result but in the aggregate of both races the national class championship went to Master of Sport Chvirov. Kosenkov had to be satisfied with the silver medal, and L. Andreev the bronze.

The *Formule Libre* races were interesting. After a tense struggle in which the lead changed hands frequently Georgian Shota Zardiashvili reached the line first, thus gaining the championship laurels. Second and third were the two young Leningrad sportsmen Yuri Protasov and Yuri Vishnyakov.

The sports car races confirmed the superiority displayed at Kaunas by Karl Galygin in group G (up to 1,600 c.c.) and Viktor Marejkin in group B. Both these competitors won their respective national championships. Silver medallists were M. Krov (group B) and A. Zajdelov (group G); bronzes: U. Markov and A. Sokolov.

Amongst the group V sports cars the racing was truly indicative of the drivers' ability, for the engines were near enough the same in all the cars. Moscow sportsman Rudolf Goldin came in first, in spite of the constant harrying of Kon-

stantin Cherkashin who for 40 laps pressed hard close behind. They finished only 0.6 of a second apart.

Moscow's Andreev and Garsevanishvili from Tiflis also fought it out to a close finish, separated only by a margin of seconds at the line.

The final placings gave this national class championship to Goldin, runners-up being O. Garsevanishvili and K. Cherkashin.

Last of all to start were sports cars in group A. Here Leningrad's A. Sukhovej managed to make up for his lack of success at Kaunas by gaining first place. This victory sufficed to ensure for him the Soviet Union championship. Last year's winner Kurbatov was the runner-up, and the bronze in this class went to A. Solovveyev.

Team prize placings were: first, Spartak first team; second, Trud; and third the Voluntary Services' Aid Club. It must be said that the present team marking system is entirely inadequate and at times fails to take into account actual results. At present the awarding of marks to teams depends on the nomination of the personnel of these teams by their representative. The outcome of this is seen in the fate of the Army teams in the present competition. Thus in the first team were Masters of Sport V. Shakhverdov and D. Borisov, and in the second, U. Protasov and V. Novozhilov. As it happened, Shakhverdov and Borisov dropped out before the finish, whilst the second pair—who had not been nominated—finished in good positions. And the result? The Army team turned out the losers, though in fact it was the team's representative who lost before the races by his lack of shrewdness.

It is thought that such a practice ought to be changed, particularly in view of the valuable experience gained in the 1961 Motocross Championships, in which the defects in team event marking described above were overcome.

Thus, all the excitements of the U.S.S.R. motor racing championships are over for another year. The competitions have demonstrated a marked growth in the participants' sporting ability and in the preparation of their cars. At the same time it must be observed that the organization of this most recent championship competition of the U.S.S.R. leaves much to be desired.

This particularly concerns the stage held at Leningrad, where the city committee of the Services' Co-operation Organization quite failed to comprehend the role of the board of judges for the sport. It got to the stage where the board was charged with what amounted to supply functions, to say nothing of organizational ones. The organizers had not even troubled to provide the judges with transport or typewriters. A poor impression was also created by failure to verify texts with the board of judges, an omission which caused confusion in programmes and publicity notices. All these points are, of course, minor details, though, unfortunately, they are beginning to take on something of a "traditional" character, for this is not the first time they have occurred. The time has come to put an end to so harmful a "tradition".

V. LUKIN, *Trainer of Merit, U.S.S.R.*

*Chief Judge of Stage One.*

I. BULER, *Judge of All-Union Category.*

*Chief Judge of Stage Two.*



**A**FTER the foulest possible weather for the New Zealand Grand Prix the week-end previously, everyone was hoping that the weather man would give the Levin Motor Racing Club a break and produce some sunshine for the second international meeting of the season, the Vic Hudson Memorial International Trophy the following Saturday. With Stirling Moss, Jack Brabham, John Surtees, Roy Salvadori and Bruce McLaren taking part there was promise of some extremely exciting racing on the club's 1.3-mile permanent circuit.

But there was no such luck. After good weather for the training sessions on Friday, 12th January, down came the rain late in the evening and it continued solidly, forcing the abandonment of the meeting in the early stages of the feature event, the 37.3-mile Vic Hudson Memorial International Trophy Race the

the New Zealanders started. It was Brabham who made the running in the early stages with Moss in hot pursuit. But Jack spun off at the hairpin bend and was greeted with a derisive wave from Moss as he swept by. Determined not to bow his head, Jack rejoined the field well back and proceeded to carve it into small pieces to such a degree that Moss was finally forced to wave him through to the front again.

Brabham, whose time was 8 mins. 8.2 secs., was followed home 2.3 secs. later by Moss, who had 1.5 secs. on Surtees. Then came McLaren with the C. T. Atkins Cooper 10.7 secs. later. The second heat was a "minor league" New Zealanders-only affair and resulted in a good win for young Chris Amon with a disc-braked 250F Maserati in 9 mins. 14 secs. Another youngster, Ross Greenville took second place with a Formula

hot pursuit. They were all pretty closely bunched as they swung out of the first sweeping curve on to the short straight before the hairpin and everyone with the exception of McLaren went through fairly tidily. McLaren, however, lost it and resumed in about 11th position. First time round Brabham was well clear of Moss who, in turn, was clear of Surtees, Hyslop and Salvadori. At the end of the second tour Brabham had opened a gap of 100 yards on Moss who had 200 yards on Surtees. The latter was closely attended by Hyslop and Salvadori, and then came McLaren.

Brabham completed his third tour in 57 secs., just 1.5 secs. outside the lap record—a terrific effort considering the conditions and was then 200 yards clear of Moss who was well clear now of Surtees and Hyslop. McLaren had taken Salvadori to be fifth. It was certainly

# Vic Hudson Memorial International Trophy

BY PETER GREENSLADE

following afternoon. The race had run only eight of its 28 laps when officials reluctantly put out the chequered flag and stopped it. They took their decision (after two New Zealand drivers had indulged in monumental slides off the main straight) in the interests of public safety.

Jack Brabham, driving his own 2.7-litre Cooper was declared the winner. Next in line were Moss, Surtees, McLaren and Salvadori. It was an extremely premature and unhappy ending to what had shown promise of being a most interesting tussle, although it must be admitted that Brabham seemed to have the situation well in hand in that from the start he had gained ground on Moss, also mounted on a 2.7-litre Rob Walker Cooper, at the rate of about a second a lap.

Moss was not at all happy about the decision and very logically pointed out that as the rain was no heavier when the race was abandoned than it had been at the start, why was it necessary either to start the race at all, or, having started it, stop it?

The whole thing was a fiasco, but most people agreed that officials had taken the right decision under the circumstances.

During the training session the previous day Brabham made the best times to earn the pole position on the grid. Moss went well too and elected to use the Cooper rather than the 2.5-litre Lotus with which he had won the Grand Prix a week earlier. It was a sound decision for the circuit proved to be extremely bumpy and would almost certainly have broken the Lotus.

So all the overseas drivers were using Coopers. And with the exception of Salvadori they had 2.7-litre engines. Salvadori had the misfortune to poke a connecting rod through the side of Bowmaker-Yeoman's big engine on the Friday and the car was quietly pushed away to have a spare 2.5 engine fitted overnight.

Proceedings on the Saturday morning opened with an eight-lap heat in which all the overseas drivers plus the best of

Junior Lotus and then came another 250F in the hands of Bob Eade.

The rain showed no signs of stopping during the luncheon interval and Brabham, who had elected to race in the Grand Prix the previous Saturday wearing dry weather "boots" was subjected to some good-natured ragging about his intentions for the Vic Hudson final.

The afternoon's proceedings were enlivened by a magnificent win in the sports car race by Doug Lawrence in his new 1,500 c.c. Lola. He left the heavier metal well behind to win by almost a lap.

Next item was a saloon car race in which most interest centred around a local youngster K. Grant (Austin A40), A. McBeath (3.8 Jaguar) and none other than McLaren (Mini-Cooper). This turned into a ding-dong go right from the start. Grant, who had the pole position with McBeath and McLaren outside him, surged straight into the lead with the 3.8 and "Mini" next in line. The A40 driver really went to town drifting the saloon beautifully through the sweeping turn out of the main straight and soon built up quite a lead.

Then, at about half distance, Grant overdid things at the hairpin and took to the grass to let McBeath and McLaren through. Now McLaren really went after the Jaguar and eventually pressed it so hard that it too went off at the entrance to the main straight. It then remained to see if Grant could make up the lost ground. He tried exceptionally hard, cutting his way through the field, but McLaren, to roars of applause from the sodden crowd, just made it by about 30 yards.

Because of the weather the Vic Hudson final was brought forward and 14 cars faced the starter, Brabham having pole position with Moss, Surtees and McLaren outside him. Filling the second row were Angus Hyslop (2.5 Cooper), Salvadori and Tony Shelly (1.960 c.c. Cooper). It was obvious that those behind were not really going to be in the hunt.

Brabham went off like a rocket with Moss, McLaren, Surtees and Hyslop in

exciting enough, but more was to follow. As Shelly swept into the main straight to complete his third tour he struck a pool of water. The red Cooper took command and hurtled to the infield, sliding backwards for the best part of 100 yards before finally stopping stalled. Track marshals caused everyone some anxious moments as they tried to restart the car pushing it into the path of the rest of the field. The race was slowed and finally Shelly was forced to give up.

At the end of four laps Brabham was starting to double the tail-enders and was still drawing away from Moss. The order remained Brabham, Moss, Surtees, Hyslop, McLaren. Next in line was young Greenville in the Junior Lotus.

At the end of six laps Brabham had a 6 secs. lead over Moss, and Surtees had now drifted back a considerable distance too. In fact Hyslop was pressing him fairly hard, but then he was in trouble. The white and blue Cooper hit a pool of water and veered to the infield to gyrate madly for the best part of 250 yards sending spectators rushing in all directions.

That was enough. Almost within seconds it was announced that the race would be stopped. Brabham was flagged off at the end of his eighth tour and was followed home by Moss, Surtees, McLaren and Salvadori.

Racing was abandoned and for the second Saturday running a sodden crowd headed off home. It was a dismal ending to what should have been a good day's sport even if Brabham had had the satisfaction of heading off Moss in the weather conditions under which Stirling shines for precisely 7 minutes and 52 seconds!

## LEVIN NOTES

**A**LL overseas drivers used rain tyres. . . . Bandini, fifth at Ardmore with the 2.8-litre Centro-Sud Cooper-Maserati did not turn up at the meeting but is racing in the Lady Wigram Trophy at Christchurch, and the Teretonga International Trophy at Invercargill. . . . Moss hopes to use the 2.5-litre Walker Lotus at Wigram.





## Stirling Moss Wins New Zealand Grand Prix

### In Torrential Rain

A full report appeared in last week's issue

*ABOVE: Just after the start, and the field roars into College Corner in a welter of spray during the torrential downpour. John Surtees (No. 1) leads with Bruce McLaren trailing him. Moss started from the back row of the grid and won brilliantly when the race was abandoned after 100 miles.*

★

*RIGHT: A wave from Stirling Moss as he does a lap of honour after his masterly drive in the wet. The Rob Walker 2.5-litre Lotus led at an average speed of 72.3 m.p.h. John Surtees (Cooper) finished second and Bruce McLaren, also in a Cooper, was third.*





# THE MONTE CARLO RALLY

*FIRST MAN AWAY from Glasgow was W. Marriott, about to leave the ramp here in his yellow Austin-Healey.*



## On Their Way

### The Opening Stages of the 1962 Monte

BY GRAHAM GAULD

THE Glasgow start was remarkable, considering the fact that it was 4.15 a.m.; there were over 300 spectators, all muffled up in the early morning chill to see the cars off. Part of the attraction was the use once again of the Shell/B.P. ramp which was built early in the morning and was floodlit for the occasion.

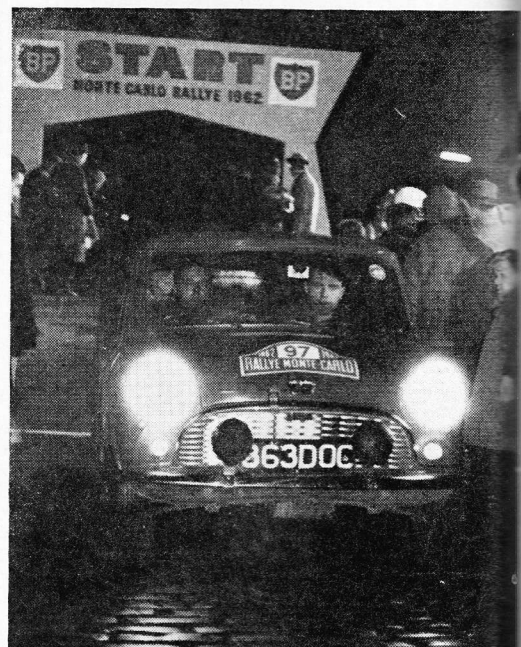
There was the Monte atmosphere but for most of the competitors there was a touch of unhappiness, for their arms were smarting from their recent vaccinations.

On this vaccination business, A. K. Stevenson will hardly forget this Monte Carlo Rally. All day Friday he tried to

obtain confirmation one way or another as to the need for vaccination certificates. The French Consul in Scotland said "No", the R.A.C. and French Consul in London said "Yes". Then all agreed "No" until suddenly at 5.30 p.m., a time when most people were going off for a

*WET COBBLES glisten in the glare of headlights as the "rallying parsons", the Revs. Rupert Jones/Phil Morgan, set off from Glasgow.*

*WELL, I NEVER . . . ! Anne Hall spots a car she recognizes—hers—on the cover of last week's AUTOSPORT, the Rally Preview issue.*







long sleep before their early start, the word came through that everyone had to have a vaccination. "A.K." and his staff then started to round up the competitors. Scottish rally champions Logan and Sandy Morrison were called out of bed at 11 p.m. by well-meaning friends to warn them of vaccination, only to find that they had taken the precaution of being vaccinated earlier that day. A group of competitors initially refused to be vaccinated, Hugh O'Connor Rorke being quoted as saying "We don't like the idea of having fat heads and sore arms driving in hazardous conditions". However, all finally decided to be vaccinated. Doctor Mitchell from Tranent, a regular Monte competitor, volunteered to do the dirty work and, with vaccine obtained from Glasgow's health officer, he set to work in his shirt-sleeves to do the needful. One driver fainted and provided a little lighthearted relief, but most of the drivers hated it.

Finally came the time to go and everyone cheered up. AUTOSPORT's Peter Craven was looking as fit as a horse but others looked decidedly ill. Bobby Crawford, from Dunfermline, complained of the 'flu but set off in his Mini-Cooper. John Melvin, another Scottish competitor, had an odd task to perform. He carried in his Alpine a plaque from the directors of Glasgow Rangers Football Club, to be presented to the president of the Monaco Football Club, whom Rangers met this season.

With the floodlights and the television cameras whirring the Marriott brothers led the convoy of cars away from the start in their yellow Austin-Healey 3000. Second car off was Douglas Ray in a Sunbeam. A great number of G.T. cars set off this year, the bravest of all being



Ray Merrick and Mike Merrick in a pale blue E-type Jaguar. Don Grimshaw's Healey sounded very fair and Sydney Allard's Group II Anglia was fit. Sally Cooper and Penny Block did an impromptu modelling act for photographers with their Sunbeam; but at 4.30 a.m., I ask you! Don Bennett did not have his wife with him on the event but set off in his Fairthorpe and was confident of getting through to the finish.

The spectators had a bit of a laugh when Ernest Hunt and Keith Jones shot off the ramp at a great rate then proceeded to turn left down a one-way street right under the eyes of one of Glasgow's superintendents of police. He only realized his mistake when faced by a Mini with its headlights blazing coming in the opposite direction.

*UPPER PICTURE shows the crowded scene at Banbury, first control for the Glasgow starters. Just arriving is the Austin Mini of the "rallying parsons" (97); also visible is the A40 of Eric Brinkman (89) and, on the right, the Anne Hall/Valerie Domleo Ford (86). ABOVE: The East Grinstead control —David Buxton leaves for Dover in his Lotus Elite.*



# EN ROUTE TO MONTE CARLO

Reports and Pictures from

CHRISTOPHER NIXON, MICHAEL DURNIN

AND GEORGE PHILLIPS



PARIS: To the accompaniment of good wishes from the crowd the Riley 1.5 of Field/Tilley pulls out from the start control in the French capital.



THE CITROËN of de Lageneste/du Genestoux sweeps over a tricky patch of ice and snow at Xonrupt-Longemer.

ON the evening of the third day (Monday) most crews were fresher than could have been expected. The reason? Most of them had been able to take time out for at least three square meals, a bath (or even two) and, taking it in turns, to get a very fair proportion of sleep. This apparent leisure is explained by the fact that up to Chambéry, in the Haute Savoie, the rally has been one of the easiest Montes on record, due to the extraordinarily mild weather.

However, the "special stages", which run for 1,000 kms. from Chambéry over some of the toughest cols in the Maritime Alps, will be another matter. In mid-afternoon (Monday) reports were coming in that there was ice on the Col de Granier, on the upper lacets of the

Col de Torini, and that snow was falling on Mont Ventoux.

All those crews not vaccinated within the past three years were injected in the R.S.A.C. (Rally H.Q.) on the evening before the start. Many were "done" by Dr. Alex Mitchell, who worked for nearly five hours on the evening before he was due to start the rally at about 5.45 a.m.!

It was a great shame that he subsequently crashed on the A1 dual carriageway just south of Scotch Corner. He went off into a field, apparently to avoid a swerving lorry, rolled on the verge, went through a fence and finished with his Riley 1.5 (No. 90) on its side. Mitchell cut his head, but the navigator had his legs out of an open door and

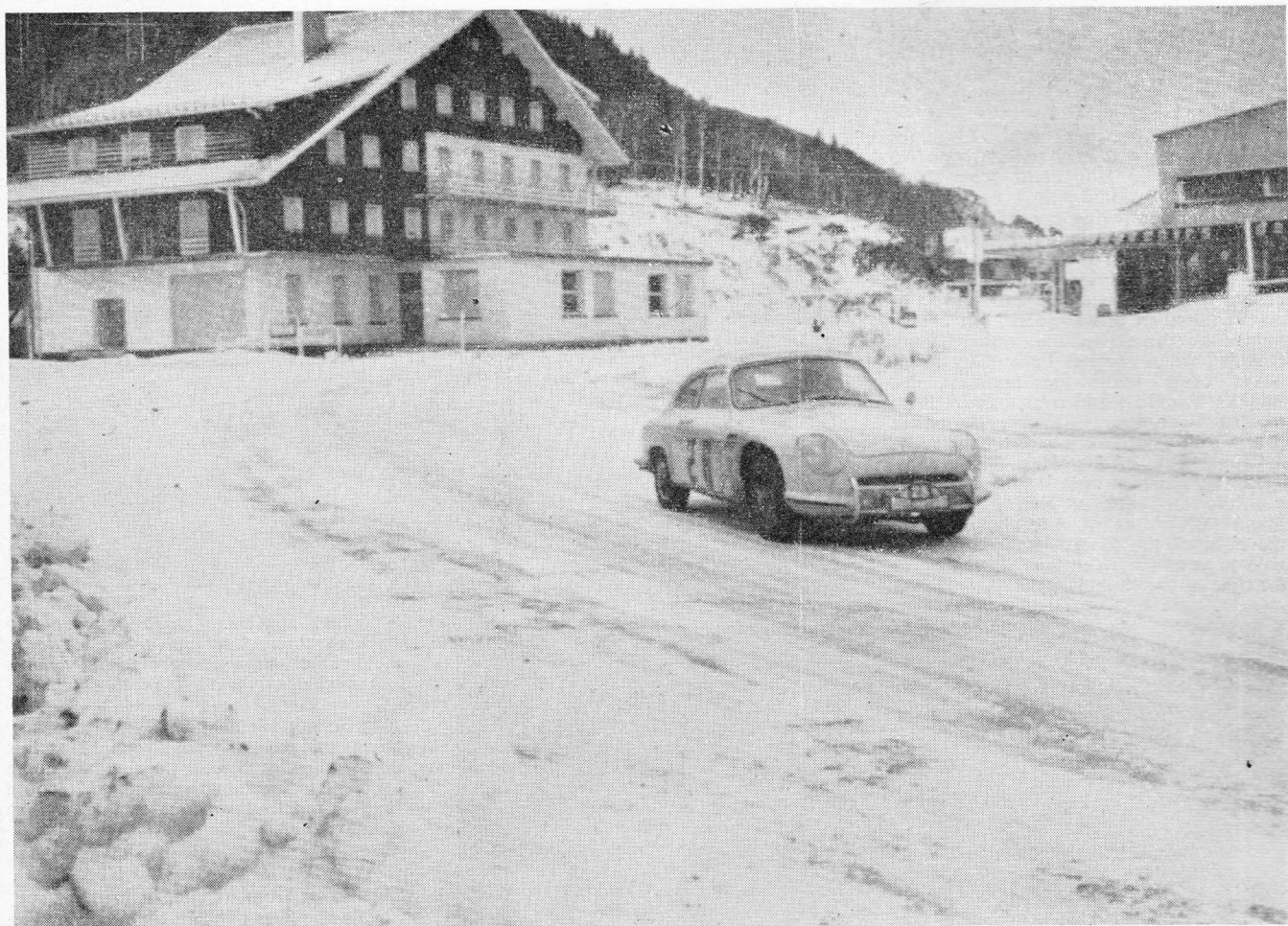
the car rolled on to them. First on the scene were Peter Craven/Joe Foster (Cooper-Mini) and Peter Riley/Mike Hughes (M.G. Midget), who rolled the car off John Roberts's legs and sent for an ambulance. Neither were very seriously hurt. This is the fourth time in the past few years that poor Doc Mitchell has failed to get to the Continent on the Monte!

Good weather was experienced all the way to Banbury, and no one had any trouble. Only one crew was stopped for speeding (in Leicester) despite some very heavy police surveillance all the way down to Dover.

Very heavy rain fell all the way from Banbury to Dover, and competitors experienced a very rough passage on the "Lord Warden". Then the crews were made to disembark at Boulogne and had to wait up to three hours in their cars for the scheduled time of departure from the control—in bitter cold and pouring rain.

The Glasgow starters were joined at Boulogne by those from Paris after their run down from Holland. *Incidents reported at Rennes:* Maurice Robertson/James Preston (Morris) had two punctures with studs from tyres overheating—this, in fact, was quite prevalent due to the dry roads encountered earlier. Joe Foster/Peter Craven (Cooper-Mini) had their screen broken near Lisieux by a stone, thrown up by the studded tyre of a car which had just passed them. George Parkes/Arthur Senior had clutch slip on their 3.8 all the way from Banbury, and the trouble was beginning to get serious by the time they reached Rennes. Anne Hall/Val Domleo had a stone hit their windscreen: the impact startled it, but did not break it. "Mado" Blanchoud/"Maddy" Rozetti were stopped near the Dutch border by the police for not stopping at a "Halt" sign—300 penalties. Near Ghent, Paddy Hopkirk/Jack Scott (Rapiere) saw a woman, naked except for a brassiere, running after a car which was being slowly and erratically driven down the road. We doubted it, too, but it is apparently true as several other





crews reported seeing the phenomenon. At first, they were not quite sure that they were not seeing things! Mike Sutcliffe/Derek Astle/Robert Glenton, in an Austin Westminster, were "gimmicking"—they were attempting to prove that three immaculately suited gentlemen could complete the rally in a standard big British saloon. At Rennes they were all quite natty, and their car was very tidy indeed—well up to schedule, too. "We were three up, had plenty of time for good meals, baths and sleep. We were quietly resisting the urge to show the mad French that the British can be madder. We feel that our equipage had a general tone of quiet restraint," said Sutcliffe.

The fashion among the crack French drivers was for fur boots with curly toes, mostly of sealskin and brought back from the "1,000 Lakes" and other Scandinavian events which are enjoying a great vogue lately.

Grosgeat/Papazian rolled their Renault 4L in Normandy while making up time—after the police had stopped them for speeding!



Geoff Mabbs/Rauno Aaltonen (Mini-Cooper) had been suffering from elec-  
(Continued overleaf)



TOP: Past a snow-covered chalet on the Col de la Schlucht scuttles the DB of Plaza de Diego/Agramunt Oliva.

ABOVE: The BMW 700 of Fernandez/Clery leads a Lancia out of a right-hander at Soultzeren on dry roads.

LEFT: The Gordon Wilkins/Michael Frostick Ford Anglia is pursued by a non-competitor at Xonrupt-Longemer.



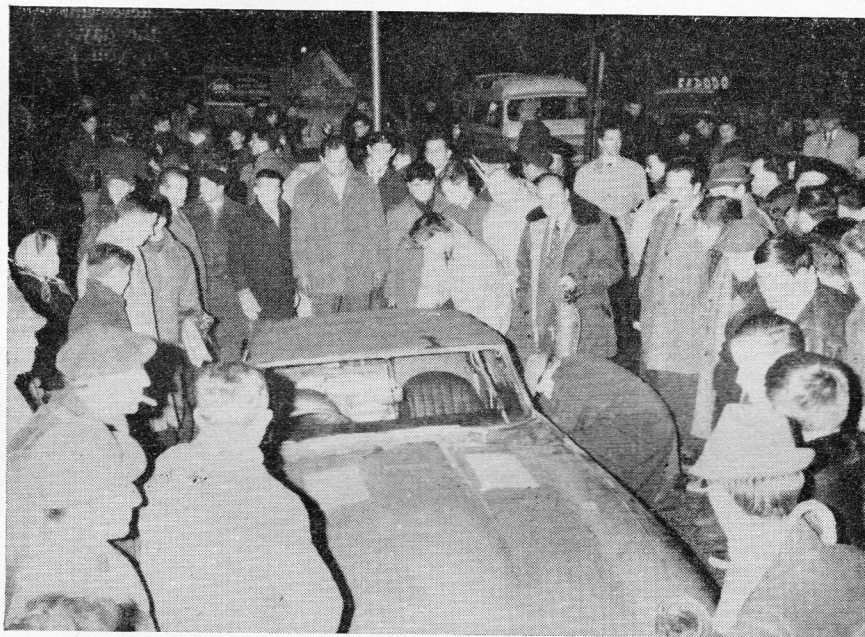
**Monte Carlo—continued**

trical troubles. At Rennes Aaltonen was asleep, having slept all the way from Paris. Later the passenger's seat broke loose, which brought his slumbers to an end rather suddenly!

By the time the crews reached Bourges the going was still very easy. Only two cars checked in late, apart from those who actually retired. Bill Banks's car hit another competing car on the Col de Bayard near Gappes. There was a little light slush here, but not enough really to slow anyone down. Banks bent the offside front and nearside rear panels of his Vauxhall in this accident, but at this point the area became rather more crowded when Jacques Feret/Guy Monraisse came upon the accident, hit Banks's Vauxhall and overturned. Both escaped unhurt. Esquer/Bermudez (BMW) hit a wall very early in the rally, in Yugoslavia, in slight fog. This damaged the front a little. But then they ran into the back of Ken Piper/Dave Stone (DKW) at St. Cloud, stoving-in the boot of the Deek. Both cars were able to continue (Ken was stationary at the time of the shunt!).



**WINTRY SCENE:** The Roy Pinder/Reg Johnson Jaguar crosses the Col de la Schlucht on snow-covered roads, against a backdrop of dark, sombre pines.



**CHAMBERY:** The "E"-type Jaguar of Glasgow starter Ray Merrick attracts a huge crowd as it enters the Chambery control.

There was a little snow in the Vosges near Gerardmer. This was just about the only real snow seen as far as Chambery. Craven/Foster finally retired near St. Cloud, with the Mini's gearbox stripped. Thomas Candlish/Torben Petersen broke the throttle cable of their Elite quite near Chambery, and managed to get in on time. Bernaeve/Dauwe (Mini) had a screen broken on Schlucht.

Gregor Grant/Cliff Davis had a slight prang when their Alpine failed to negotiate a bend quite near Chambery. Grant was knocked out when he hit his forehead on the Hephos mounting. They made the control in time and the only damage was to two low-mounted fog-lamps which were replaced at Chambery. Their overdrive gave up early on. Jo Schlessner/J.-F. Malle (Renault 4L) hit a dog near Chambery and broke a light. The dog survived, and they continued. John Sprinzel/Christabel Carlisle's Sebring Sprite, rebuilt after a prang in

London on the Wednesday before the start, was actually finishing off its running-in, and had a 2,000-mile oil change at Bourges!

José Behra/Max Billard broke the inlet manifold of their NSU Sport Prinz at Rheims, but managed to get it welded. Parkes got the Jag's clutch repaired somewhere near St. Cloud.

Gerry Burgess/Sam Croft-Pearson/Phil Crabtree had noises in the "diff" coming from Schlucht to Chambery. At Chambery Jack Welsh, of Ford competitions staff, changed the "diff" in 15 minutes before Burgess checked in—on time!

Both B.M.C. and Ford, under the command of Stuart Turner and Edgie Fabries respectively, had made their greatest-ever efforts in servicing on this Monte. Both had had, by Chambery, around 12 service points.

At Chambery, apart from retirements, there were only two cars late at the

control, out of the first 200. Rosemary Seers/Shelagh Aldersmith retired at this point: the clutch return spring had come off, and fallen into the plates. It could not be repaired without taking out the gearbox.

\* \* \*

**THE MONTE CARLO START**

THE start from Monte, in brilliant sunshine, was at a time when the Glasgow starters were already past Banbury. The organizers were bemoaning the fact that there was *pas de neige et glace*. In fact, a fair name for this year's Monte might well be "Le Rallye du Soleil et Gastronomique", as there was much sunshine and everyone was able to make time to have four meals and 12 hours' sleep in the 24! After a meeting on the Friday, the Ford team had a shipment of plain Durabands flown in, although Ian Walker/Paul Steiner, and most of the Ford team, carried a set of studded Durabands, just in case the weather broke.

The first section of 260 kms. to Gap, was very easy indeed, although many black marks on the corners seemed to indicate that many crews were finding it difficult to restrain themselves. In fact, the route all the way to Rheims, where most routes converged, was very easy. Several coach loads of skiers were seen—perhaps there is *some* snow somewhere in the Alps!

**PRODUCTION CAR TRIALS**

"MUD, Mud, Glorious Mud"—this just about sums up the day's sport that the South-Eastern Centre of the B.A.R.C. enjoyed last Sunday, when they held their very first production car trial and, indeed, the first event of the 1962 calendar.

Throughout the day the weather was simply appalling with heavy rain, sleet and wind all the time. Starting from and centred on "Drusilla's" near Alfriston, four hills were tackled in the morning and four in the afternoon and each one was very tricky and varied in length from 50-200 yards.



# DRIVING TESTS AND AUTOCROSS

## Two Rapidly Growing Sports

**D**URING 1961 there were encouraging signs of growth in two of the youngest forms of motor sport. Both the number of meetings held and the number of participants showed noticeable increases, while spectator attendance also improved—one noteworthy national autocross attracting some 14,000 people to the venue.

The outlook for 1962 looks promising, and shows a further tendency towards increasing popularity of driving tests and autocross. Why is this? Probably because of two factors—the mounting uncertainty regarding the future of rallies, which is turning people's thoughts to events held off the road, and the fact

that both these sports are perfectly suitable for everyday cars. This gives to the family motorist and the young enthusiast alike the opportunity of competing inexpensively and frequently during the year, and without the looming risk of a possible write-off on the horizon.

In autocross you have all the ingredients of a circuit sprint meeting, but as a result of the "agricultural" surface, speeds are much lower. You do not *feel* as though you are going slowly though, and autocross is not lacking in thrills for the drivers. After your practice laps you wait for the starter's flag, crash-helmeted and throttle-happy, and that exhilarating feeling as you leave the line with mounting revs. and a neat gearchange never loses its appeal. You know that every move you make is going to count, for with only two timed laps the slightest error of judgment will tell. Too wide on a corner, the wrong tyre pressures, or a late gearchange and someone will pip you by half a second. On your first half-dozen autocross meetings you learn more about how to handle a car fast on loose going than you will learn in a lifetime of day-to-day motoring. Every slide eats up seconds, so you discover how to corner just as quickly without "losing it". Wheelspin is literally a waste of time, so you develop accurate throttle control and get away much faster. Everything that happens to a car at 100 m.p.h. on a racing circuit, happens in autocross at 40 m.p.h. Every unit of power your engine develops in autocross is equal in excitement to four units on a dry circuit. All the sensation of a formula racing car with bags of power is yours

the moment you leave the line in an autocross meeting.

The attraction of driving tests is a different one. Here it is not speed that counts, but a combination of acquired skills. As in autocross, things appear to be happening much faster than they really are, but in driving tests this is brought about by the proximity of artificial barriers and obstacles which you negotiate at the highest speed possible—probably seldom higher than 20 m.p.h. Reversing is seen in a new light, since it is here the expert will usually score heavily. Cars have a fascinatingly different way of handling when they are going backwards fairly quickly, and steering with the "wrong end" is a subject in itself. There are right and wrong ways to tackle such favourites as the wiggle-wobble and the spin-in-a-box, so that the beginner finds he has much to learn. There is no doubt that after a few driving-test meetings, the local cinema car park has no more terrors, as you get to know for the first time just how much car you are driving, and can place it in a garage to the inch. In spite of the low speeds involved, driving tests are hard-fought contests and close results are the order of the day.

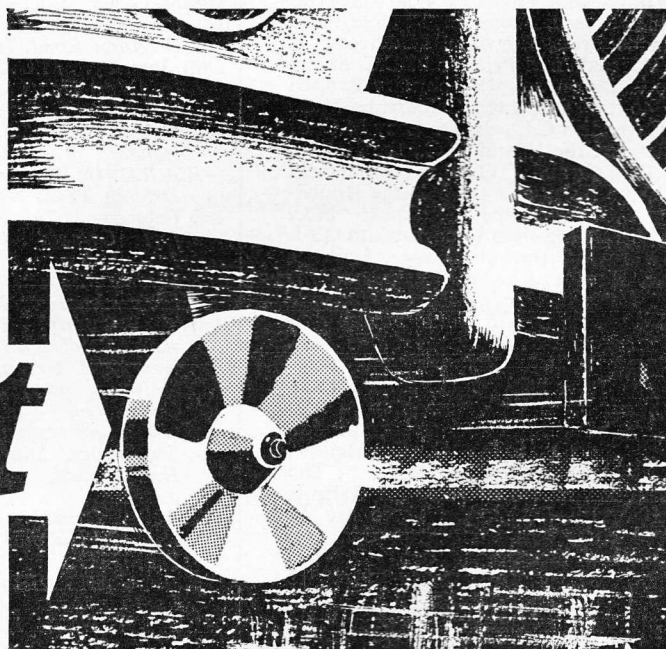
Whatever car you own, you can certainly derive much pleasure by entering it for autocross and driving tests—two sports that every motorist, however humble his steed, can afford. How to get started in 1962? Join one or two R.A.C.-recognized motor clubs, get a competition licence and a set of the R.A.C.'s Standing Supplementary Regulations—and you're in.

SAM ACTMAN.

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# Club News

By MICHAEL DURNIN

HERE is a piece of news to show that the "racers" will soon be back with us. The **Cheltenham M.C.** are holding a sprint meeting at Little Rissington Aerodrome, Glos, on Easter Monday. If you want to enter, you had better hurry as the event was oversubscribed last year. Open to B.R.S.C.C., B.A.R.C., B.O.C. and J.D.C., and regulations are available from Jack Browning, 401 High Street, Cheltenham, Glos. . . . An extra first prize in the **Blackfriars M.C.** Crocus Rally is a free week-end in Holland. . . . The **Steel Company of Wales M.C.** and **South Wales A.C.** Valvoline Rally on 10th/11th February will start at the National Benzole Filling Station on the Bridgend By-Pass at 10.30 p.m. Regs. from Mrs. Dianne Rutter, 14 Keals Close, Cefn Glas, Bridgend, Glam. . . . The **Old Merchant Taylors' M.C.** inform us that their film show scheduled for 16th March is now on 21st March. The show is at their headquarters at Durrants, Croxley Green, Watford, Herts, at 8 p.m. . . . The **Kentish Border C.C.** Standard Car Trial scheduled for this week-end has been cancelled as no suitable ground was found. However, the **K.B.C.C.** and the **Sevenoaks and D.M.C.** will be running the Inter-Club Standard Car Trial on 11th February. . . . **Herts County A. and Ae. Club** fifth annual February Ferment Rally, a restricted event open to the newly instituted London Counties Association of Motor Clubs, starts at the Marlowes, Hemel Hempstead, at 8.30 p.m. Regulations for this rally, which will be held on 17th/18th February, from E. R. Sturt, c/o Chandos Press, Edgware, Middlesex. . . . The **Airedale and Pennine M.C.C.** Snow-drop Rally on 3rd/4th February is open also to the B.A.R.C., Caldervale M.C., the Cavendish C.C., the De Lacy M.C. of Pontefract, the Elland M.C., the Halifax and D.M.C. and C.C., the Huddersfield M.C., the Ilkley and D.M.C., the Knowl-dale C.C. and the Stockport M.C. Entries (closing date tomorrow) to A. J. de L. Taylor, Harbours Lodge, Harbeck Drive, Harden, Bingley, Yorks, and the event starts at Appleyards of Huddersfield, Ltd., Southgate, Huddersfield. . . . **Wolverhampton and South Staffs C.C.** National British "Express and Star" Rally is being held on 17th/18th March. First cars leave Wolverhampton at 9.30 and finish 200 miles later at Llandrindod Wells. Entries to R. O. C. Mellow, 37A Parkside, Wolverhampton. . . . The **Sussex C.C.** restricted Valentine Rally is on 10th/11th February. There are 54 invited clubs and we reckon that you must be a member of one of these! Entries to L. V. Cruftenden, 269 Dyke Road, Hove, 4, Sussex. . . . The **B.A.R.C.** Midnight Film Matinees are being held at the Curzon Cinema, London, today, 31st January, 2nd February, 7th February and 9th February. Already the three Friday night performances are fully booked up. The films will also be shown at the Cameo Theatre, Leicester, on 12th February, the Northwick Cinema, Worcester, on 13th February, the Maxime Cinema, Blackwood, on 14th February, the Theatre Royal, Winchester,



(Left to right) John Eason Gibson, A. F. Rivers-Fletcher and Tony Brooks at the N.L.E.C.C. dinner-dance reported in last week's issue.

## Coming Attractions

**27th-28th January.** Sutton and Cheam M.C. Tempest Rally. Starts Sandford's Garage, Leatherhead, and Lex Garage, Reading, at 9 p.m.

Cambridge U.A.C. "Mini Monte". Starts Troutbeck Hotel, Ilkley, at 7.30 p.m.

Romford E.C.C. Clockwatchers' Rally. Starts Lynfield.

Mid-Thames C.C. Midwinter Rally. Starts Roundabout Garage, Brighton Road, Horley.

**28th January.** M.G.C.C. (S.W. Centre)/West Hants and Dorset C.C./750 M.C. (S. Centre)/Land-Rover Owners' Club Salisbury Trial for standard production cars.

B.A.R.C. (N.W. Centre) New Year Driving Tests, New Brighton.

**3rd February.** The Anglia and Perfect Owners' Club Aquarius Rally. Starts Littlewick Green Service Station, Reading Road, Maidenhead, at 7 p.m.

**3rd-4th February.** Thames Estuary A.C. Cats' Eyes Rally. Starts Woodford Green, Essex, in the Salisbury area, at Hagley and Colchester.

Airedale and Pennine M.C.C. Snow-drop Rally. Starts Appleyards of Huddersfield, Southgate, Huddersfield.

**10th-11th February.** Warrington and D.M.C. Daffodil Rally. Starts 101/606775.

Steel Company of Wales M.C./South Wales A.C. Valvoline Rally. Starts National Benzole Filling Station, Bridgend By-Pass, at 10.30 p.m.

North London E.C.C. Jacobean Rally. Starts Stirling Corner, Barnet By-Pass, at 8.30 p.m.

Sussex C.C. Valentine Rally.

Hants and Berks M.C./Oxford M.C. Riverside and Boanerges Rally. Starts Bear Hotel, Hungerford.

on 15th February, the Picturedrome, Eastbourne, on 16th February, and the Astor Cinema, Guildford, on 17th February. The shows, which last about two hours, start in London at 11.15 p.m. and in the Provinces at 10.45 p.m. London tickets, at 7s. 6d. each, and the others at 5s. each, are available from the British Automobile Racing Club, 55 Park Lane, W.1.

## EXETER TRIAL, 1962

### The 750 M.C.'s First Participation

FOR the first time the 750 Motor Club entered a team of three Austin Seven saloons in the Motor Cycling Club's annual classic, the Exeter Trial. This experiment appeared to be highly successful, and very popular with competitors and particularly spectators, and we hope it will be repeated for the "Land's End" at Easter.

Mike Ware drove his 1930 saloon, which has been modified with M.C.C. long-distance trials foremost in mind. This car was built bearing in mind the experience gained with a less highly modified saloon in the trials two years ago.

Barry Clarke, of V.S.C.C. Talbot fame, entered his 1929 saloon, with which he has had a number of trials successes this season already.

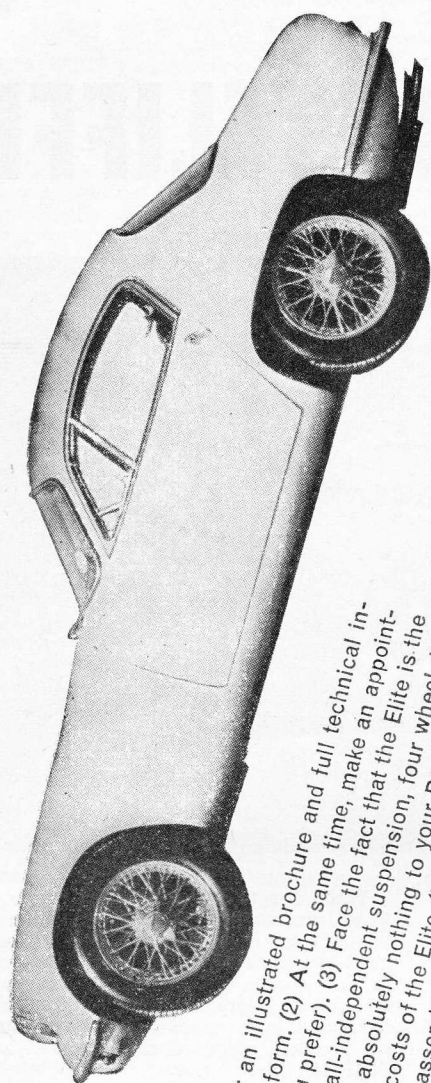
John Hill had his 1927 saloon, which was only completed the night before the trial and was "running in" throughout the event!

Barry Clarke had the misfortune to lose bottom gear when going very well on the upper reaches of Fingle, and unfortunately this could not be mended, so he retired from the trial, but turned up at the finish at Weymouth to welcome the other members. John Hill found the stiff engine a handful on the long hills and failed near the top on a number of them; however, he says it's by far the best trial he has ever entered, and wants another bash. Mike Ware's car held together and climbed all the hills and he has claimed a first-class award.

Look out for them in the "Land's End"!

(Continued on page 139)

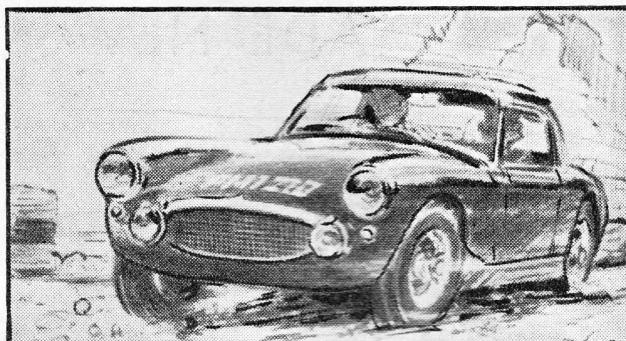




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## THEY MADE NEWS IN THE NORTH:

# HARRY RATCLIFFE

ON many occasions in the past two seasons, when the cars in production touring and G.T. races on Northern circuits have appeared at the end of the first lap, an insignificant grey Morris Minor has been well to the front, fighting it out with the big Jaguars and Fords in a wheel-to-wheel dice, losing little on the straights and making up on the corners.

That car has been developed by Littleborough (Rochdale) textile engineer Harry Ratcliffe into possibly the fastest Morris Minor ever to race after a steady programme of development over more than three racing seasons.

Now, with all the bugs out and running with a cross-flow head and a compression ratio of 13 to 1 with either four Amal carburettors or a pair of Webers, it can attain about 103 m.p.h. under racing conditions and has an estimated 80 b.h.p. under its normal-looking lightened fibreglass bonnet.

The car started life as one of the earliest Morris Minor 1000s to be built and was new in October, 1956. Harry got the opportunity to buy it in the autumn of 1958 and did so with the thought at the back of his mind that no one had made a Minor motor really quickly and this offered more of a challenge. Before the 1959 speed season the engine was breathed on with the aid of Speedwell bits and a special cam. Through necessity a pair of  $1\frac{1}{2}$  inch SU carbs. were used which originally saw service on a TD M.G.

Throughout the '59 season the Minor was raced in this form with standard body and few modifications to the suspension. There were successes, but not enough to become complacent, and more changes were planned for the 1960 season.

A cross-flow head was ordered, but because of the long delivery Harry set to work on his own version of a high-performance head, which was so effective that when the cross-flow head arrived there was no improvement. During the season various fibreglass panels were made until at the end of the season the Minor had both doors, bonnet and boot lid and all wings in fibreglass—making a saving of over 2 cwt. on the standard car. It was for last season—1961—that Harry Ratcliffe, who has a part-time business in conversion automobile engineering, really got down to work on the car.

The suspension was lowered by two inches at the rear, the front dropped on the torsion bars to match, and the block was bored out plus 60 thou. to 962 c.c. The cross-flow head was re-worked and a selection of cams tried out until only by progressively replacing camshafts an improvement of six seconds per lap at Oulton Park was made. The car was tuned to run on four Amals, but later in the season a pair of twin-choke Webers were tried. The Webers improved fuel consumption and made for smoother running, but performance-wise had no improvement over the Amals.

During the 1961 season, from 16 outings Harry has collected 11 class firsts, four second places and a fourth,



without failing to finish in any event. In fact, it has been so reliable that it has failed to finish only three times in three seasons, one of them being when Harry up-ended the car at Cascades at Oulton through overdoing things chasing Aleys A35—fortunately with little damage.

Harry has always enjoyed driving the car in races and says he considers the handling at high speeds is superior to the Minis. The race he enjoyed most and which he considers the hardest fight was at Mallory Park in April last year (1961) when there were a 3.8 Jaguar and some rapid Fords in the field.

He took an early lead, but was passed by the Jag. and a Ford. He fought back, and forced a pace so hard that the Jag., as he put it, "fell apart", and he was able to pass it into second spot. Then after further fast-lappery Harry disposed of the Ford and won the race.

What for the future? A scheme to fit all the important mechanical parts of the Minor into a Rochdale Olympic shell literally fell to bits towards the end of last season. Soon after the car was completed Harry was out on test with it when a lorry appeared and the resulting accident disposed of the shell—and the idea.

Back went the engine into the Morris and we shall expect to see the car in this form again in 1962.

Harry thinks his own design on a cast-iron head can be more successful than the re-worked cross-flow head, mainly due to the warping experienced on the cross-flow head under the high compression ratios he has used. A limited-slip diff. may also be tried, but he believes that the ultimate has been reached in cornering speed although a little more steam down the straight might be found. This is needed for competition in saloon car races, as it has been found that the Minor needs an extra five b.h.p. at ultimate velocity on an A40 owing to the shape—and that takes some finding on a 1-litre unit.

To this end experiments are being carried out with fuel injection and it has been found to be as good as any carburettor arrangement, but not as reliable, so stamina is sought here.

Harry and the little grey Minor may not be seen as frequently in 1962 as last year. The conversion business is taking up too much time to put as much racing in, and the Minor will be used more as a development car, but it is certain that when it does appear on any race track someone, somewhere, is due for quite a shock!

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PETER CRAVEN  
continues his  
series of  
Northern Profiles

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## Club News—continued

## S.S.C.C. FIRST 1962 RALLY

SNOW-PACKED roads greeted the competitors on one of the sections in the Scottish Sporting Car Club's first 1962 rally, which took place on 14th January. The rally started at the Oceanfield Filling Station, Duntocher, where the two driving tests had been laid out. In the first test the competitors had to drive into one garage, reverse into another and then stop astride the finishing line. The position of the second garage made it necessary to turn sharply on leaving and this caused difficulties for the bigger cars. The best time in this test was put up by G. D'Ambrosio in his Sprite with 15.6 seconds and the second fastest time of 16 seconds was shared by Ian McIntyre (Morris-Cooper) and A. Angus (Sprite). The second test involved straightforward driving and reversing and the classes were more equally matched. The fastest time of 12.8 seconds was put up by David Webster in his Ford Classic and the second fastest time of 13 seconds by Charles McLay (Austin 7).

After the tests came the first section of the rally, which was navigated by 11 map references and had a time allowance of 45 minutes for 18.1 miles. Slight inaccuracies in some of the map references caused a little confusion and quite a bit of time-wasting. The result was that 10 of the 33 competitors collected time penalties, among them being W. Johnstone (Austin), J. Edwards (TR2), and Ian McIntyre (Morris-Cooper). The most heavily penalized were Miss Cardosi (Simca) and H. Sarsby (Austin 7), who later retired.

The second section was a 17-minute, 8.4-mile affair which was plotted by map references and metres. This was the section which took the snow-covered motor road to Fintry and was the most heavily penalized section in the whole rally. No fewer than 17 time penalties were collected and 10 competitors failed to spot one or more codewords. The penalties varied from the 1 minute of Boyd Tunnock (Mini-Cooper) and E. Howie (Triumph Herald) to the 9 minutes of D. Trann (Singer) and the 20 minutes of H. Sarsby (Mini), who then retired. After this section came a soup-halt and a well-earned breather.

The next three sections were all comparatively easy ones. The first one was navigated by eight spot heights and there was a time allowance of 29 minutes for the 14.2 miles. Only four competitors collected time penalties—K. Livingstone

(Morris), 2 minutes, Charlie Kerr (Dauphine), 2 minutes, J. Edwards (TR2), 2 minutes, and A. Angus (Sprite), 1 minute. For the next section the competitors were given two map references and allowed 35 minutes to cover the 17.2 miles. This time only three competitors collected time penalties, each of 1 minute, and they were W. Johnstone (Austin), J. Edwards (TR2) and E. Howie (Herald).

For the second last section there was a mixture of spot heights and places to pass through and once again only three crews were penalized. This time David Webster (Classic) lost 2 minutes, E. Howie (Herald), 1 minute, and A. Dick (Sprite), 16 minutes.

For anyone who had decided the whole thing was too easy the last section had the scorpion's sting. It included a gated section on a white road which was rutted and icy. Twelve people collected time penalties. This satisfactory event finished with seven people clear on the road and only two retirements. The results were decided from the driving tests and were as follows:

## Results

Smith Quaich for Overall Winner: C. J. H. Brown/A. Munn (Austin 7), 29.6. Class 1: F. H. Winder/J. Hodgins (Austin A40), 32.6. Class 2: J. T. Gray/J. Jack (Rapier), 35.8. Class 3: D. C. Black/R. Finlay (Dauphine), 33.1. Novice Award: Mrs. E. Paterson/N. Paterson (Mini-Minor), 77.

EASTERN COUNTIES M.C.  
DRIVING TESTS

ON 14th January the Eastern Counties Motor Club held their annual Factory Fun Driving Tests on the works' roads of Munton & Fison, Ltd., Stowmarket.

The 30 competitors were faced with five open and straightforward tests, designed to assist the larger cars to utilize their power and to minimize excessive punishment to transmissions. Nevertheless, in the saloon class the "Minis" proved unbeatable. S. G. Morgans winning in his Austin 7 Countryman after H. J. Bone had lost 100 marks cutting the corner off one test in his Austin 7. N. P. Dickin was consistent in his 105E and improved on the other ADO 15 drivers. In the sports car class K. E. Kent took the B.T.D. honours in his TR2, beating R. J. Dunnett (M.G.A.) by a mere three-tenths of a second overall. Other excellent times were recorded by P. C. Moyes (Healey 3000) and T. J. McClement (Lotus 7-Holbay). Bert Westwood and Iris Collins were going well with the Cannon but halfway through the rear end packed up and they sportingly carried on in an Anglia.

During the afternoon hot soup was served to the large assembly and at the close tea at Stowmarket was followed by a three-hour film show. This included a repeat showing of "Heroic Days plus the Golden Age", received at the 12th hour from Shell.

M. R. S.

THE SECOND AUTOPOINT  
6th January

THE event was decided by the result of the relay race which was won by the London Motor Club. Both the London Motor Club team and the British Army Motoring Association team scored 54 points each in the 12 heats that were run on the four courses.

## Results

1. London Motor Club: Rowland Lewis (Land-Rover); Richard Martin-Hurst (Land-Rover); Colin Hoile (Gypsy); Peter Harwood (Gypsy); Ian Lewis (Mini-Minor); Jeff Uren (Ford Zephyr); Peter Mitchell (Halfinger); David Render (Cannon).  
2. British Army Motoring Association: C.S.M. Ashbury (Land-Rover); Sgt. Pickworth (Champ); Cpl. Pickworth (Land-Rover); S/Sgt. Brooker (Champ); Sgt. Phipps (Husky); Sgt. Allpress (Husky); Sgts. Smith and Elston ("Bug"); S.Q.M.S. Phillips (1-ton).

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RALLY

THE rally attracted an entry of over 45 cars and right from the start it was evident that a lot of work had been put into organizing the event. From the Park Langley Garage at Beckenham the first section was a route card to avoid habitation. Thereafter the rally developed into many short sections which were all on unless navigators took a wrong slot. However, later on all the roads became treacherous with ice and it was a test of the driver's skill to stay on the road.

It was evident that the organizers had made the rally a strictly no-nonsense event, as all the route checks were manned by efficient marshals. As the rally drew into the final stages it appeared that six cars had managed clean sheets and it was left to the tie-decider to find the winner. The test was a quarter-mile sprint over icebound roads and the TR3A of Reeves and Chorley put up the best time. However, the TR3A of J. Quick put up a very fast time and the organizers decided to award his performance with a special prize.

## Results

1. M. Reeves (TR3A), 0 marks lost; 2. R. Ambrose (Ford Anglia), 0; 3. M. Mosby (Mini-Minor), 10. Team Award: M. Reeves (TR3A), R. Ambrose (Anglia), R. Cove (Peerless), 0.

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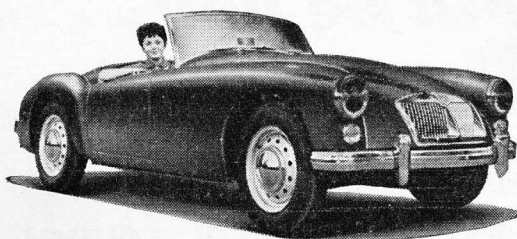
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# CORRESPONDENCE

## The Pegaso: The Dismal Failure That Should Have Remained a Training Scheme!

I WAS more than a little interested to read in AUTOSPORT of 12th January the article by Mr. Neil Dougall on this subject, but was, frankly, rather amused by the distorted impression given to render this rather expensive misadventure the appearance of brilliant success.

The first photograph of the article is captioned "3.5-litre Type 102 which gained much competition success in 1954"—I challenge Mr. Dougall to name one race of a truly international flavour won by Pegaso in 1954 or any other year.

The caption of the second photograph refers to the lap record of the Barcelona circuit being held by Pegaso. This raises a smile—it is hardly surprising that it should achieve such a magnificent performance, as a works entered car, participating in a glorified club event on a circuit that has never seen any international racing in the true sense—a victory of as much significance, for example, as Moss's victory in the B Series Connaught at Davidstow in 1955.

With regard to the success of Pegaso cars, I would refer Mr. Dougall to a "local" event, the Gran Premio de Pena Rhin which was an accompanying race to the 1954 Spanish Grand Prix. "Foreign" cars finished in the first 10 places and the works Pegaso team retired, two cars with carburation trouble and the third caught fire.

The burst in the bubble of the "startling suddenness" of the impact made by the Pegaso records, caused by a Jaguar (an XK 120 with catalogued "special equipment", undershield and cockpit dome) deserves more than a single line. This "record" was set up 18 days after the Pegaso runs and the Jaguar's time for the mile (flying start) was a mere 21 m.p.h. faster.

Mr. Dougall has his race positions for the 1954 Pan-Americana race thoroughly confused. Incidentally, the category the Pegaso ran in was not "up to 3,000 c.c.", but "over 1,500 c.c.", i.e., unlimited.

Palacio's positions during the race were:—

**Stage I:** Eighth in class (as stated); 16th overall (defeated by eight cars in the under 1,500 c.c. category).

**Stage II:** Seventh in class (not fourth as stated—but fourth for that particular stage).

**Stage III:** Seventh in class (not third as stated—but fourth for that particular stage).

I do not know where Mr. Dougall obtained his results from—mine are from *Autocourse*, Volume IV, No. 5, April, 1955.

Incidentally, Boddy in *The Sports Car Pocket Book* gives the capacity of the 103 Pegaso as 4,780 c.c., not 4.5-litre, and describes the engine as "having a single camshaft between the cylinder blocks".

I am, in fact, somewhat disappointed by the overall standard of accuracy in recent copies of AUTOSPORT—I have been a regular reader since 1954, and probably will remain so for a long time yet—but I do get exasperated by inaccurate articles of this nature.

A. C. PRITCHARD, B.L.

WEMBLEY, MIDDLESEX.

## Revival of 500s

IT is noted in a recent issue that the scope of Inter-Continental Formula has been increased and that the 1,100 c.c. sports-racing class is being revived. All very fine but what about the bottom end of the racing scale?

At the moment there is no single-seater between the Go-kart and the Formula Junior, i.e., £100 and £1,400.

Being a member of the Monoposto Register I know about their latest formula but respectfully suggest that the minimum age limit on racing manufacturers' chassis of five years is limiting the field.

After all, how many people are capable of building their own chassis and, even given the ability, can sum up the necessary time and energy?

Having built several single-seaters from scratch I find that the bits and pieces, less engine, cost £300 to £400 new. Then one has to build the chassis, body, etc.

At the moment a front-engined Elva, Gemini, Scorpion, etc., can be bought for around £300 less engine and has the advantage of being a tried and safe car. Again the U.2 chassis can be had for around £60 with instructions for completion, resulting again in a car of known capabilities. It is suggested therefore that the Monoposto people permit the use of these items using their 1,172 c.c. unit. The scope of their formula would be much increased and, in addition, would result in suitable cars being available at much shorter notice.

Another suggestion to fill the gap would be a revival of Formula 3. As availability of new cars is going to revive 1,100 c.c. sports class couldn't the same happen with 500s? Couldn't AUTOSPORT test the market and find out how many interested purchasers there are for new 500s? I'm sure if there were sufficient some maker would supply.

Unfortunately the B.R.S.C.C., of which I am again a member, appears to be too interested in the "big time" to remember its origin, the object then being to promote reasonably priced single-seater racing for the beginner.

Wishing you all the best in 1962.

C. L. GRAHAM.

THORNHILL, DUMFRIESSHIRE.

## Under the Chequered Flag

WITH regard to the article "Under The Chequered Flag" in 12th January issue, I feel bound to comment, as it seems a lot of "Sour Grapes" have got into the systems of this team.

Now let's be fair and admit that "Dear Old Dadio" got his Championship by some very fine driving against a very fine competitor, namely, Graham Warner. To insinuate that he won due to, I quote, "The slower car promptly moved over in front of him (G. Warner) allowing Leston to nip through", or, "LOV 1 suffered a seized rear shock absorber", seems extremely unfair.

I have no axe to grind here, as The Venerable Les and I don't see eye to eye, but let's give him his due; he won his championship due to driving, not through the misfortunes of others.

I still think your magazine's a good 'un.

LAWRENCE GIBBINS.

OTFORD, KENT.

## Observers

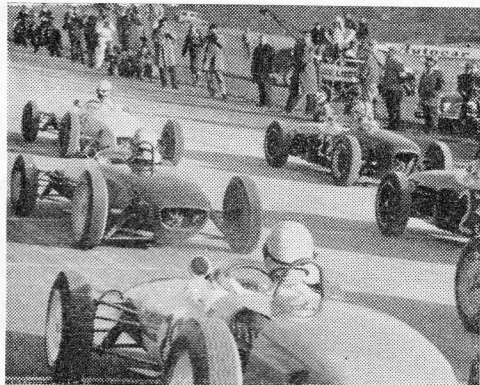
FURTHER to Don Truman's letter in 12th January issue and his remarks about Observers—I would venture further and suggest that there are still many organizing clubs who do not appreciate the importance of efficient observing. All too often one encounters individuals undertaking responsible marshalling duties that they are not suited for. It is not fair to his fellow officials, the competitors, or to the man himself to delegate the responsibility of observing to a person who hasn't either the temperament or the experience to handle the job. We repeatedly urge our members never to accept duties that they do not feel competent to handle.

By organizing theoretical training in centres throughout the country during the closed season and countless hours' actual circuit work each summer the British Motor Racing Marshals Club seeks to raise the standard of its members' marshalling to the highest possible level. It does, however, take many years of even this intensive work to turn a marshal into an Observer. A greater awareness of this fact is needed by all concerned.

ROBERT BROMLEY, Press Officer.

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



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(Continued on page 143)

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**1947 H.R.G. Aerodynamic**. Good condition, taxed. £125.—Eastern Automobiles (Southend), Limited, 1163/7 London Road, Leigh-on-Sea, Essex. Telephone: 79271/2.

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THE CHEQUERED FLAG  
(SPORTS CAR SPECIALISTS), LTD.

**XK 120**, 1954, drophead coupé, dark blue, recent new hood, fitted radio, heater, R5 tyres. £345 High Road, Chiswick, W.4. Tel.: CHI 7871/2/3.

**JAGUAR 3.4**, Nov. 1958. Automatic disc brakes. Radio, B.R.G. £765. Would part exchange Lotus Elite.—Write: Shaw, 37 The Spinney, Winchmore Hill, London, N.21. Phone: Waltham Cross 28138.

**140 ROADSTER**, white, C-type motor, twin exhausts, chrome wire wheels, X tyres. Immaculate condition. £475. H.P. and exchanges. Also "E"-type Roadster. Radio. £2,095.—Jones' Garage, Syston, Leics. Syston 2257.

**1960 SERIES XK 150 f.h.c.** Spec. equip. 11,000 miles. Overdrive, discs, Barwell head, radio, heater, undersealed. Outstanding example. Genuine second car. Part exchange Sprite, Midget, Mini. £1,050. H.P.—Hornchurch 43167, evenings.

**1958 XK 150 fixed head coupé**, overdrive, wire wheels. In really outstanding condition. £775 o.n.o.—Great Missenden 2163, evening.

## JENSEN

**JENSEN 541 saloon**, 1956, one owner, mileage 43,000, condition as new. £850.—Telephone: South Rauceby 219. Mrs. Sunderland, The Cottage, South Rauceby, Sleaford, Lincs.

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**JAVELIN**, 1949, Series III engine, only 10,000 miles, excellent condition throughout. M.O.T. certificate, new battery. £120 o.n.o.—109 Farmcombe Road, Tunbridge Wells. Tel.: 2355.

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**1929 TOURER** fitted V8. Excellent condition. Terrific potential. About £110.—Photos, Details, Shepard, Hawthorne Cottage, Epping Green, Epping.

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**LOLA-CLIMAX Sports Stage III**, Webers, M.G. box. 1961 spec. 100 per cent. condition. Offers.—Phone: T. Howell, Gately 4540 for details.

**WANTED**.—Lola-Climax 1100.—R. A. Postlethwaite, 10 Hayes Way, Beckenham, Kent. Phone: BECKenham 1650.

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**Seven**, 1960. Fitted Ford 105E modified unit, weather equipment, fabulous performance £445 High Road, Chiswick, W.4. Tel.: CHI 7871/2/3.

**HERE** it is! July 1961 LOTUS 20, seven races only, showroom condition, maintained by expert mechanics. £1,250.—Rodney Banting, "Ivy Cottage", East Street, Hambledon, Hants. Tel.: Hambledon 680.

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**MRS. BRYDEN-BROWN'S** F1 Lotus. Seven races only, driven by Dan Gurney and Tony Maggs, prepared by Mr. W. Basson. £1,600.—Phone: Longfield 3445 (Kent).

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**THE** genuine Bill Moss/Jack Gates Marcos. Numerous awards including AUTOSPORT Championship team replica. Started and finished the 1961 season with first places (Snetterton and Stapleford). Ready to do the same again. £650.—Tel.: Hockliffe 307 (Luton exchange), Beds.

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1956 model mostly stored since new and only occasionally used in summer months by elderly professional owner. This car is practically new and unused and under the most minute examination would be mistaken for a new and unregistered show model. Recently passed by Daimler-Benz at Stuttgart as the finest they have ever examined. High offers invited. Box 4499.

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**NASH METROPOLITAN**, 1957. Nearsides rear damaged. £150 o.n.o.—G. Ralphs, 11 White-mere Road, Wellington, Salop.

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(Continued overleaf)



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**Classified Advertisements—continued****RACING CARS—continued**

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**1961 F.J. COOPERS,** Midland Racing Partnership team cars. Two cars have been sold and two cars are still for sale. These have been completely stripped and rebuilt since end of season and are offered either complete with B.M.C. engine and special five-speed Cooper-Citroën gearbox or without engine or gearbox. The cars were raced very successfully during 1961, being placed 38 times, including 15 firsts, and hold, or have held, six F.J. lap records. Export can be arranged and we can also part exchange any type of car.—Enquiries to Midland Racing Partnership, 20 Bell Street, Wolverhampton, or telephone 27782.

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**1959 SINGER** Gazelle Estate car. Slightly damaged roof. Drivable. Warbesto roof. £315. Part exchange A30, Minor or similar.—Ipswich 41973.

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### SOUTHPORT MOTOR CLUB

PRESIDED over by its chairman, Mr. M. G. Stuttard, in the absence of the president, Mr. G. Hoyle, the club's annual dinner-dance took place on the 19th January at the Clifton Hotel, Southport. The numbers present were affected by flu, there being about 90 at the dinner, well over 100 tickets having been sold.

After dinner there were a number of toasts, one being to "The Southport Motor Club" by Mr. A. Sowden of Waterloo Motor Club. The chairman then made a short speech, which was followed by the presentation of awards by Mrs. Stuttard, assisted by competitions secretary Mr. G. Danter. Among the prizewinners were the chairman, N. Bowdler, I. Gough, R. Stuttard, R. Watkinson, P. Kitchen, A. Sowden, P. Fletcher and F. Murgatroyd. N. Bowdler and I. Gough were joint winners of the points table championship trophy and the chairman received the average handicap trophy. On completion of her duties Mrs. Stuttard was presented with a bouquet by social secretary Mrs. Rowbotham.

Dancing then commenced and, between them, M.C. Frankie Oliver and the Clarkson Woods Band kept things going at a lively pace. Altogether an event thoroughly enjoyed by all and up to the usual high standard.

N. F. M.



ABOVE: This handsome newcomer is the DKW-Caribbean, an experimental prototype based on a DKW Junior chassis and engine unit with a Falcon Caribbean body shell.

BELOW: A new family saloon from Reliant—the FW3. The saloon body has two doors and the power unit is the 105E Ford engine and gearbox. All-round independent suspension is employed, and the car is very fully equipped.



LEN TERRY, the designer of the Terrier 1172 and Formula Junior cars, the Gilby sports and Formula 1 cars and the new Falcon-Climax sports car, is no longer employed by Gilby Engineering.

### RENTAFORD

FORD MOTOR COMPANY, LTD., announces that a new contract hire plan, to be known nationally as Rentaford, is now being operated by a network of authorized dealers throughout the U.K. The plan, available for both cars and commercial vehicles, provides for tailor-made contracts to suit individual requirements and there is no set scale of charges.

THE Amateur Racing Drivers' Association have announced that they will be helping many new drivers during their first season of motor racing. The association exhibited a Cooper-Fiat Formula Junior car, that is to be given away to a member, at the Racing Car Show. They can answer questions on all aspects of amateur racing and they can offer advice and assistance on the selection and purchase of a competition car, preparing for your first race meeting, planning your racing season and preparing and maintenance of your car. Members will be able to obtain discount on all racing equipment, spares, accessories, tuning and modifications. The membership rate is 30s. per year and further information can be obtained from Kims Racing Autos, Gladstone Mews, Cavendish Road, London, N.W.6.



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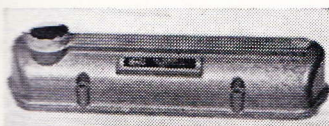
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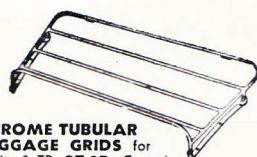
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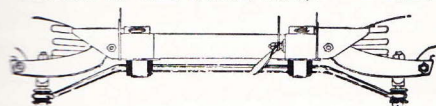
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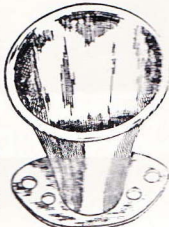


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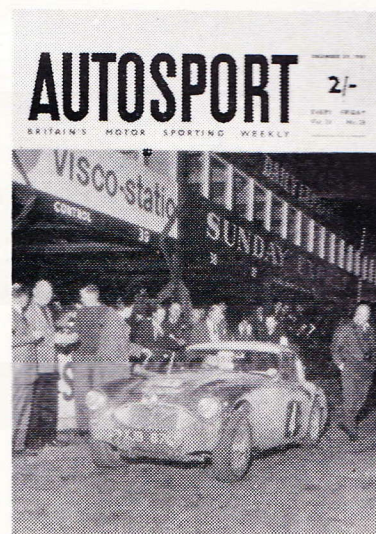
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